

Comprehensive Traffic Impact Study (TIS)

Village of Kiryas Joel & Town of Palm Tree

Orange County, New York

CM Project No. 118-304

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Executive Summary

The Village of Kiryas Joel initiated the Comprehensive Traffic Impact Study (TIS) in order to conduct a village-wide operational and planning analysis of the existing roadway network. The Village has experienced substantial growth in both population and geographic area over the past decade, and anticipates continued and accelerated growth with the imminent construction of approximately 54 planned residential developments within the Village as well as several commercial properties. This TIS identifies improvements to the roadway network including potential capacity improvements, additional intersection geometry, and network connectivity enhancements to provide additional traffic capacity in the short-term, while maintaining the existing pedestrian nature of the Village by utilizing a complete streets approach to balance the needs of all users. In doing so, the TIS will enable the Village to develop a resilient transportation network that will be able to accommodate anticipated traffic volumes associated with projected growth while maintaining the pedestrian friendly character of the Village.

Initial traffic counts conducted at 10 village intersections indicated that the morning (AM) peak periods of vehicle travel generally occurred between 8:00 a.m. and 10:00 a.m., and the evening (PM) peak period generally occurred between 5:30 p.m. and 8:30 p.m. In addition to the AM and PM peak periods, the Friday afternoon (Fri) peak period, which generally occurred between 12:30 p.m. and 3:30 p.m., was identified due to increased activity in the Village in preparation of the Sabbath, which is generally representative of traffic conditions prior to any holiday. Based on the above peak hours, which were confirmed with Village leadership, and general travel patterns within the Village, turning movement traffic counts were conducted at study area intersections #1 thru #23 in May and June of 2019, with additional counts conducted at study area intersections #24 thru #45 in January of 2020 for the peak periods. A review of the traffic count data indicates that:

- Traffic volumes during the AM and PM peak hours are generally comparable, with slightly higher volumes during the PM peak hour. During the Friday peak hour, activity in the Village increases significantly and traffic volumes are approximately 20% higher than the typical weekday peak hour.
- Forest Road, Acres Road, Mountain Road, and Bakertown Road generally have the highest traffic volumes in the Village. This is due to travel between residences along Mountain Road and Acres Road to/from major trip generators in the Village, including the shopping centers on Forest Road and Bakertown Road, Synagogue on Garfield Road, and schools along Bakertown Road, Riminev Court, and Israel Zupnik Drive.
- The Bakertown Road/CR 105 and Forest Avenue/Schunneunk Road intersections are the two primary entrances to/from the Village, each accounting for approximately 30% of entering/exiting traffic, followed by the NY Route 208/Mountain Road intersection.

Traffic operations were then evaluated using the Synchro/SimTraffic software to represent existing traffic conditions and levels-of-service (LOS). LOS is a measure of delay at intersections with good operations represented by short delays in the LOS A/B range, and poor operations represented by long delays in the LOS E/F range. In general, most intersections operate at LOS C or better, with exceptions on Bakertown Road, Acres Road, Forest Road, and Meron Drive.

To evaluate future roadway conditions within the Village, traffic projections were prepared for the year 2025. The traffic forecasts are based on a list of 54 expected developments provided by the Village, totaling 7,840 new residential units. Locally collected traffic and demographic data for nine existing

communities within the Village indicates that the AM and PM peak hour trip generation rates are 0.88 and 0.89 trips per unit respectively, while the Friday afternoon peak hour trip generation rate is 1.18 trips per unit. The above rates were applied to the list of 54 developments, resulting in a Village-wide trip generation of approximately 7,000 trips during the AM and PM peak hours, and 9,250 trips during the Friday peak hour.

Based on census data, it is assumed that the approximately 35% of the above vehicle trips are destined to remain within the Village of Kiryas Joel, while the remaining trips are destined to and originate from locations outside of the Village. As such, a matrix was used to distribute the internal trips between six internal zones. In general, it was assumed that five percent of all internal trips would not leave the originating zone. Beyond that, trips between zones were generally distributed based on their proximity to adjacent zones. External trips were distributed through the Village based upon the existing travel pattern in which approximately 25% of trips travel to and from the north and south on NY Route 208, 10% travel to and from the north on Seven Springs Road, 5% travel to and from the north via CR 105, 30% travel to and from the south on CR 105, and the remaining 30% travel to and from the south on Forest Road. The internal and external trip distributions were applied to the respective internal and external trip generation for each zone in order to develop the 2025 Trip Assignment. The results of the traffic assignments for internal and external volumes was then added to the 2019 Existing traffic volumes, with background growth rate applied, resulting in the 2025 projected traffic volumes.

Traffic operations were evaluated using the same procedures that were applied for the existing conditions analysis in order to compare the 2025 Forecast operations without mitigation to the 2019 existing operations. The results indicate that a majority of the study area intersections will be over capacity and operate at LOS F during one or more peak hours under 2025 Forecast conditions. As such, the following intersections were identified as requiring improvements:

- | | |
|--|--|
| 1. Mountain Rd/NY Route 208 | 16. Forest Rd/Van Buren Dr |
| 2. Seven Springs Mtn Rd/Seven Springs Rd | 17. Quickway Rd/Rimenev Ct |
| 3. Seven Springs Mtn Rd/Nickelsburg Rd | 18. Schunnemunk Rd/Forest Ave |
| 4. Mountain Rd/Seven Springs Mtn Rd | 20. Meron Dr/Daj Blvd/Prag Blvd & Dhruhich Way |
| 5. Acres Rd/Forest Rd | 21. Mountain Road/Forest Road |
| 6. Acres Rd/Satamar Dr | 23. Quickway Road/Forest Road |
| 7. Acres Rd/Bakertown Rd | 24. Seven Springs Mountain Road/Chevron Road |
| 10. Bakertown Rd/Israel Zupnik Dr | 26. Acres Road/Israel Zupnik Drive |
| 11. Bakertown Rd/Meron Dr | 28. Forest Road/Mordeche Scher Boulevard |
| 12. Bakertown Rd/County Route 105 | 29. Forest Road/Hayes Court |
| 13. Bakertown Rd/Nininger Dr | 35. Bakertown Road/Hamaspiik Way |
| 14. Bakertown Rd/Larkin Dr | 41. Acres Road/Krolla Drive |
| 15. Forest Rd/Schunnemunk Rd | |

Based on the analysis of existing conditions and future conditions, as well as input from Village leadership, a series of transportation improvements were developed for the study area in order to increase vehicle capacity at key intersections and on the primary roadway segments, in the form of roadway widenings and intersection signalization. To the extent possible, roadway widenings were limited to three-lane sections in order to minimize pedestrian crossing distances. Base level intersection improvements, generally consisting of signalization and the addition of turn lanes at intersections, as well as widening the primary roadways to a three-lane segment including a two-way left turn lane (TWLT), were evaluated for the above intersections, and resulted in adequate traffic flow for the majority. Beyond the base level improvements, additional

alternatives, including changes to the intersection traffic control and roadway alignment, were examined at the Acres Road/Forest Road, Forest Road/Mountain Road, and Meron Drive/Prag Boulevard/Daj Boulevard/Dhrubich Way intersections. Likewise, alternative traffic patterns on Garfield Road were examined.

The technical studies show that incorporating the above recommendations in addition to incorporating best practices such as transportation demand management and establishing a roadway network hierarchy will support the Village's efforts to continue to grow in a safe and efficient manner. The study recommendations focus on improvements that could be implemented as they become necessary. The Village should work proactively in coordination with Orange County and NYSDOT, and to identify private funding through cooperative arrangements, site plan approval, and SEQOR mitigation. At a minimum, it is recommended that as developers progress individual projects, the study recommendations along the roadways serving the development be incorporated. Likewise, for developments along roadways where improvements are not identified, the Village may wish to establish a fund for future off-site transportation improvements.

Chapter 1. Introduction

The Village of Kiryas Joel initiated the Comprehensive Traffic Impact Study (TIS) in order to conduct a village-wide operational and planning analysis of the existing roadway network. Located in Orange County, New York, the Village of Kiryas Joel has experienced substantial growth in both population and geographic area over the past decade. This growth is planned to continue and accelerate with the imminent construction of approximately 54 planned residential developments within the Village as well as several commercial properties. These projects will include over 7,800 additional residential units and additional commercial space to be completed by 2025.

STUDY GOAL

Develop a resilient transportation network, specifically tailored to the unique travel characteristics within the Village that will be able to accommodate anticipated traffic volumes associated with projected growth while maintaining the pedestrian friendly character of the Village, using a complete streets method to balance the needs of all users.

The Village realizes that impacts to road conditions from additional trips generated by these projects, without appropriate mitigation measures, may be extensive and could result in further increases to congestion and trip times within the Village. As such, this TIS will identify improvements to the roadway network including potential capacity improvements, additional intersection geometry, and network connectivity enhancements to provide additional traffic capacity in the short-term.

While improvements to increase vehicle capacity may accommodate the anticipated growth in traffic volumes, the Village acknowledges that these measures should not come at the detriment to the existing pedestrian nature of the Village. Therefore, a complete streets approach will be used in identifying mitigation measures in order to ensure that the future transportation network will be able to accommodate all users in a balanced manner, thus enabling the Village and its population to continue to grow.

As such, this study addresses the above Study Goal and Project Objectives below.

PROJECT OBJECTIVES

- Provide trip generation rates to be used by future traffic studies in Kiryas Joel.
- Identify existing and projected problem areas, and identify and prioritize possible remediation measures.
- Establish a fair share formula from which the Village can determine the appropriate contribution of each future project toward the cost of implementing remediation measures.
- Identify the need to establish a transportation improvement mitigation fee to be assigned to future project applicants to provide for funding of future road improvement projects.

Study Approach – Complete Streets

In order to accomplish the study's goals and objectives, a complete streets approach will be used to identify specific mitigation measures and recommendations. According to the New York State Department of Transportation's complete streets webpage, a complete street is a roadway planned and designed to consider the safe, convenient access and mobility of all roadway users of all ages and abilities. This includes pedestrians, bicyclists, public transportation riders, and motorists; it includes children, the elderly, and persons with disabilities.

Complete street roadway design features include sidewalks, lane striping, bicycle lanes, paved shoulders suitable for use by bicyclists, signs, crosswalks, pedestrian control signals, bus pull-outs, curb cuts, raised crosswalks, ramps and traffic calming measures.

Complete streets prioritize safety for all who use the street and positively influence a community's quality of life. They ensure that people can access destinations comfortably and reliably by any mode, or by effective connections between modes. The good mobility offered by complete streets supports strong local economies and thriving businesses. A vibrant complete street connects people to jobs and services, provides quality features, respects and minimizes environmental impacts and contributes to an area's sense of place. Travel speeds are often slower on complete streets as calmed traffic conditions have safety benefits and make walking and bicycling more comfortable and attractive. While some traffic calming is expected, complete streets improvements should not lead to long delays or long traffic queues that block driveways outside of the peak travel hours, nor become a frustration to drivers or have a negative impact on businesses. Overall complete streets enhance safety, balance the mobility needs of users of all ages and abilities and allow people to have increased activity and healthier lifestyles. Complete streets also ensure that certain populations are not disproportionately impacted.

Chapter 2. Existing Conditions

This Chapter summarizes the existing land use, multimodal transportation infrastructure, and operations in the study area.

Study Area Intersections

The study area is primarily focused on the Village of Kiryas Joel, although several study area intersections are outside of the Village boundary. In general, the study area is bounded by NY Route 208 to the West, CR 105 to the east, NY Route 17 to the south, and Seven Springs Road to the north. Figure 2.1 shows the 45 study area intersections included in the TIS, which are further summarized in Table 2.1.

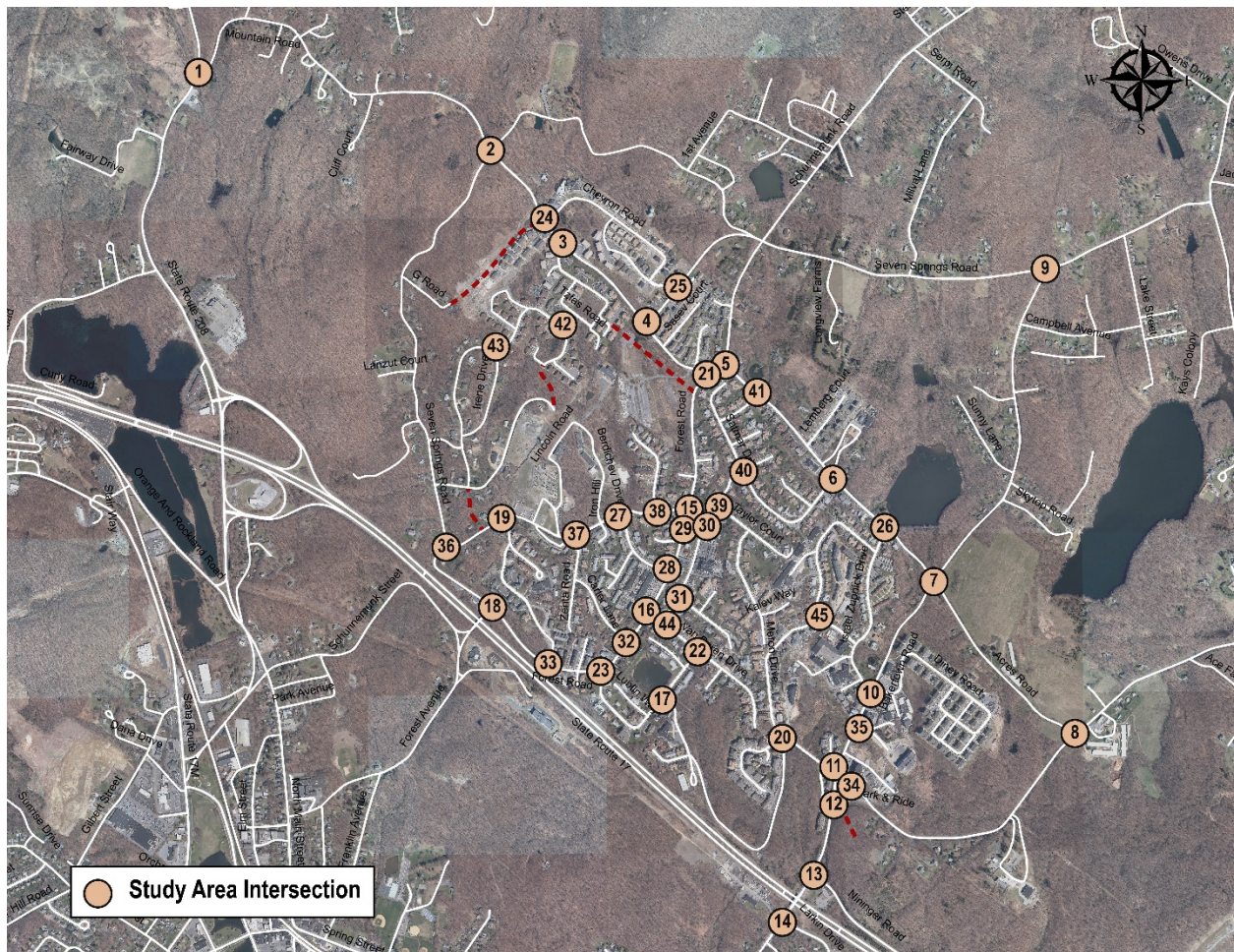


Figure 2.1 – Study Area Intersections

Table 2.1 – Study Area Intersection Control

Intersection	# of Approaches	Control	Intersection	# of Approaches	Control
1. NY Route 208/Mountain Road	3	TWSC	24. Seven Springs Mountain Road/Chevron Road	4	TWSC
2. Mountain Road/Seven Springs Road	4	TWSC	25. Seven Springs Road/Rovna Court	3	TWSC
3. Mountain Road/Nickelsburg Road	3	TWSC	26. Acres Road/Israel Zupnik Drive	3	TWSC
4. Mountain Road/Seven Springs Mountain Road	3	TWSC	27. Schunnemunk Road/Mordeche Scher Boulevard	3	TWSC
5. Acres Road/Forest Road	3	AWSC	28. Forest Road/Mordeche Scher Boulevard	3	S
6. Acres Road/Satmar Drive/Driveway	4	TWSC	29. Forest Road/Hayes Court	3	S
7. Acres Road/Bakertown Road	4	AWSC	30. Garfield Road/Hayes Court	3	TWSC
8. Acres Road/CR 105	3	TWSC	31. Garfield Road/Eahal Court	3	TWSC
9. Bakertown Road/Seven Springs Road	3	TWSC	32. Forest Road/Carter Lane	3	TWSC
10. Bakertown Road/Israel Zupnik Drive/Dinev Court	4	AWSC	33. Forest Road/D A Weider Boulevard	3	TWSC
11. Bakertown Road/Meron Drive	4	AWSC	34. Bakertown Road/Park and Ride Driveway	3	TWSC
12. Bakertown Road/CR 105	3	TWSC	35. Bakertown Road/Hamaspik Way/Ratzfert Way	4	TWSC
13. CR 105/Dunderberg Road (CR 64)	3	S	36. Schunnemunk Road/Seven Springs Road	3	TWSC
14. CR 105/Larkin Drive	3	S	37. Schunnemunk Road/Zenta Road	3	TWSC
15. Forest Road/Schunnemunk Road/Driveway	4	TWSC	38. Schunnemunk Road/Lizensk Bouelvard	3	TWSC
16. Forest Road/Van Buren Drive/Plaza Driveway	4	S	39. Hayes Court/Taylor Court	3	TWSC
17. Quickway Road/Riminev Court	3	TWSC	40. Hayes Court/Satmar Drive	4	AWSC
18. Forest Ave/Schunnemunk Road	3	TWSC	41. Acres Road/Krolla Drive	3	TWSC
19. Schunnemunk Road/Koznitz Road	3	TWSC	42. Ruzhin Road/Krakow Boulevard	3	TWSC
20. Meron Drive/Prag Boulevard/Daj Boulevard/Dhrubich Way	5	AWSC	43. Irene Drive/Mountainview Drive	3	TWSC
21. Forest Road/Mountain Road	3	AWSC	44. Van Buren Drive/Garfield Road	3	TWSC
22. Van Buren Drive/Quickway Road	3	AWSC	45. Meron Drive/Kahan Drive/Getzil Berger Way	3	TWSC
23. Forest Road/Quickway Road	3	AWSC			

AWSC = All-way Stop Control
 TWSC = Two-Way Stop Control
 S = Signalized

Study Area Roadways

As part of a comprehensive transportation network, roadways must balance competing functions such as access (i.e., the ability to reach a destination) and mobility (i.e., the ability to travel through an area). Roadways can serve these goals to varying extents, and are defined by the Federal Highway Administration (FHWA) in terms of functional classification based on the extent to which they balance these needs. Figure 2.2 shows the general functional classification goals and how they balance the competing needs of access and mobility. These goals in balancing competing needs directly relate to the roadway design, and therefore will play a significant role in the development of recommendations.

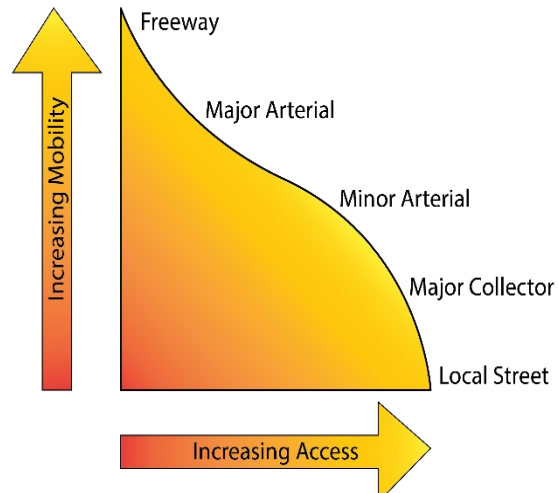


Figure 2.2: Functional Classification Goals

In general, most roadways within the Village provide a high level of access with comparatively low levels of mobility and as such are classified as local roads. Seven Springs Road, Mountain Road, Forest Road, Bakertown Road, and Acres Road are notable exceptions as they are classified as major collectors, and as such should provide a higher level of mobility. As the Village continues to grow, these roadways are likely to experience the most significant increases in traffic volume due to the fact that they already provide a higher level of mobility than other Village Roadways. As such, the study will focus on these roads, herein referred to as primary village roadways, which form the backbone of the Village's transportation network. It is noted that outside of the Village, NY Route 208 is classified as a minor arterial and NY Route 17 is classified as a principal arterial. Figure 2.3 shows the functional classification of the study area roadways.

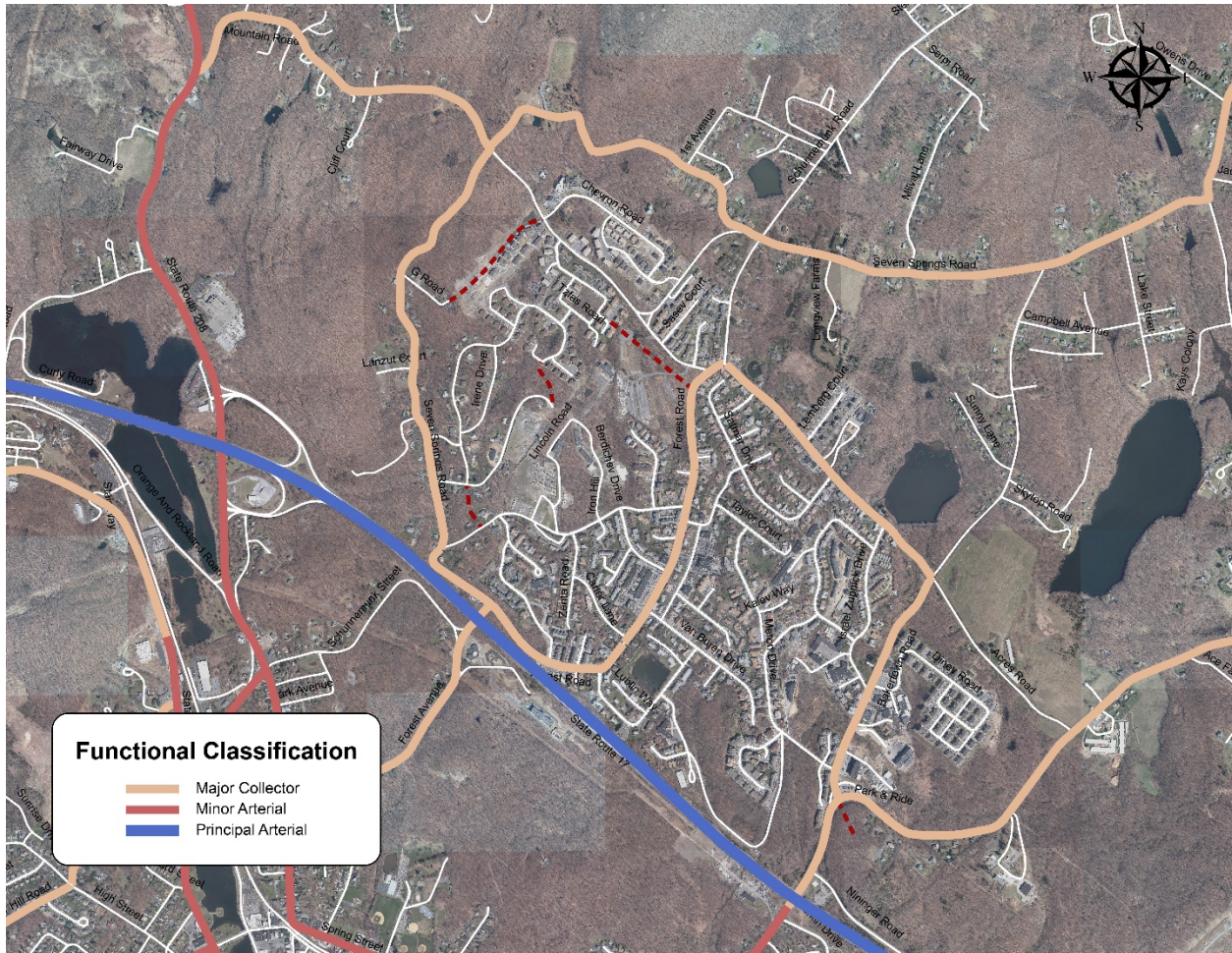


Figure 2.3 – Functional Classification of Study Area Roadways

Pavement condition was assessed via a windshield survey on the primary village roadways. Pavement condition was rated as being in “Good” condition showing little to no stress, “Fair” condition showing minimal/beginning signs of stress, or “Poor” condition showing signs of cracking and rutting. Figure 2.4 shows the pavement condition on the primary study area roadways.

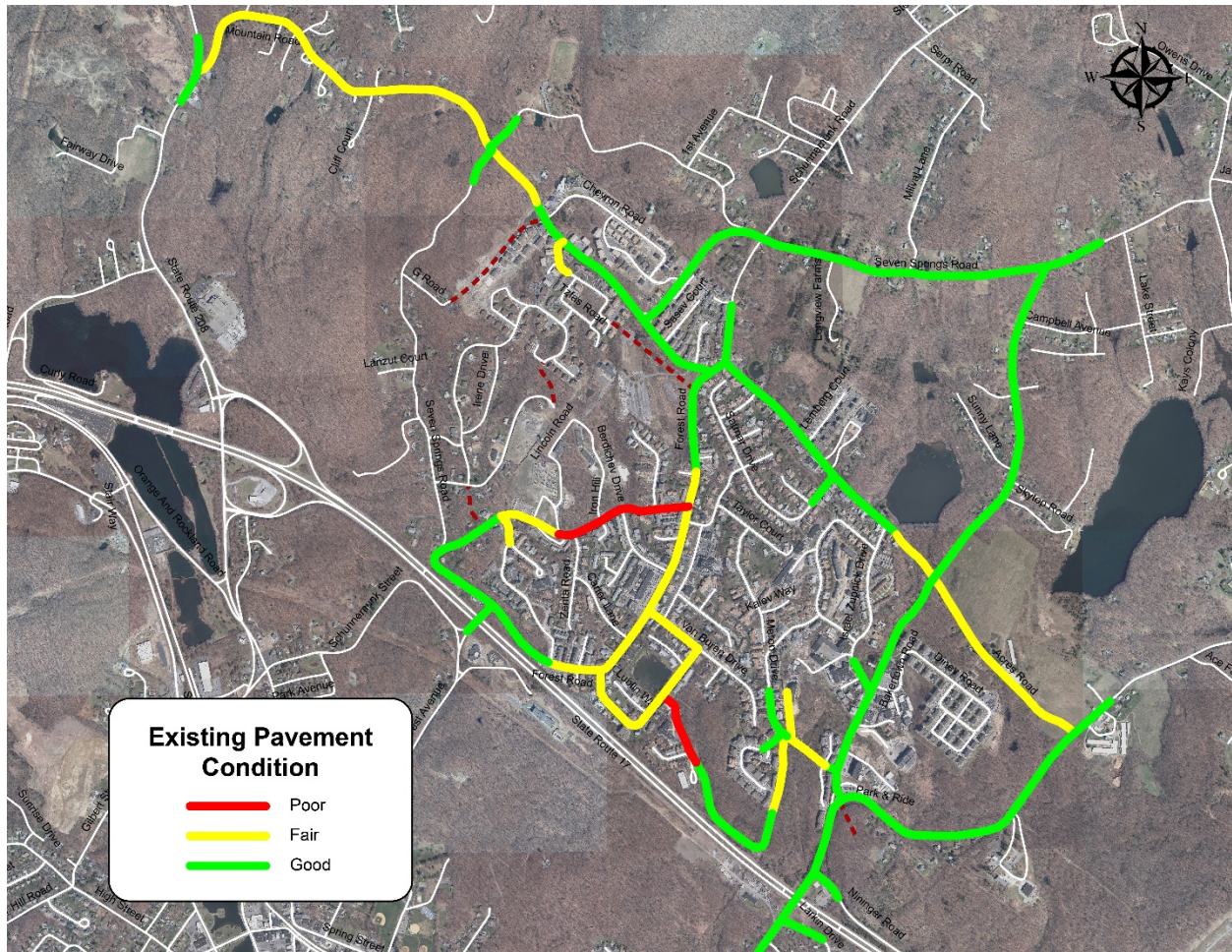


Figure 2.4 – Primary Roadway Pavement Condition

Traffic Volumes

Traffic counts were initially conducted at 10 intersections in March of 2019 for a 12-hour period from 6:00 a.m. to 6:00 p.m. in order to determine the peak operating periods associated with certain residential developments in the Village. This data also served as the basis for the local trip generation rate calculation. The initial count data indicated that the morning (AM) peak periods of vehicle travel generally occurred between 8:00 a.m. and 10:00 a.m., and the evening (PM) peak period generally occurred between 5:30 p.m. and 8:30 p.m. In addition to the AM and PM peak periods, the Friday afternoon (Fri) peak period, which generally occurred between 12:30 p.m. and 3:30 p.m., was identified due to increased activity in the Village in preparation of the Sabbath, which is generally representative of traffic conditions prior to any holiday. It is noted that travel patterns in the Village, specifically on Friday and other holidays, vary based on sunrise and sunset. Based on the above peak hours, which were confirmed with Village leadership, and general travel patterns within the Village, turning movement traffic counts were conducted at study area intersections #1 thru #23 in May and June of 2019, with additional counts conducted at study area intersections #24 thru #45 in January of 2020 for the peak periods. The raw turning movement counts, which include a breakdown of passenger cars, trucks/school buses, pedestrians, and bicycles are included in Appendix A along with traffic flow diagrams.

A review of the traffic count data indicates that:

- Traffic volumes during the AM and PM peak hours are generally comparable, with slightly higher volumes during the PM peak hour. During the Friday peak hour, activity in the Village increases significantly and traffic volumes are approximately 20% higher than the typical weekday peak hour.
- Forest Road, Acres Road, Mountain Road, and Bakertown Road generally have the highest traffic volumes in the Village. This is due to travel between residences along Mountain Road and Acres Road to/from major trip generators in the Village, including the shopping centers on Forest Road and Bakertown Road, Synagogue on Garfield Road, and schools along Bakertown Road, Riminev Court, and Israel Zupnik Drive.
- The Bakertown Road/CR 105 and Forest Avenue/Schunneunk Road intersections are the two primary entrances to/from the Village, each accounting for approximately 30% of entering/exiting traffic, followed by the NY Route 208/Mountain Road intersection.

Traffic Operations

Traffic operations were evaluated using the Synchro/SimTraffic software to represent existing traffic conditions and levels-of-service (LOS). LOS is a measure of delay at intersections with good operations represented by short delays in the LOS A/B range, and poor operations represented by long delays in the LOS E/F range. Table 2.2 summarizes the results of the existing summertime levels of service analysis. It is noted that these are overall delay values by intersection and that individual approaches may operate differently, as noted in Appendix B.

Table 2.2. Existing Level of Service

Intersection	Traffic Control	AM Peak Hour	PM Peak Hour	Friday Peak Hour
1. NY Route 208/Mountain Road	TWSC	B (10.7)	B (10.4)	B (11.5)
2. Mountain Road/Seven Springs Road	TWSC	A (2.1)	A (2.6)	A (2.5)
3. Mountain Road/Nickelsburg Road	TWSC	A (5.7)	A (9.1)	A (8.1)
4. Mountain Road/Seven Springs Mountain Road	TWSC	A (4.2)	A (4.3)	A (4.6)
5. Acres Road/Forest Road	AWSC	B (14.0)	B (13.9)	B (13.9)
6. Acres Road/Satmar Drive/Driveway	TWSC	A (5.4)	B (14.0)	E (46.4)
7. Acres Road/Bakertown Road	AWSC	B (11.6)	B (11.1)	B (12.2)
8. Acres Road/CR 105	TWSC	A (2.0)	A (1.6)	A (2.0)
9. Bakertown Road/Seven Springs Road	TWSC	A (2.3)	A (2.9)	A (3.7)
10. Bakertown Road/Israel Zupnik Drive/Dinev Court	AWSC	D (25.5)	C (19.5)	C (18.5)
11. Bakertown Road/Meron Drive	AWSC	C (24.3)	C (18.7)	D (27.6)
12. Bakertown Road/CR 105	TWSC	B (10.6)	A (7.6)	B (14.8)
13. CR 105/Dunderberg Road (CR 64)	S	B (11.9)	B (12.2)	B (17.2)
14. CR 105/Larkin Drive	S	B (11.2)	B (19.8)	B (19.5)
15. Forest Road/Schunnefunk Road/Driveway	TWSC	A (4.2)	A (4.5)	A (5.4)
16. Forest Road/Van Buren Drive/Plaza Driveway	S	B (10.4)	B (11.3)	B (13.1)
17. Quickway Road/Riminev Court	TWSC	B (12.7)	B (13.1)	B (15.0)
18. Forest Ave/Schunnefunk Road	TWSC	B (12.7)	B (10.6)	E (48.7)
19. Schunnefunk Road/Koznitz Road	TWSC	A (3.9)	A (2.9)	A (4.0)
20. Meron Drive/Prag Boulevard/Daj Boulevard/Dhrubich Way	AWSC	F (116.5)	B (17.6)	B (19.6)
21. Forest Road/Mountain Road	AWSC	C (18.9)	D (28.5)	E (35.4)
22. Van Buren Drive/Quickway Road	AWSC	B (10.5)	B (10.3)	C (15.9)
23. Forest Road/Quickway Road	AWSC	B (11.9)	B (11.8)	C (15.5)
24. Seven Springs Mountain Road/Chevron Road	TWSC	A (4.2)	A (4.0)	A (5.1)
25. Seven Springs Road/Rovna Court	TWSC	A (3.3)	A (3.4)	A (3.9)
26. Acres Road/Israel Zupnik Drive	TWSC	A (5.7)	A (5.2)	B (13.9)
27. Schunnefunk Road/Mordeche Scher Boulevard	TWSC	A (2.3)	A (3.0)	A (2.7)
28. Forest Road/Mordeche Scher Boulevard	S	A (4.0)	A (4.9)	B (14.5)
29. Forest Road/Hayes Court	S	B (11.7)	B (12.2)	B (15.2)
30. Garfield Road/Hayes Court	TWSC	A (6.7)	A (9.0)	A (9.7)
31. Garfield Road/Eahal Court	TWSC	A (1.9)	A (2.0)	A (2.7)
32. Forest Road/Carter Lane	TWSC	A (1.8)	A (1.3)	A (1.6)
33. Forest Road/D A Weider Boulevard	TWSC	A (1.4)	A (1.1)	A (1.7)
34. Bakertown Road/Park and Ride Driveway	TWSC	A (0.4)	A (0.9)	A (0.9)
35. Bakertown Road/Hamaspek Way	TWSC	A (2.5)	A (2.4)	A (3.1)
36. Schunnefunk Road/Seven Springs Road	TWSC	A (4.0)	A (4.0)	A (4.5)
37. Schunnefunk Road/Zenta Road	TWSC	A (1.7)	A (1.6)	A (2.2)
38. Schunnefunk Road/Lizensk Bouelvard	TWSC	A (2.5)	A (2.3)	A (2.6)
39. Hayes Court/Taylor Court	TWSC	A (3.2)	A (3.7)	A (9.1)
40. Hayes Court/Satmar Drive	AWSC	A (9.5)	A (9.7)	B (11.5)
41. Acres Road/Krolla Drive	TWSC	A (2.3)	A (1.9)	A (3.0)
42. Ruzhin Road/Krakow Boulevard	TWSC	A (6.4)	A (6.7)	A (7.5)
43. Irene Drive/Mountainview Drive	TWSC	A (3.0)	A (2.7)	A (2.3)
44. Van Buren Drive/Garfield Road	TWSC	A (3.9)	A (4.3)	A (3.8)
45. Meron Drive/Kahan Drive/Getzil Berger Way	TWSC	A (5.4)	A (7.1)	A (6.3)

X (Y.Y) = Level of Service (Average delay in seconds per vehicle)

The analysis shows that the intersections in the study area generally operate with minimal delay, during the peak periods, with the majority of intersections operating at LOS C or better. While these intersections generally operate well, it is noted that some movements may experience longer delays than others, and thus be perceived as operating poorly overall. The following intersections operate at overall LOS D or worse during one or more peak hours:

- **6. Acres Road/Satmar Drive** – This intersection currently operates at overall LOS E during the Friday peak hour. The majority of delay is experienced on the northbound Satmar Drive approach which currently operates at LOS F with average delays greater than two minutes per vehicle.

- 10. Bakertown Road/Israel Zupnik Drive/Dinev Court – This intersection currently operates at overall LOS D during the AM peak hour. While traffic volumes are generally balanced among all approaches, the northbound approach operates at LOS D with approximately 32 seconds of delay per vehicle.
- 11. Bakertown Road/Meron Drive – This intersection currently operates at LOS D during the Friday peak hour. The majority of delay is experienced on the northbound and southbound Bakertown Road approaches, with average delays of approximately 30 seconds per vehicle.
- 18. Forest Avenue/Schunnemunk Road – This intersection currently operates at LOS E during the Friday peak hour. The majority of delay is experienced on the northbound Forest Avenue approach, which currently operates at LOS F with approximately two minutes of delay per vehicle.
- 20. Meron Drive/Prag Boulevard/Daj Boulevard/Dhrubich Way – This intersection currently operates at LOS F during the AM peak hour. The majority of delay is experienced on the northbound Daj Boulevard approach.
- 21. Forest Road/Mountain Road – This intersection currently operates at LOS D during the PM peak hour and LOS E during the Friday peak hour. In general, the northbound and southbound Forest Road approaches experience the majority of delay operating at LOS D and LOS E during the PM and Friday peak hours respectively.

Pedestrians

Within the Village, pedestrians are generally accommodated on sidewalks located on one or both sides of the roadway. Marked crosswalks are generally present at the study area intersections. Figure 2.5 shows the presence of sidewalks on the primary Village roadways as well as the relative pedestrian volumes at the study area intersections.

Overall pedestrian activity was highest during the Friday peak hour, followed by the PM peak hour. In general, pedestrian activity was highest in the Village Center along Forest Road and Garfield Road, with over 100 peak hour pedestrian crossings at each intersection. Study area intersections on Van Buren Drive, Bakertown Road and Acres Road also had relatively high pedestrian activity with between 50 and 100 peak hour pedestrian crossings. The map shows that pedestrian activity is generally low west of Forest Road, indicating that residents of these developments may be more dependent on automobile travel.

A review of the pedestrian data at the study intersections with the highest activity provides the following walking patterns in the Village:

- The majority of pedestrians on Forest Road choose to cross Forest Road at Van Buren Drive or Mordeche Scher, near the Village Center plaza. Pedestrians generally utilize both sides of Forest Road, although tend to walk on the east side north of Schunnemunk Road, likely because sidewalks are not provided on the west side.
- Pedestrians on Bakertown Road generally walk where sidewalk is provided, with the majority of crossings observed across the north leg of the Israel Zupnik and Meron Drive intersections.

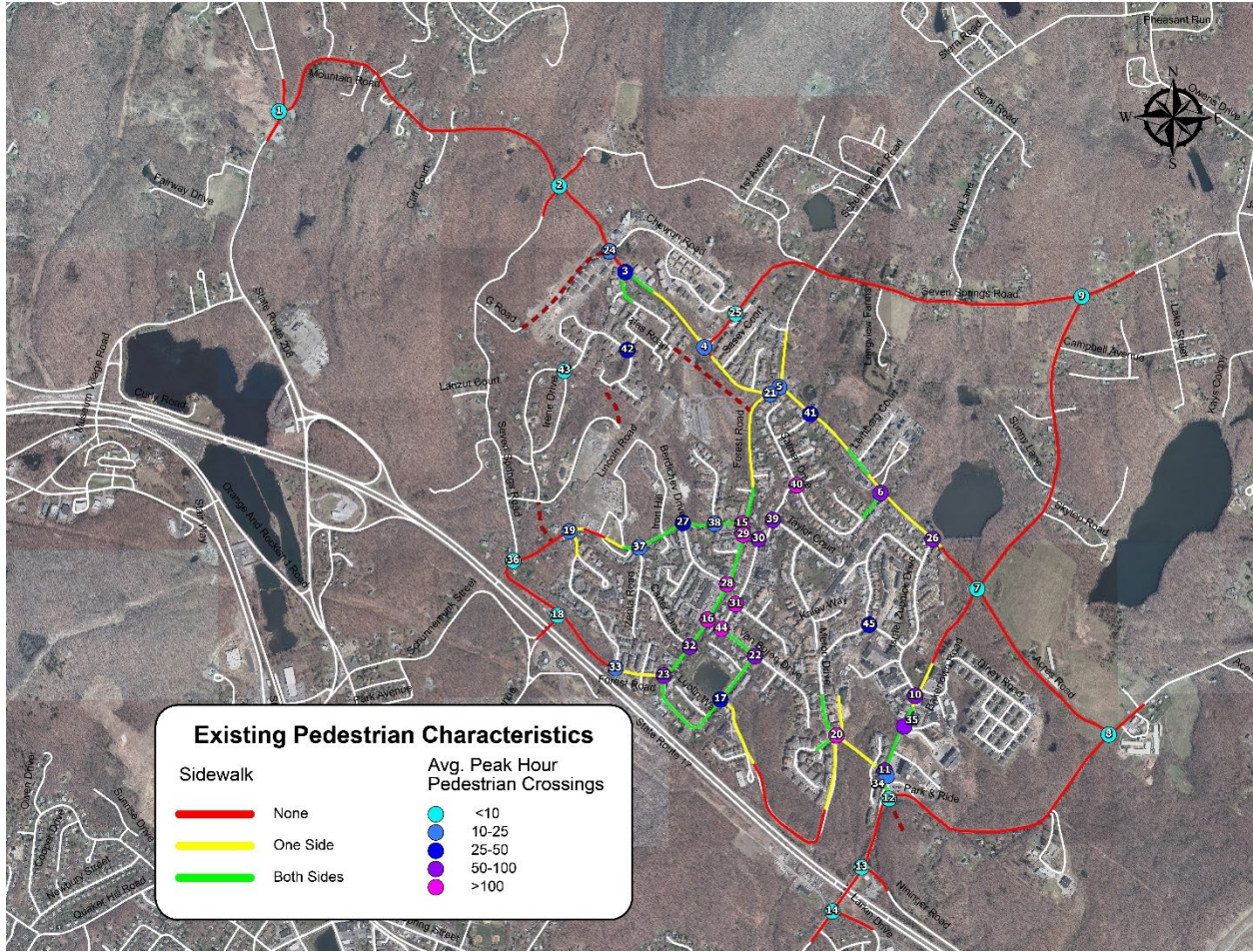


Figure 2.5 – Existing Pedestrian Characteristics

Transit

Transit Orange (TO) provides local bus service in Orange County. Four different local routes are available in the Village of Kiryas Joel, providing local circulation as well as serving destinations outside the Village including the Woodbury Commons, local park and ride lots, shopping destinations such as Target and Wal-Mart, and the Village of Monroe. Figure 2.6 shows the TO routes and time points within the study area. It is noted that beyond the local transit service, additional regional bus services provided by Monsey Trails, Monroe Bus, and Coach USA/Shortline to Monsey and New York City are available.

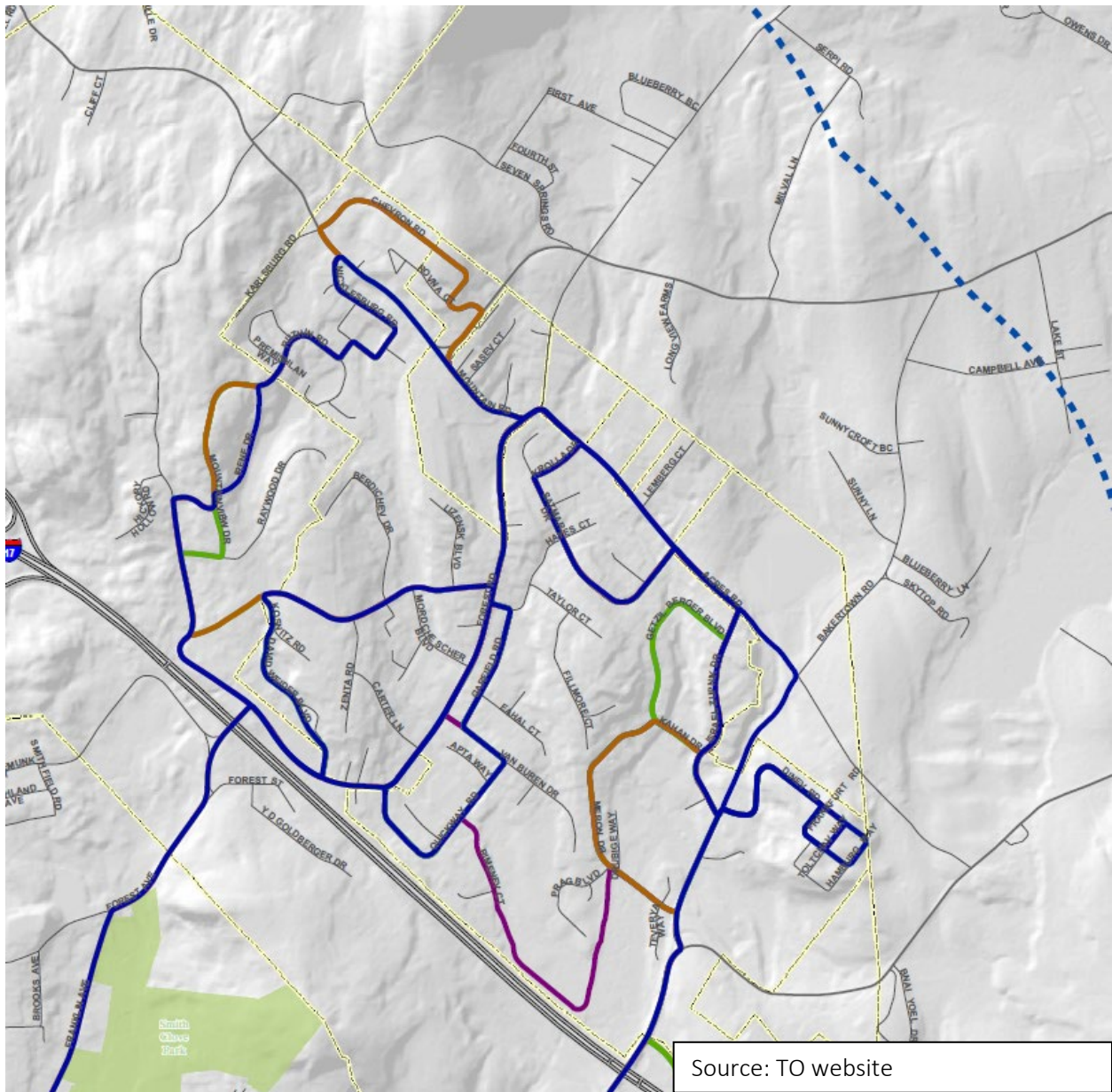


Figure 2.6 – TO Routes

Accident History

Crash data was provided by the NYSDOT from the Accident Location Information System (ALIS) for the most recent three years of available data (March 1, 2016 to February 28, 2019), for the primary Village roadways. In total, 430 crashes occurred over the three-year period along the primary Village roadways. A safety screening was performed on the crash data including calculation of intersection crash rates. Table 2.3 summarize the crash analysis. Figures in red indicate that the calculated crash rate is above the statewide average for the intersection type.

Table 2.3. Summary of Crash Rates (March 1, 2016 to February 28, 2019)

Accident Location	Number of Crashes	Crash Rate	
		Calculated	NYS DOT Average
Mountain Rd & Rte 208	23	0.77*	0.18
Seven Springs Mtn Rd & Seven Springs Rd	1	0.10	0.29
Seven Springs Mtn Rd & Nickelsburg Rd	0	0.00	0.18
Mountain Rd & Seven Springs Mtn Rd	3	0.19	0.18
Acres Rd & Forest Rd	3	0.21	0.18
Acres Rd & Satamar Dr	0	0.00	0.18
Acres Rd & Bakertown Rd	5	0.45*	0.29
Acres Rd & Rte 105	0	0.00	0.18
Bakertown Rd & Seven Springs Rd	0	0.00	0.18
Bakertown Rd & Israel Zupnik Dr	1	0.06	0.29
Bakertown Rd & Meron Dr	5	0.29	0.29
Bakertown Rd & Rte 105	2	0.11	0.18
Bakertown Rd & Nininger Dr	5	0.19	0.32
Bakertown Rd & Larkin Dr	12	0.37	0.32
Forest Rd & Schunnemunk Rd	9	0.59*	0.18
Forest Rd & Van Buren Dr	3	0.17	0.52
Quickway Rd & Rimenev Ct	2	0.17	0.18
Schunnemunk Rd & Forest Ave	8	0.58*	0.18
Schunnemunk Rd & D A Weider Blvd	0	0.00	0.18
Meron Drive & Dhruhich Way/Prag Blvd/Daj Blvd	3	0.18	0.29
Mountain Road/Forest Road	8	0.42*	0.18
Van Buren Drive/Quickway Road	0	0.00	0.18
Quickway Road/Forest Road	2	0.16	0.18
Seven Springs Mountain Road/Chevron Road	6	0.49*	0.29
Seven Springs Road/Rovna Court	0	0.00	0.18
Acres Road/Israel Zupnik Drive	4	0.24	0.18
Schunnemunk Road/Mordeche Scher Boulevard	0	0.00	0.18
Forest Road/Mordeche Scher Boulevard	0	0.00	0.32
Hayes Court/Garfield Road	0	0.00	0.18
Forest Road/Carter Lane	0	0.00	0.18
Forest Road/D A Weider Boulevard (south)	0	0.00	0.18
Bakertown Road/Park and Ride Driveway	1	0.08	0.18
Bakertown Road/Hamaspik Way	2	0.14	0.29
Schunnemunk Road/Seven Springs Road	3	0.38*	0.18
Schunnemunk Road/Zenta Road	1	0.15	0.18
Schunnemunk Road/Lizensk Boulevard	0	0.00	0.18
Acres Road/Krolla Drive	1	0.08	0.18
Van Buren Drive/Garfield Road	0	0.00	0.18
Meron Drive/Kahan Drive/Getzil Berger Boulevard	2	0.27*	0.18

* Crash rate > 1.5 statewide average

The data indicates that 12 of the 45 study area intersections have an intersection crash rate above the statewide average rate. Typically, only areas exceeding the statewide average by a statistically significant margin are selected for further analysis. The following intersections have crash rates greater than 1.5 times the statewide average for similar intersections:

- Mountain Road/NY Route 208 – This intersection experienced 23 crashes in the three year period of available data. Rear-end collisions were the most common collision type, accounting for

approximately half (11/23) of the crashes at this intersection. Approximately one-third (7/23) of crashes occurring at the intersection resulted in personal injury.

- Acres Road/Bakertown Road – This intersection experienced five crashes in the three year period of available data. Two of the crashes were rear-end collisions, two were coded as right-angle collisions and one was coded as a left-turn collision. All five of the crashes at this intersection resulted in property damage only.
- Forest Road/Schunnemunk Road – This intersection experienced nine crashes in the three year period of available data. Left-turn collisions were the most predominant collision type, accounting for one-third of all crashes (3/9). Two of the nine crashes resulted in personal injury.
- Schunnemunk Road/Forest Avenue – This intersection experienced eight crashes in the three year period of available data. Right-angle collisions are the predominant collision type accounting for five of the eight crashes. The remaining crashes were coded as left-turn collisions. Three of the eight crashes at this intersection resulted in personal injury.
- Mountain Road/Forest Road – This intersection experienced eight crashes in the three year period of available data. Right-angle collisions were the predominant collision type accounting for three-fourths (6/8) while rear end collisions accounted for the remaining one-fourth (2/8) of crashes. Three of the eight crashes at this intersection resulted in personal injury.
- Seven Springs Mountain Road/Chevron Road – This intersection experienced six crashes in the three year period of available data. Right-angle collisions accounted for half of the crashes (3/6). Two of the six crashes resulted in personal injury.
- Schunnemunk Road/Seven Springs Road – This intersection experienced three crashes within the three year period of available data. Two of the three crashes were collisions with a fixed object with the remaining crash coded as a right-angle collision. One crash resulted in personal injury.
- Meron Drive/Kahan Drive/Getzil Berger Boulevard – This intersection experienced two crashes within the three year period of available data. Both crashes were sideswipe collisions and resulted in property damage only.

In addition to the above intersections, a review of all crashes within the entire Village indicates the following:

- There were nine pedestrian crashes in the three year period of available data, which equates to an average of three pedestrian crashes per year. The segment of Acres Road in the vicinity of Lemberg Court had the highest concentration of pedestrian crashes (3/9) followed by roadway segments on Bakertown Road (2/9) and Mountain Road (2/9) and Forest Road (1/9). There was one pedestrian crash at the Mountain Road/Forest Road intersection. One of the crashes on Acres Road resulted in a fatality.
- In addition to the single fatal pedestrian crash, there were two fatal vehicle crashes that occurred outside of the Village, one on NY Route 208 and the other on CR 105. The crash on NY Route 208 occurred when a motorist struck a tree due to unsafe speed, while the crash on CR 105 was coded as a head on collision (apparent contributing factors not entered).
- Of the 430 Village-wide crashes, rear-end collisions were the most predominant crash type, accounting for approximately one third of all crashes (142/430), followed by right-angle collisions accounting for approximately 15% of all crashes (65/430).

Chapter 3. Forecasts

To evaluate future roadway conditions within the Village, traffic projections were prepared for the year 2025. The traffic forecasts are based on a list of expected developments provided by the Village which is summarized in table 3.1 below. While construction of each of these projects may not be completed by 2025, the selected design year was chosen in order to provide a conservative estimate of traffic conditions.

In order to visualize which areas of the Village will experience significant growth, the Village was divided into six internal zones based upon the existing roadway network and location of proposed developments. The zone boundaries and location of each development is shown on Figure 3.1.

Table 3.1 – Development List

ID	Project	Units	Zone	ID	Project	Units	Zone
1	VMG	1970	B	28	85 Raywood Dr - Hirsch	45	D
2	Ace Farm	364	B	29	111 Schunnemunk - Bodek	16	F
3	Forest Edge	511	C	30	3 Rovna Ct	9	D
4	Coronet Lake	380	A	31	23 Chevron Rd - Brach	10	D
5	Golden Towers	160	B	32	7 Garfield Rd	24	E
6	Lefkowitz - Acres Pt	323	C	33	Schwartz - 1 Hayes Ct	24	E
7	Herbst - Acres Rd	144	C	34	77 Forest Rd	85	E
8	Vaad Hak - Karlsburg	750	D	35	68 Forest Rd	20	E
9	Oppenheim - Seven Sprs.	288	D	36	8 Eahal Ct	27	E
10	Oppenheim - 7 Sprs Mtn	125	D	37	Rosenwasser - Fillmore	25	E
11	Berkowitz - Chevron	160	D	38	Sofer - Moutain Rd	53	D
12	Jacobowits - Forest	150	C	39	Kaufman - 8 Van Buren	25	E
13	Freund - Acres Rd	175	C	40	Deutch - 2 Garfield	25	E
14	Srulowitz - Acres Rd	156	C	41	Rosenwasser - Siget	19	C
15	High End on Forest - Wertberger	191	F	42	Weill - 33 Van Buren	28	B
16	Deutch/Klein - CR 105	120	B	43	3 Lizensk Blvd	46	E
17	Schlessinger -CR 105	28	B	44	7 Lizensk Blvd	56	E
18	Hamaspik	112	A	45	10 Mordche Scher Blvd	38	E
19	Schlessinger - Bakertown Rd	94	A	46	10 Quickway Rd	28	F
20	Lee Gardens (16-20 Israel Zupnik)	48	A	47	35 Forest Road - Mizrachi	8	F
21	93 Bakertown Road	58	A	48	Acres Enclave	528	A
22	Mann - Israel Zup	24	A	49	6 Sanz Court	8	E
23	Mizrachi - Israel Zup	36	A	50	51 Satmar Drive	9	C
24	Preizler - Bakertown	63	A	51	6 Eahal Ct - Markowitz	23	E
25	B&H - Acres Rd	53	A	52	18 DA Weider	1	F
26	421-453 CR 105 - Highview Estates	72	B	53	Shinev Court Extension	30	E
27	Jacob - Quickway	55	F	54	Chevron Rd - Sofer	20	D

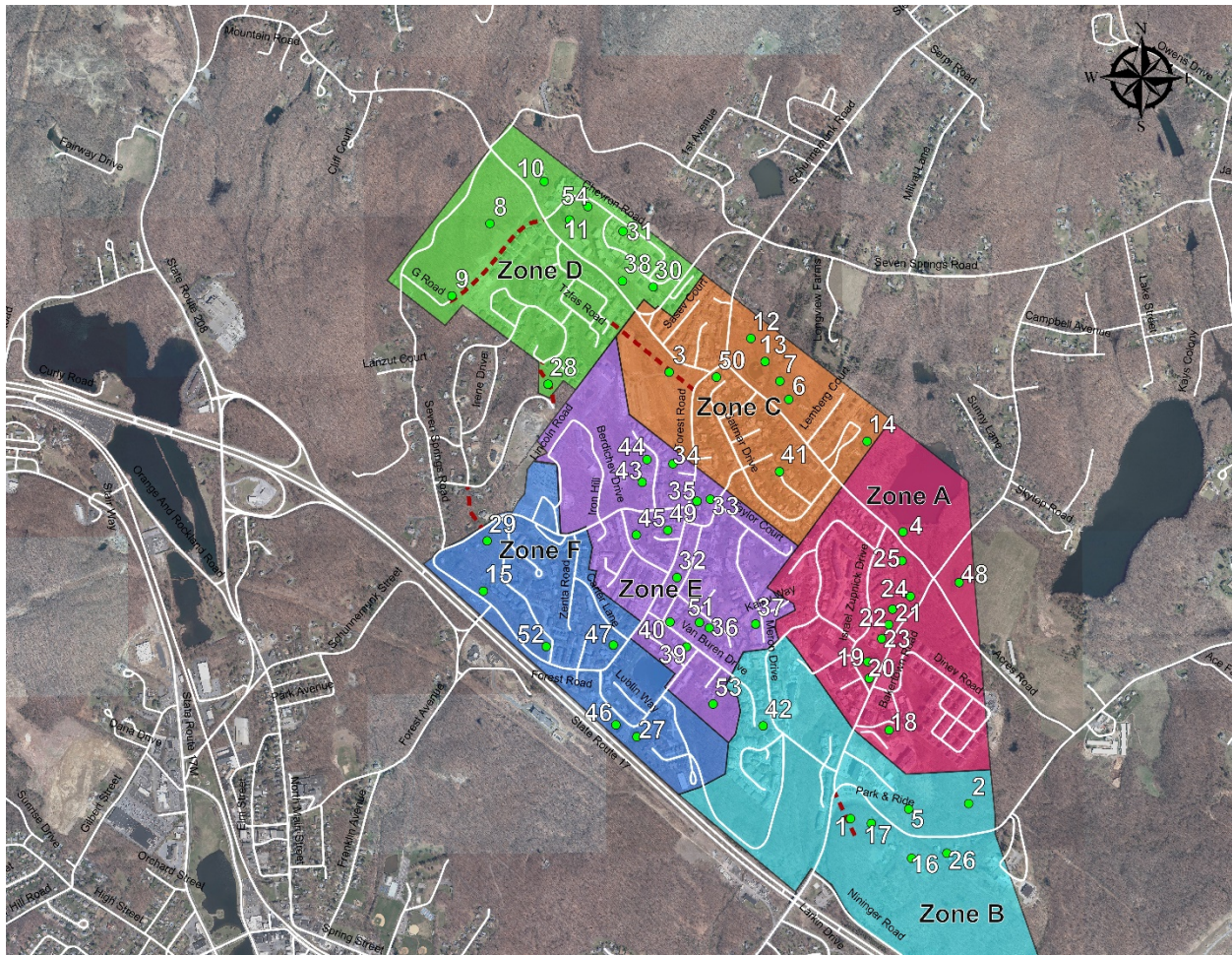


Figure 3.1 – Development Locations

In total, 54 developments were studied as if construction would be completed by the year 2025. These 54 developments will add a total of 7,840 new residential units to the Village, each of which will generate a number of new vehicle and pedestrian trips.

Trip Generation

Trip generation determines the quantity of traffic expected to travel to or from the project site. The Institute of Transportation Engineers (ITE) *Trip Generation Manual* is typically used as the basis for determining trip generation for proposed land uses. However, the Kiryas Joel community has several unique transportation characteristics, which are not reflected in the ITE data. To account for this, locally collected traffic and demographic data was used to estimate the number of trips generated by the project. A detail description of the data collected can be found in Appendix C.

Traffic volumes were collected for nine existing communities within the Village of Kiryas Joel that are assumed to be similar in character to the anticipated developments. They are comprised of multi-family residential condominium developments on dead-end streets, which allowed for the convenient placement of traffic data recorders. Figure 3.2 shows the location of the communities that were observed while Table 3.2 summarizes the observations.

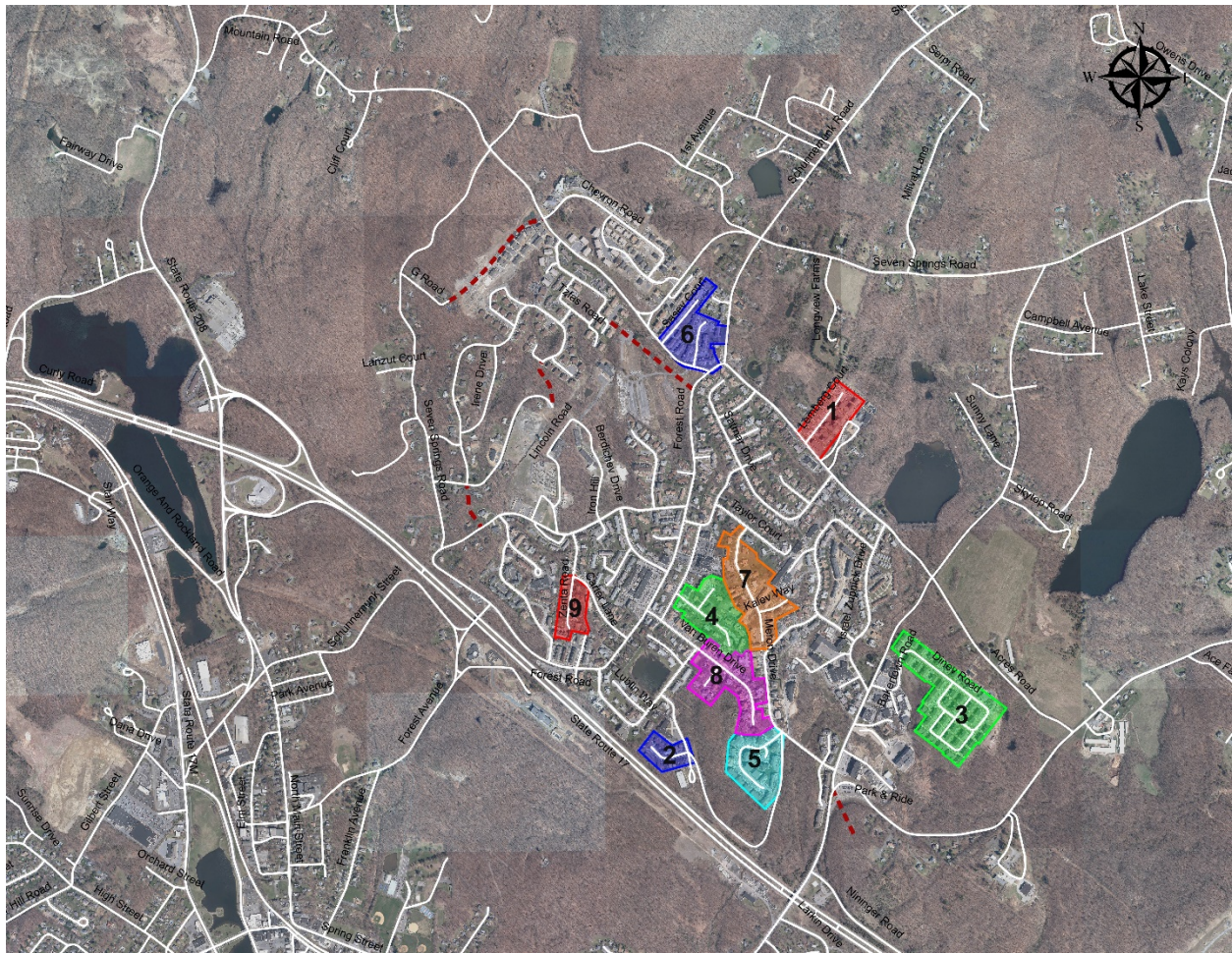


Figure 3.2 – Trip Generation Communities

Table 3.2 – Trip Generation Summary

Development	Units	AM Peak Hour		PM Peak Hour		Friday Peak Hour	
		Trips	Rate	Trips	PM Rate	Trips	Friday Rate
1 Acres Rd/Lemberg Ct	265	212	0.80	247	0.93	333	1.26
2 Daj Blvd/Stropkov Ct	79	80	1.01	58	0.73	95	1.20
3 Dinev Ct	480	364	0.76	402	0.84	445	0.93
4 Garfield Rd/Eahal Ct	126	165	1.31	157	1.25	209	1.66
5 Meron Dr/Prag Blvd	283	182	0.64	234	0.83	296	1.05
6 Mountain Rd/Karlin Blvd-Sasev Ct	178	218	1.22	133	0.75	214	1.20
7 Taylor Ct/Filmore Ct	267	181	0.68	224	0.84	272	1.02
8 Van Buren Dr/Quickway Rd	172	231	1.34	167	0.97	318	1.85
9 Zenta Rd/Carter Ln	83	66	0.80	100	1.20	101	1.22
Overall	1933	1699	0.88	1722	0.89	2283	1.18

In total, the nine communities observed generated approximately 1,700 trips during the AM and PM peak hours, resulting in a trip generation rate of 0.88 and 0.89 trips per unit respectively. During the Friday peak

hour the observed communities generated approximately 2,300 trips resulting in a peak hour trip generation rate of 1.18 trips per unit. The Friday trip generation volumes are approximately 35% higher than those observed during the AM and PM peak hours.

The above rates were applied to the list of 54 developments in order to determine the Village-wide trip generation. Table 3.3 summarizes the Village trip generation by zone and shows that in total, the proposed developments will result in an approximate 6,900 to 7,000 trips during the AM and PM peak hours, and an approximate 9,250 additional trips during the Friday peak hour. The detailed trip generation estimates are included in Appendix C.

Table 3.3 – Trip Generation by Zone

	# of Developments	Units	AM Trips			PM Trips			Friday Trips		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Zone A	12	1396	589	640	1229	660	583	1243	839	807	1646
Zone B	7	2742	1159	1255	2414	1293	1147	2440	1650	1587	3237
Zone C	9	1487	628	681	1309	702	622	1324	896	859	1755
Zone D	9	1460	618	668	1286	689	610	1299	878	847	1725
Zone E	15	456	194	206	400	217	188	405	274	264	538
Zone F	7	299	126	137	263	141	125	266	181	171	352
Total	59	7840	3314	3587	6901	3702	3275	6977	4718	4535	9253

Trip Distribution & Assignment

Trip distribution describes where traffic originates and where traffic is destined. Traffic generated by the anticipated developments was distributed based on existing travel patterns and probable travel routes of residents.

Based on census data pertaining to Kiryas Joel, approximately 35% of workers that drove alone had a commute of less than 10 minutes, 27% commuted for 10 to 15 minutes, eight percent were 15 to 30 minutes, with the remaining 30% driving for more than 30 minutes. Based on this information, it is assumed that the approximately 35% of vehicle trips are destined to remain within the Village of Kiryas Joel, while the remaining trips are destined to and originate from locations outside of the Village. As such, a matrix was used to distribute the internal trips between the six internal zones. In general, it was assumed that five percent of all internal trips would not leave the originating zone. Beyond that, trips between zones were distributed based on their proximity to adjacent zones, with the exception of Zone 5 in which a higher proportion of trips were generally destined to the Village Center.

External trips were distributed through the Village based upon the existing travel pattern in which approximately 25% of trips travel to and from the north and south on NY Route 208, 10% travel to and from the north on Seven Springs Road, 5% travel to and from the north via CR 105, 30% travel to and from the south on CR 105, and the remaining 30% travel to and from the south on Forest Avenue.

The internal and external trip distributions were applied to the respective internal and external trip generation for each zone in order to develop the 2025 Trip Assignment. An additional one-half percent per

year growth rate was applied to the 2019 existing traffic volumes in order to conservatively estimate growth that may not have been accounted for in the assignment of the 54 development projects.

The results of the traffic assignments for internal and external volumes was added to the 2019 Existing traffic volumes, with background growth rate applied, resulting in the 2025 projected traffic volumes. The 2025 Forecast volumes are included in Appendix C.

2025 Projected Traffic Operations

Traffic operations were evaluated using the same procedures that were applied for the existing conditions analysis in Chapter 2 in order to compare the 2025 Forecast operations without mitigation to the 2019 existing operations. Table 3.4 summarizes the results of the LOS analysis.

Table 3.4 – Level of Service Summary: Existing vs. Forecasted

Intersection	AM Peak Hour		PM Peak Hour		Friday Peak Hour	
	2019 Existing	2025 Forecast	2019 Existing	2025 Forecast	2019 Existing	2025 Forecast
1. NY Route 208/Mountain Road	B (10.7)	F (+500.0)	B (10.4)	F (233.0)	B (11.5)	F (273.4)
2. Mountain Road/Seven Springs Road	A (2.1)	F (327.1)	A (2.6)	F (+500.0)	A (2.5)	A (2.1)
3. Mountain Road/Nickelsburg Road	A (5.7)	F (326.1)	A (9.1)	F (367.9)	A (8.1)	F (+500.0)
4. Mountain Road/Seven Springs Mountain Road	A (4.2)	F (227.6)	A (4.3)	F (260.5)	A (4.6)	D (29.7)
5. Acres Road/Forest Road	B (14.0)	F (+500.0)	B (13.9)	F (+500.0)	B (13.9)	F (+500.0)
6. Acres Road/Satmar Drive/Driveway	A (5.4)	A (0.9)	B (14.0)	F (+500.0)	F (46.4)	A (1.6)
7. Acres Road/Bakertown Road	B (11.6)	F (+500.0)	B (11.1)	F (+500.0)	B (12.2)	F (+500.0)
8. Acres Road/CR 105	A (2.0)	B (12.4)	A (1.6)	B (14.0)	A (2.0)	F (163.5)
9. Bakertown Road/Seven Springs Road	A (2.3)	A (3.9)	A (2.9)	A (4.2)	A (3.7)	A (7.3)
10. Bakertown Road/Israel Zupnik Drive/Dinev Court	D (25.5)	F (+500.0)	C (19.5)	F (+500.0)	C (18.5)	F (+500.0)
11. Bakertown Road/Meron Drive	C (24.3)	F (+500.0)	C (18.7)	F (+500.0)	D (27.6)	F (+500.0)
12. Bakertown Road/CR 105	B (10.6)	F (+500.0)	A (7.6)	F (+500.0)	B (14.8)	F (+500.0)
13. CR 105/Dunderberg Road (CR 64)	B (11.9)	E (74.9)	B (12.2)	F (91.0)	B (17.2)	F (232.3)
14. CR 105/Larkin Drive	B (11.2)	F (94.1)	B (19.8)	F (94.6)	B (19.5)	F (212.0)
15. Forest Road/Schunnemunk Road/Driveway	A (4.2)	B (16.7)	A (4.5)	D (26.4)	A (5.4)	F (65.0)
16. Forest Road/Van Buren Drive/Plaza Driveway	B (10.4)	F (61.1)	B (11.3)	F (116.8)	B (13.1)	F (186.8)
17. Quickway Road/Riminev Court	B (12.7)	F (230.9)	B (13.1)	F (+500.0)	B (15.0)	F (366.3)
18. Forest Ave/Schunnemunk Road	B (12.7)	F (+500.0)	B (10.6)	F (+500.0)	F (48.7)	F (307.2)
19. Schunnemunk Road/Koznitz Road	A (3.9)	A (3.2)	A (2.9)	A (2.4)	A (4.0)	A (3.6)
20. Meron Drive/Prag Boulevard/Daj Boulevard/Dhrubich Way	F (116.5)	F (+500.0)	B (17.6)	F (+500.0)	B (19.6)	F (181.3)
21. Forest Road/Mountain Road	C (18.9)	F (+500.0)	D (28.5)	F (+500.0)	E (35.4)	F (+500.0)
22. Van Buren Drive/Quickway Road	B (10.5)	C (16.0)	B (10.3)	C (15.2)	C (15.9)	F (61.9)
23. Forest Road/Quickway Road	B (11.9)	F (272.2)	B (11.8)	F (318.1)	C (15.5)	F (499.5)
24. Seven Springs Mountain Road/Chevron Road	A (4.2)	F (202.5)	A (4.0)	F (126.2)	A (5.1)	F (+500.0)
25. Seven Springs Road/Rovna Court	A (3.3)	A (4.0)	A (3.4)	A (4.1)	A (3.9)	A (4.3)
26. Acres Road/Israel Zupnik Drive	A (5.7)	F (+500.0)	A (5.2)	F (+500.0)	B (13.9)	F (+500.0)
27. Schunnemunk Road/Mordeche Scher Boulevard	A (2.3)	A (3.3)	A (3.0)	A (3.9)	A (2.7)	A (4.1)
28. Forest Road/Mordeche Scher Boulevard	A (4.0)	F (76.6)	A (4.9)	F (144.0)	B (14.5)	F (+500.0)
29. Forest Road/Hayes Court	B (11.7)	B (15.9)	B (12.2)	D (40.0)	B (15.2)	F (454.5)
30. Garfield Road/Hayes Court	A (6.7)	B (7.5)	A (9.0)	B (10.7)	A (9.7)	B (12.8)
31. Garfield Road/Eahal Court	A (1.9)	A (2.2)	A (2.0)	A (2.1)	A (2.7)	A (2.8)
32. Forest Road/Carter Lane	A (1.8)	A (1.6)	A (1.3)	A (1.1)	A (1.6)	A (1.7)
33. Forest Road/D A Weider Boulevard	A (1.4)	A (6.0)	A (1.1)	A (4.0)	A (1.7)	D (30.9)
34. Bakertown Road/Park and Ride Driveway	A (0.4)	A (3.7)	A (0.9)	C (21.8)	A (0.9)	A (3.8)
35. Bakertown Road/Hamaspiq Way	A (2.5)	F (82.2)	A (2.4)	F (+500)	A (3.1)	F (162.9)
36. Schunnemunk Road/Seven Springs Road	A (4.0)	A (5.3)	A (4.0)	A (7.0)	A (4.5)	B (15.5)
37. Schunnemunk Road/Zenta Road	A (1.7)	A (1.5)	A (1.6)	A (1.3)	A (2.2)	A (1.9)
38. Schunnemunk Road/Lizensk Bouelvard	A (2.5)	A (2.3)	A (2.3)	A (2.1)	A (2.6)	A (2.5)
39. Hayes Court/Taylor Court	A (3.2)	A (3.4)	A (3.7)	A (3.8)	A (9.1)	B (11.8)
40. Hayes Court/Satmar Drive	A (9.5)	B (10.3)	A (9.7)	B (10.8)	B (11.5)	B (13.9)
41. Acres Road/Krolla Drive	A (2.3)	F (91.9)	A (1.9)	F (62.5)	A (3.0)	C (15.8)
42. Ruzhin Road/Krakow Boulevard	A (6.4)	A (6.4)	A (6.7)	A (6.8)	A (7.5)	A (7.6)
43. Irene Drive/Mountainview Drive	A (3.0)	A (3.1)	A (2.7)	A (2.7)	A (2.3)	A (2.3)
44. Van Buren Drive/Garfield Road	A (3.9)	A (3.6)	A (4.3)	A (4.1)	A (3.8)	A (4.7)
45. Meron Drive/Kahan Drive/Getzil Berger Way	A (5.4)	A (7.0)	A (7.1)	A (7.2)	A (6.3)	A (6.4)

The table indicates that in general, the majority of study area intersections will be over capacity and operate at LOS F during one or more peak hours under 2025 Forecast conditions without the addition of mitigation measures. Specifically, the following intersections are identified as needing improvements:

1. Mountain Rd/NY Route 208
2. Seven Springs Mtn Rd/Seven Springs Rd
3. Seven Springs Mtn Rd/Nickelsburg Rd
4. Mountain Rd/Seven Springs Mtn Rd
5. Acres Rd/Forest Rd
6. Acres Rd/Satamar Dr
7. Acres Rd/Bakertown Rd
10. Bakertown Rd/Israel Zupnik Dr
11. Bakertown Rd/Meron Dr
12. Bakertown Rd/County Route 105
13. Bakertown Rd/Nininger Dr
14. Bakertown Rd/Larkin Dr
15. Forest Rd/Schunnemunk Rd
16. Forest Rd/Van Buren Dr
17. Quickway Rd/Rimenev Ct
18. Schunnemunk Rd/Forest Ave
20. Meron Dr/Daj Blvd/Prag Blvd & Dhrubich Way
21. Mountain Road/Forest Road
23. Quickway Road/Forest Road
24. Seven Springs Mountain Road/Chevron Road
26. Acres Road/Israel Zupnik Drive
28. Forest Road/Mordeche Scher Boulevard
29. Forest Road/Hayes Court
35. Bakertown Road/Hamaspik Way
41. Acres Road/Krolla Drive

As such, these intersections serve as the primary focus for transportation improvements discussed in Chapter 4.

Chapter 4. Transportation Improvements

Based on the analysis of existing conditions and future conditions, as well as input from Village leadership, a series of transportation improvements were developed for the study area. Due to the extent of development projected within the Village, the majority of alternatives focus on increasing vehicle capacity at key intersections and on the primary roadway segments, in the form of roadway widenings and intersection signalization. Although these alternatives focus primarily on facilitating vehicle movement and reducing congestion, it is important to note that they were all vetted from a pedestrian standpoint as well. Specifically, vehicles and pedestrians typically have competing needs, and as roadways expand to accommodate vehicle traffic, the pedestrian environment degrades in the form of longer crossing distances and time spent waiting for a gap in traffic, among others. As such, discussions with Village leadership indicated that to the extent possible, roadway widenings should be limited to three-lane sections in order to minimize pedestrian crossing distances. Likewise, all proposed signalization should include pedestrian accommodations.

While a complete street network would ideally be able to balance the competing needs of vehicles and pedestrians, a preliminary analysis of the study area indicates that based on the unique vehicle trip generation characteristics of the Village and extent of proposed development, the level of roadway widenings necessary to maintain traffic flow would exceed the stated three-lane pedestrian friendly target. As such, the proposed alternatives were modeled based on a 10% Village-wide trip reduction which is based on practices that the Village can implement in order to reduce the level of vehicle trip generation. These practices are further discussed with the recommendations in Chapter 5.

General Intersection Improvements

Base level intersection improvements were evaluated at the study area intersections identified in Chapter 3 as requiring additional capacity as a result of the extensive development projected for the Village. These improvements generally consist of signalization and the addition of turn lanes at intersections, as well as widening the primary roadways to a three-lane segment including a two-way left turn lane (TWLT). Table 4.1 summarizes the base level improvements for the study area. It is noted that while these improvements are generally the minimum intervention necessary to maintain traffic flow within the Village, some areas will require more significant mitigation, including extensive roadway widening and/or realignment. As such, these locations are identified in the table and discussed in further detail throughout this chapter.

Table 4.1 – Base Level Improvements Summary

Intersection	Traffic Signal	TWLT Segments	Left Turn Lanes	Right Turn Lanes	Other
1. NY Route 208/Mountain Road	New		1	2	
2. Mountain Road/Seven Springs Road	New		1	1	
3. Mountain Road/Nickelsburg Road		1	1		
4. Mountain Road/Seven Springs Mountain Road	New	2	2		
5. Acres Road/Forest Road	New	1	2	1	Clustered Intersection
6. Acres Road/Satmar Drive/Driveway	New	1	2		
7. Acres Road/Bakertown Road	New	2	3	1	
10. Bakertown Road/Israel Zupnik Drive/Dinev Court	New	1	2	2	Realign Israel Zupnik opposite Dinev
11. Bakertown Road/Meron Drive	New		3		Add Thru Lanes on Bakertown Road with pedestrian median refuge
12. Bakertown Road/CR 105	New		3	3	VMG Access and Pedestrian Bridge
13. CR 105/Dunderberg Road (CR 64)	Upgrade		2		Connector Road to Daj Blvd.
14. CR 105/Larkin Drive	Upgrade				
15. Forest Road/Schunnefunk Road/Driveway		1	1		
16. Forest Road/Van Buren Drive/Plaza Driveway	Upgrade	1	2		
17. Quickway Road/Riminev Court	New		1	1	
18. Forest Ave/Schunnefunk Road	See Discussion Below for Alternatives				
20. Meron Drive/Prag Boulevard/Daj Boulevard/Dhrubich Way	See Discussion Below for Alternatives				
21. Forest Road/Mountain Road	New	2	1	1	Clustered Intersection
23. Forest Road/Quickway Road	New	1	1	1	
24. Seven Springs Mountain Road/Chevron Road	New	1	2		
26. Acres Road/Israel Zupnik Drive	New	1	1	1	
28. Forest Road/Mordeche Scher Boulevard	Upgrade	1	1		
29. Forest Road/Hayes Court	Upgrade	1	1		
35. Bakertown Road/Hamaspik Way	New	1	1		
41. Acres Road/Krolla Drive		1	1		

The above intersection improvements were analyzed using the same methods that were applied in Chapters 2 and 3. Table 4.2 summarizes the results of the LOS analysis and compares the 2025 Forecast with and without the above mitigation measures. It is noted that the table does not include intersections that were identified as not including improvement, nor does it include intersections with multiple alternatives, which are discussed later in this chapter.

Table 4.2 – Level of Service Comparison Summary

Intersection	AM Peak Hour		PM Peak Hour		Friday Peak Hour	
	No-Imp	Imp	No-Imp	Imp	No-Imp	Imp
1. NY Route 208/Mountain Road	F (+500.0)	B (13.2)	F (233.0)	E (62.0)	F (273.4)	C (26.9)
2. Mountain Road/Seven Springs Road	F (327.1)	B (12.9)	F (+500.0)	B (17.1)	A (2.1)	D (38.9)
3. Mountain Road/Nickelsburg Road	F (326.1)	B (12.6)	F (367.9)	A (4.7)	F (+500.0)	D (34.5)
4. Mountain Road/Seven Springs Mountain Road	A (7.2)	B (12.9)	A (7.6)	B (14.1)	D (27.9)	E (43.1)
5. Forest Road/Acres Road	F (+500.0)	A (8.3)	F (+500.0)	A (8.6)	F (+500.0)	C (25.6)
6. Acres Road/Satmar Drive/Driveway	F (+500.0)	B (11.4)	F (+500.0)	B (12.8)	F (+500.0)	E (58.8)
7. Acres Road/Bakertown Road	F (+500.0)	F (93.3)	F (+500.0)	F (109.0)	F (+500.0)	F (144.2)
10. Bakertown Road/Israel Zupnik Drive/Dinev Court	F (+500.0)	E (61.6)	F (+500.0)	D (54.2)	F (+500.0)	E (56.5)
11. Bakertown Road/Meron Drive	F (+500.0)	B (15.9)	F (+500.0)	B (15.4)	F (+500.0)	B (20.0)
12. Bakertown Road/CR 105	F (+500.0)	F (104.1)	F (+500.0)	F (96.6)	F (+500.0)	F (212.6)
13. CR 105/Dunderberg Road (CR 64)	E (74.9)	E (56.7)	F (91.0)	E (64.2)	F (232.3)	F (191.5)
14. CR 105/Larkin Drive	F (94.1)	C (22.0)	F (94.6)	D (44.6)	F (212.0)	F (93.2)
15. Forest Road/Schunnemunk Road/Driveway	B(16.7)	A (6.9)	D (26.4)	A (11.0)	F (65.0)	D (29.5)
16. Forest Road/Van Buren Drive/Plaza Driveway	F (61.1)	B (18.2)	F (116.8)	C (24.9)	F (186.8)	D (35.8)
17. Quickway Road/Riminev Court	F (230.9)	C (33.2)	F (+500.0)	E (60.1)	F (366.3)	F (139.4)
18. Schunnemunk Road/Forest Avenue	See Discussion Below for Alternatives					
20. Meron Dr/Daj Blvd/Prag Blvd/Dhrubich Way	See Discussion Below for Alternatives					
21. Forest Road/Mountain Road	F (+500.0)	E (70.8)	F (+500.0)	D (53.0)	F (+500.0)	F (128)
23. Forest Road/Quickway Road	F (272.2)	C (22.0)	F (318.1)	C (23.1)	F (499.5)	E (77.4)
24. Seven Springs Mountain Road/Chevron Road	F (202.5)	A (9.8)	F (126.2)	B (12.1)	F (+500.0)	C (20.4)
26. Acres Road/Israel Zupnik Drive	F (+500.0)	B (18.2)	F (+500.0)	B (15.9)	F (+500.0)	D (50.3)
28. Forest Road/Mordeche Scher Boulevard	F (76.6)	B (10.1)	F (144.0)	B (11.9)	F (+500.0)	C (22.5)
29. Forest Road/Hayes Court	B (15.9)	B (12.8)	D (40.0)	C (30.9)	F (454.5)	E (57.6)
35. Bakertown Road/Hamaspiq Way	F (82.2)	B (14.3)	F (+500)	A (8.8)	F (162.9)	B (17.2)
41. Acres Road/Krolla Drive	F (91.9)	A (2.8)	F (62.5)	A (2.4)	C (15.8)	B (12.1)

As shown in the table, the addition of turn lanes and traffic signalization will result in adequate traffic flow at the above intersections. In a few instances “adequate” traffic flow means tolerating LOS F during peak periods as an acceptable trade-off for maintaining right sized roadways and a better pedestrian environment. These capacity improvements achieve the stated goals of maintaining a pedestrian friendly environment by limiting roadway widenings to three lanes and providing pedestrian accommodations at intersections.

Bakertown Road/Acres Road

Based upon the 2025 traffic forecasts, the Bakertown Road/Acres Road intersection is expected to experience heavy traffic volumes, particularly on the eastbound right turn movement from Acres Road onto Bakertown Road and opposing northbound left turn movement from Bakertown Road to Acres Road. As such, several preliminary alternatives were identified in order to accommodate these movements. One option would maintain the existing four-leg intersection and increase capacity by adding additional lanes, including a slip-right turn lane as shown in Figure 4.1.



Figure 4.1 – Bakertown Road/Acres Road Slip Ramp Alternative

While this alternative results in efficient traffic operations, it is noted that Acres Road and Bakertown Road would both be widened to four-lanes, resulting in a long pedestrian crossing distance. Likewise, the slip-ramp accommodating the right-turn from Acres Road to Bakertown Road would result in a less pedestrian friendly environment, as vehicles would be able to continuously flow through the intersection. As such, the preferred alternative as indicated in the tables above is a standard four-leg signalized intersection with each approach limited to a three-lane cross-section, as shown in Figure 4.2.



Figure 4.2 – Bakertown Road/Acres Road Preferred Alternative

Bakertown Road/Israel Zupnik Drive/Dinev Court

As noted above, this intersection will operate well with the addition of turn lanes and a traffic signal with pedestrian accommodations. Specifically, it is recommended that left turn lanes be added to the Bakertown Road approaches while right turn lanes be added to the Dinev Court and Israel Zupnik Drive approaches. This configuration results in efficient traffic flows by allowing right turns from the side-streets to operate simultaneously with the left turns from Bakertown Road. Additionally, under the existing intersection configuration, Israel Zupnik Drive approach is offset from the Dinev Court approach, by approximately 100 feet. As such, the current offset increases the number of vehicle conflict points, as well as travel distance and potential confusion for motorists and pedestrians. Therefore, it is recommended that the Israel Zupnik

approach be realigned to form a traditional four-way intersection with the Bakertown Road and Dinev Court approaches. The proposed intersection geometry is shown in Figure 4.3.



Figure 4.3 – Bakertown Road/Israel Zupnik Drive/Dinev Court Intersection Improvements

While the above intersection geometry provides adequate vehicle traffic operations and minimizes roadway widening in order to maintain a pedestrian friendly environment, it is noted that discussions with the Village indicate that a northbound right turn lane could be beneficial for residents on Dinev Court. Specifically, additional development on Dinev Court, pending site specific access, may increase the demand for the northbound right turn movement and as such justify additional capacity improvements. While this improvement may be pursued pending the availability of right of way, it is noted that the addition of a right turn lane will result in a four-lane cross section on Bakertown Road, and as such, lengthen the pedestrian crossing distance. Additionally, the proposed right turn lane may increase the opportunity for right-turn-on-red movements from Bakertown Road to Dinev Court, thus increasing the number of pedestrian conflicts. Therefore, the Village should weigh the vehicular benefits of a right turn with possible pedestrian detriments. Any further widening of Bakertown Road should include additional pedestrian enhancements potentially consisting of but not limited to pedestrian refuge islands and right-turn on red restrictions.

Bakertown Road/Hamaspik Way

The Bakertown Road/Hamaspik Way intersection currently has unique geometry in that there are two westbound approaches within 100 feet of each other that intersect Bakertown Road at an approximate right angle. Under the current stop-sign configuration, this can lead to driver confusion as it is unclear which of the westbound approaches has the right of way. In addition, poor visibility on these approaches can lead to potential safety concerns as a driver on one of the approaches may be unaware of the presence of a conflicting vehicle on the other approach.

As such, it is recommended that this intersection operate under traffic signal control. Specifically, the signal will operate with three phases, providing Hamaspik Way and the Yeshivah Torah approach each their own phase to prevent conflicting movements. It is noted that this type of signal operation is generally inefficient, and as such, future geometric modifications should be considered in order to create a single side-street approach.

Bakertown Road/Meron Drive/CR 105/Park & Ride Access

Due to the proximity of the Bakertown Road/Meron Drive and Bakertown Road/CR 105 intersections, the operations analysis and potential improvements must consider both intersections in unison. Specifically, separated by approximately 300 feet, the Bakertown Road/CR 105 intersection is a major entrance to the Village while the Bakertown Road/Meron Drive intersection is a key junction for motorists traveling to/from the Village Center versus to/from Acres Road. Further, the *Veyoel Moshe Gardens (VMG)* project, which consists of approximately 1,600 units and is one of the larger projects of the 54 anticipated developments, has approved access at the CR 105/Bakertown Road intersection, thus adding an additional level of complexity. As such, additional capacity is required to accommodate the expected heavy traffic volumes.

The analysis indicates that both the Bakertown Road/Meron Drive and Bakertown Road/CR 105 intersections will require signalization in order to maintain traffic flow due to the large volume of left turning vehicles that compete with the large volume of through movements. While signalization will help, queuing impacts at each intersection will extend through the adjacent intersection, thus impacting signal operations and causing gridlock. In order to adequately stack vehicles between the two intersections, Bakertown Road should be widened to a four lane section with additional turn lanes. Specifically, between Hamaspik Way and Meron Drive, Bakertown Road should transition from a three-lane segment to a four-lane segment, providing two northbound and two southbound lanes. At the Bakertown Road/Meron Drive intersection, additional left-turn lanes will be needed on Bakertown Road, resulting in a five lane cross-section. South of the Bakertown Road/Meron Drive intersection, Bakertown Road should maintain two through lanes, with additional left and right turn lanes at the Bakertown Road/CR 105 intersection, as shown in Figure 4.4.

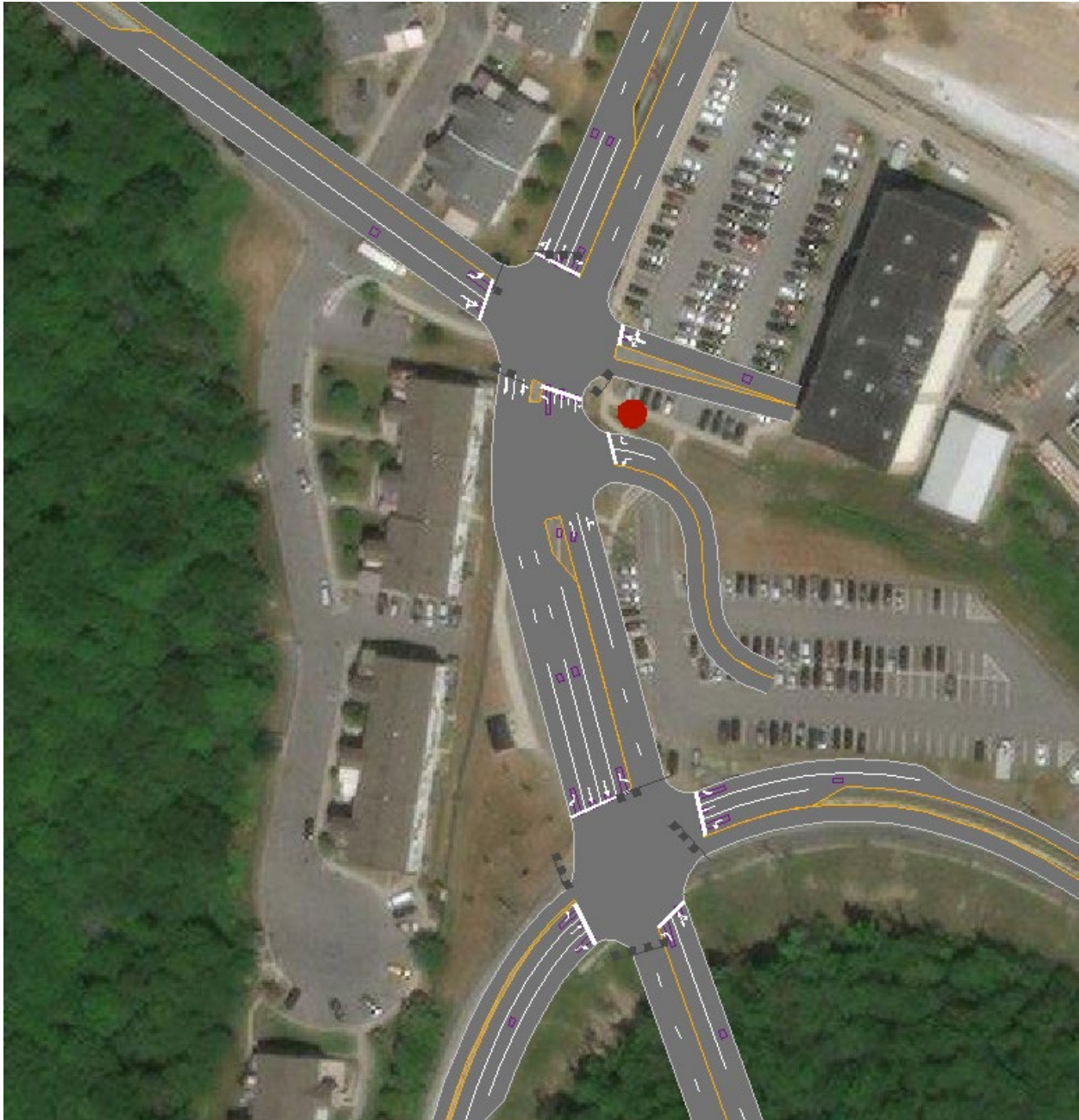


Figure 4.4 – Bakertown Road/Meron Drive/CR105 Intersection Alternative

It is noted that the proposed geometry poses a challenge to the pedestrian environment, resulting in a barrier between existing residences to the proposed residents to the south, existing residents to the west, and existing commercial space to the east. As such, it is recommended that pedestrian signals and refuge islands be added to the Bakertown Road/Meron Drive intersection where possible in order to facilitate pedestrian crossings. Further, pedestrians crossing CR 105 from VMG will be accommodated via a pedestrian bridge in order to maintain traffic flow.

CR 105/Dunderberg Road Connection

As noted above, the Bakertown Road/CR 105 intersection is a critical capacity constraint for vehicular traffic entering and exiting the Village. While the above capacity improvements will aid in traffic flow, due to the extent of development projected within the Village, Bakertown Road between CR 105 and Meron Drive will remain over capacity without further intervention to disperse traffic volumes and maximize capacity of the overall roadway network. Notably, a large volume of traffic travels between CR 105 and the Village Center via Bakertown Road, Meron Drive, Daj Boulevard, and Quickway Road. While this is the most direct route under the existing roadway network, it is circuitous as motorists must travel north on CR 105 and Bakertown Road before looping back to the south on Daj Boulevard. As such, construction of a connector road between Daj Boulevard and CR 105 is recommended, as shown in Figure 4.5.



Figure 4.5 – Daj Connector Road

The construction of a connector road would result in a rebalancing of traffic volumes, as motorists destined to/from the Village Center could bypass Bakertown Road. Specifically, based on existing and probable travel patterns, it is estimated that approximately 55% of the 2025 Forecast traffic volumes on Bakertown Road between CR 105 and Meron Drive would utilize the new connection, resulting in a significant reduction in traffic volumes at the critical Bakertown Road/CR 105 and Bakertown Road/Meron Drive intersections. Likewise, the existing signalized CR 105/Dunderberg Road intersection provides a logical point for the connector road to tie into the existing roadway network. It is noted that while the above geometry results in adequate traffic operations at the CR 105/Dunderberg Road intersection, the addition of an eastbound right turn lane would increase overall intersection capacity and would accommodate a right-turn overlap for vehicles exiting the Village.

It is noted that portions of the area between CR 105 and Daj Boulevard are classified as wetlands by the NYS Department of Environmental Conservation (DEC). As such, construction of the connector road will likely impact these wetlands and require coordination with the DEC and/or Army Corps of Engineers. In order to minimize wetland impacts, the design of the connector road may wish to consider an alternative alignment close to NY Route 17, similar to the proposed sewer line, as shown in Figure 4.6. It is noted that this alignment would be less direct for vehicles entering and exiting the Village.



Figure 4.6 – Connector Road Alternative Alignment

Quickway Road/Riminev Court

The Quickway Road/Riminev Court intersection is a T-intersection located along one of the primary routes into the Village Center. As such, the westbound right turn movement from Riminev Court onto Quickway Road, towards Van Buren Drive, and likewise the opposing southbound left turn movement are the primary travel patterns. An initial concept was developed to realign Quickway Court into Riminev Court to better accommodate these movements, as shown in Figure 4.7.



Figure 4.7 – Quickway Road/Riminev Court Realignment Alternative

While the above alternative would improve the connection between Bakertown Road and the Village Center, it is noted that the realignment would likely have impacts to private property. Likewise, this configuration limits the intersection capacity for traffic approaching from the south, and thus may not be able to accommodate traffic associated with future developments on Forest Road south of Quickway Road. Therefore, this concept was disregarded in favor of a traditional T-intersection with a traffic signal and additional turn lanes, as shown in Figure 4.8.



Figure 4.8 – Quickway Road/Riminev Court Preferred Alternative

Forest Avenue/Forest Road/Schunnemunk Road

The Forest Avenue/Forest Road/Schunnemunk Road intersection is another key entrance for vehicular traffic entering and exiting the Village, and is therefore expected to experience capacity constraints associated with future growth. In its current configuration, Forest Avenue comes to a “T” with Schunnemunk Road and Forest Road, resulting in all vehicles entering/exiting the Village to complete turning movements. As such, this intersection is likely to experience longer delays than other areas within the Village. The following two alternatives were developed:

Alternative 1 – Signalization with Turn Lanes

This alternative proposes to maintain the “T” geometry and add a traffic signal with additional turn lanes. Specifically, under this alternative, Forest Avenue would be widened to provide northbound and westbound left turn lanes, while Schunnemunk Road is widened to provide an eastbound right turn lane. The proposed intersection geometry is shown in Figure 4.9.



Figure 4.9 –Forest Avenue/ Schunnemunk Road Signal with Turn Lanes

It is noted that under this alternative the westbound left-turn and northbound right-turn movements could operate on an overlap in order to increase efficiency of intersection operations. Under this scenario, crosswalks could be striped across the south and west intersection legs, while a crosswalk across the east leg would not be recommended.

Alternative 2 – Forest Road Realignment

A second alternative to accommodate the heavy traffic flow from Forest Avenue towards the Village Center is to realign Forest Road so that the predominant travel movements become thru-movements. Figure 4.10 shows the proposed realignment which would prioritize movements to/from the Village Center. The realignment will result in the major traffic flows operating as through movements, thus reducing overall vehicle delay. It is noted that while realignment will improve overall operations, the intersection will operate under traffic signal control and require additional turn lanes.

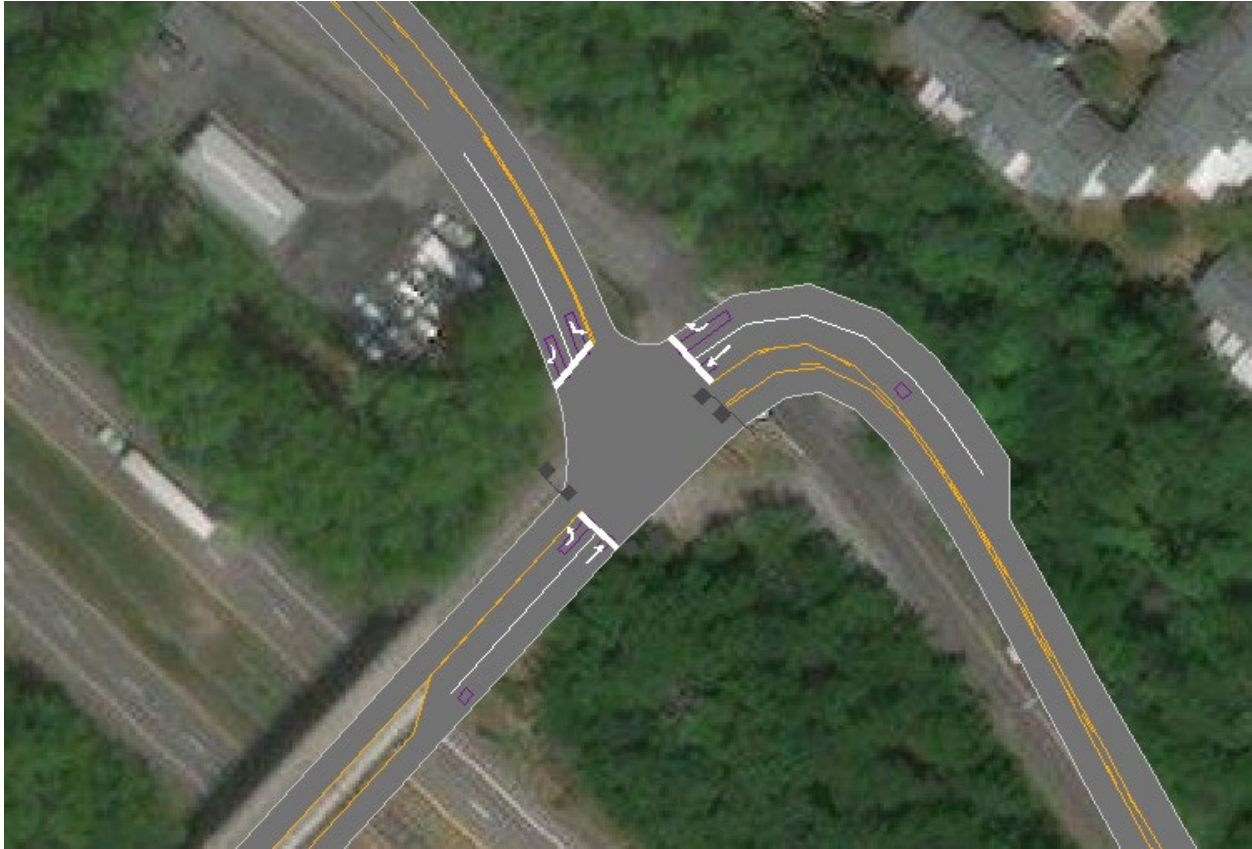


Figure 4.10 – Realignment of Forest Road & Forest Avenue

The two alternatives above were evaluated in terms of vehicle delay and pedestrian impacts. Table 4.3 summarizes the LOS analysis for each alternative.

Table 4.3 –Forest Road/Forest Avenue/Schunnemunk Road Level of Service Summary

Intersection		Control	2025 Forecast					
			AM Peak		PM Peak		Friday Peak	
			Alt 1	Alt 2	Alt 1	Alt 2	Alt 1	Alt 2
Forest Road/Forest Avenue/Schunnemunk Road		S						
Schunnemunk Road EB	L		D (27.2)	C (23.9)	B (17.6)	C (33.0)	C (29.0)	C (32.3)
	R		D (49.9)	C (22.4)	C (20.4)	B (19.1)	F (99.6)	C (25.0)
Forest Road NB	L		C (22.2)	B (17.2)	B (11.7)	D (41.9)	D (35.5)	D (50.5)
	T		A (5.8)	A (7.4)	B (14.5)	A (3.5)	A (5.6)	B (12.0)
Forest Avenue WB	T		C (29.2)	C (23.4)	F (74.8)	B (15.1)	E (59.2)	F (59.3)
	R		B (15.3)	A (3.8)	A (8.7)	B (17.0)	F (55.6)	A (6.3)
Overall			C (24.2)	B (16.9)	C (32.1)	C (24.4)	D (51.9)	C (33.5)

The analysis indicated that both alternatives will provide adequate traffic operations under the 2025 traffic forecast scenario. It is noted that while Alternative 2 provides better traffic operations during all three peak hours, the realignment of Forest Road will likely have impacts to private property and may not be feasible.

Acres Road/Mountain Road/Forest Road

The analysis indicates that by 2025, the Acres Road/Forest Road and Mountain Road/Forest Road intersections will experience a significant increase in delay with the increase in traffic volumes resulting from the proposed developments. Specifically, these intersections serve as a major junction between two main roads in the Village, and as such need to serve a large volume of through vehicles as well as turning vehicles. These conflicts require that both intersections operate under traffic signal control. While signalization will improve traffic flow, it is noted that due to the close proximity of the Forest Road/Acres Road and Forest Road/Mountain Road intersections, queuing impacts at each intersection will extend through the adjacent intersection, thus impacting signal operations and causing gridlock. As such, it is recommended that geometric improvements add turn lanes and operate the traffic signals at these intersections as a coupled pair, so that the two intersections ultimately function as a single unit. While operating the two intersections as a couple allows for strategic vehicle stacking, thus reducing vehicle queues, additional turn lanes will be necessary.

Two alternatives were developed based on the clustered intersection configuration. Alternative 1 maintains the existing alignment of the primary roadways (Forest Road, Mountain Road, and Acres Road) and includes a channelized right-turn lane, as shown in Figure 4.11, while Alternative 2 forgoes the channelization in order to increase the distance between the two intersections, shown in Figure 4.12.



Figure 4.11 – Acres Road/Mountain Road/ Forest Road Alternative 1



Figure 4.12 – Acres Road/Mountain Road/ Forest Road Alternative 2

Forest Road/Hayes Court/Schunnemunk Road

The Forest Road/Schunnemunk Road and Forest Road/Hayes Court intersections are another pair of closely spaced intersections that serve as a major activity node within the Village. Specifically, Hayes Court is one of two roadways that provides access to Garfield Road and adjacent land uses including the Synagogue. As such, without intervention, traffic delays at the currently signalized Forest Road/Hayes Court intersection are expected to increase, resulting in southbound queues that extend through the Forest Road/Schunnemunk Road intersection. In order to prevent these queues and reduce overall delay, additional turn lanes will be necessary at the Forest Road/Hayes Court intersection, as shown in Figure 4.13.

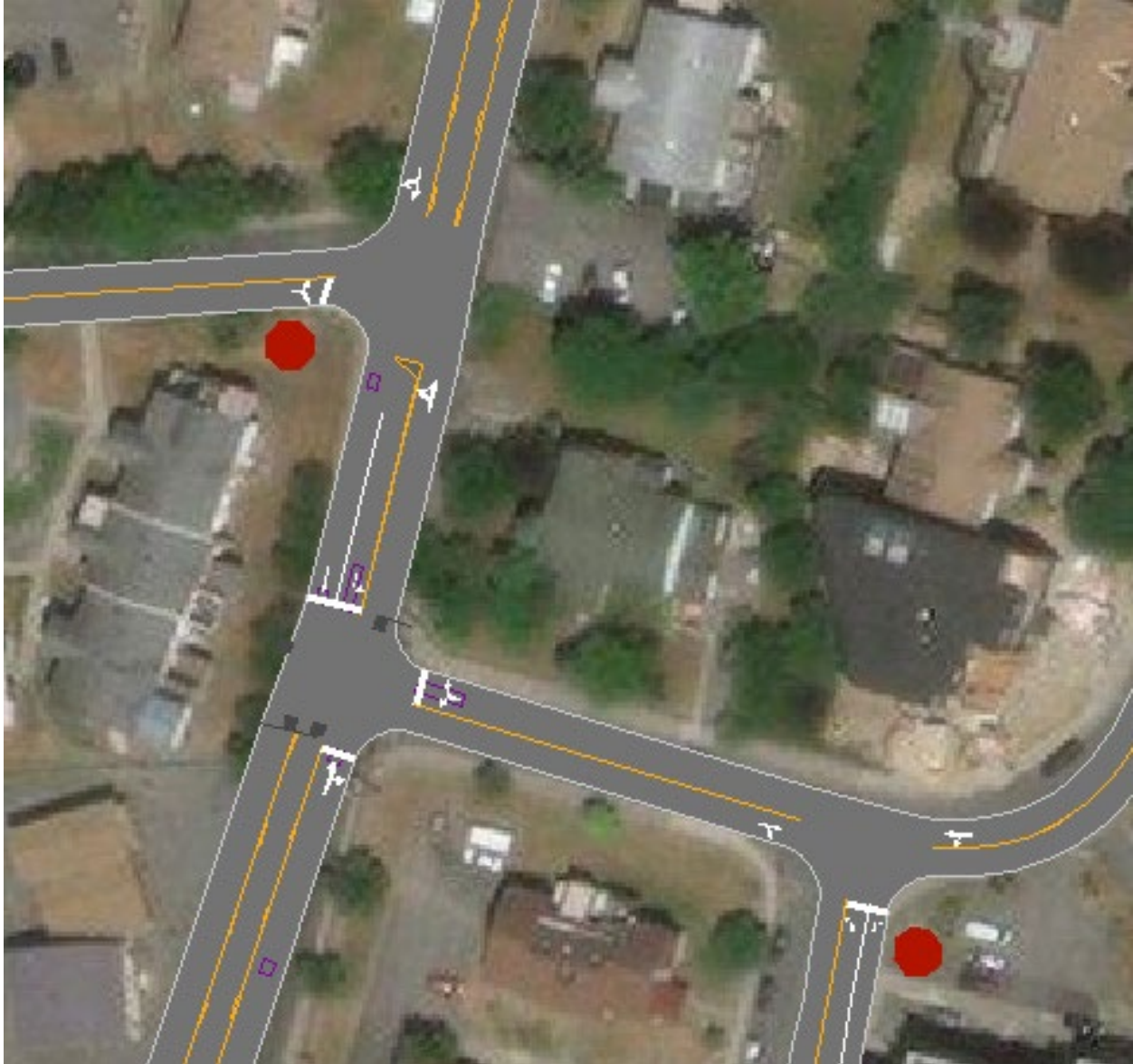


Figure 4.13: Forest Road/Hayes Court/Schunnemunk Road Intersection Improvements

As shown in the figure, the addition of a southbound left turn lane, combined with traffic signal enhancements will result in adequate vehicle operations and mitigate queueing impacts to the Forest Road/Schunnemunk Road intersection. It is noted that discussions with the Village indicate that a southbound right-turn lane at the Forest Road/Schunnemunk Road may be desirable so that vehicles traveling southbound on Forest Road can complete a right-turn movement without having to wait in queue with through traffic.

A review of the traffic model, indicates that the 95th percentile southbound queue at the Forest Road/Hayes Court intersection, during the Friday peak hour which represents peak traffic conditions, is approximately 250-feet and as such will not impact southbound right turns at the Forest Road/Schunnemunk Road intersection. Further review of the traffic simulation model confirms the above queue lengths and indicates that queues at the Forest Road/Hayes intersection will clear with each cycle of the traffic signal.

While the addition of a right-turn lane at the Forest Road/Schunnemunk Road intersection will increase overall vehicle capacity, it is noted that this improvement will result in a four-lane section on Forest Road, thus having negative impacts to the pedestrian environment in the form of longer crossing distances on Forest Road and increased conflicts with right-turning vehicles.

Mountain Road/Seven Springs Mountain Road

In its current configuration, the Mountain Road/Seven Springs Mountain Road intersection is a series of three stop controlled intersections separated by a raised island that prioritizes travel movements along Seven Springs Mountain Road. While this configuration adequately accommodates current traffic volumes, the above analysis concludes that as the Village continues to develop, increased traffic on Mountain Road will result in long vehicle delays. As such, capacity improvements are recommended including signalization and the addition of turn lanes. In order to simplify the intersection geometry, it is recommended that the intersection be reconstructed as a traditional “T” intersection, as shown in Figure 4.14. Likewise the Village should pursue sidewalks on Seven Springs Mountain Road to connect future development on Rovna Court to Mountain Road and by extension, the Village Center.



Figure 4.14: Mountain Road/Seven Springs Mountain Road Intersection Improvements

Seven Springs Mountain Road/Nickelsburg Road/Chevron Road

The analysis indicates that without mitigation, vehicles exiting Nickelsburg Road and Chevron Road will experience long delays due to increased traffic volumes along Seven Springs Mountain Road. Likewise, without the addition of turn lanes, vehicles waiting to turning left onto Nickelsburg Road and Chevron Road will block through traffic, resulting in long vehicle delays and queuing impacts at adjacent intersections. As such, it is recommended that Seven Springs Mountain Road be widened to a three-lane segment including a two-way left turn lane (TWLT). This will result in left-turn lanes at both the Nickelsburg Road and Chevron Road intersections, thus reducing the likelihood of left-turning vehicles blocking through traffic in addition to allowing vehicles exiting the side-streets to perform a two-stage left turn and reducing overall delay. Additionally, signalization of the Seven Springs Mountain Road/Chevron Road intersection will improve operations, not only at the intersection, but along the Seven Springs Road corridor as well by providing additional gaps. Figure 4.15 shows the recommended intersection geometry for both intersections.



Figure 4.15: Seven Springs Mountain Road/Nickelsburg Road/Chevron Road Improvements

Meron Drive/Daj Boulevard/Prag Boulevard /Dhrubich Way Intersection

In its current configuration as a five-leg intersection, the Meron Drive/Daj Boulevard/Prag Boulevard/Dhrubich Way intersection is complex, resulting in driver confusion and inefficiency. Specifically, operating under stop sign control on all approaches, there is approximately 215 feet between the stop bars on Meron Drive, in which the Dhrubich Way, Prag Boulevard, and Daj Boulevard approaches intersect. This offset and expanse of pavement limits sight lines for motorists and pedestrians alike, making it unclear if it is safe to proceed. It is noted that since Daj Boulevard and Meron Drive are one of three connections between Bakertown Road and the Village center, the challenges posed by these existing conditions are expected to be further exacerbated as a result of future growth. As such, the following alternatives were developed to simplify the intersection geometry, resulting in increased pedestrian and motorist safety, as well as vehicle operations.

Alternative 1: Three-Leg Realignment

This alternative proposes to realign Daj Boulevard into Meron Drive in order to create a three-leg intersection operating under traffic signal control. This realignment prioritizes the primary travel movement between Bakertown Road and the Village center, making it a through movement. Additionally, the Prag Boulevard and Dhrubich Way approaches are realigned to create a four-leg intersection with Meron Drive, operating under two-way stop control. Figure 4.16 shows the proposed roadway alignments.



Figure 4.16 – Alternative 1: Three-Leg Realignment

Alternative 2: Four-Leg Signal

This alternative would modify the existing Daj Boulevard approach so that it is aligned opposite of Dhrubich Way, creating a four-leg intersection operating under traffic signal control. The Prag Boulevard approach would be removed from the existing intersection, and relocated to form a three-leg intersection on Meron Drive with the Prag Boulevard approach operating under stop sign control, as shown in Figure 4.17.



Figure 4.17 – Alternative 2: Four-Leg Signal

Alternative 3: Four-Leg Roundabout

This alternative proposes the same geometry and realignments as Alternative 2, with the key difference being that the four-leg Meron Drive/Prag Boulevard/Dhrubich Way intersection will operate as a single lane roundabout.

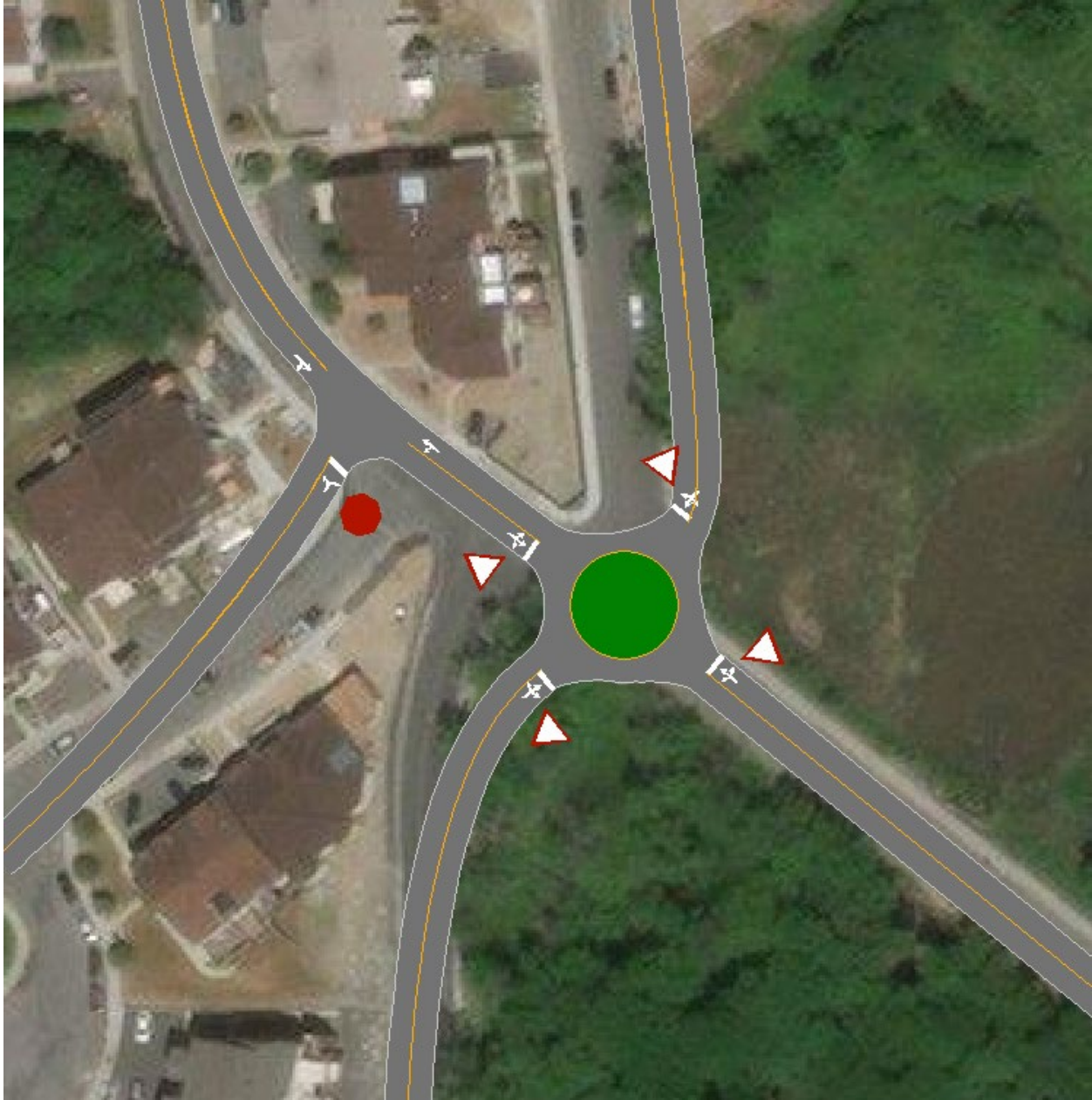


Figure 4.18 – Alternative 3: Four-Leg Roundabout

The three alternatives above were evaluated in terms of vehicle delay and pedestrian impacts. Tables 4.4 and 4.5 summarize the LOS analysis for each alternative.

Table 4.4 – Meron/Daj/Prag Alternative 1 Level of Service Summary

Intersection		Control	2025 Forecast		
			AM Peak	PM Peak	Fri Peak
Meron Drive/Daj Boulevard		S	B (17.9)	C (21.2)	C (23.2)
Daj Boulevard EB	L		B (1.3)	B (10.9)	B (13.7)
	T		C (29.7)	C (29.6)	D (47.4)
Meron Drive WB	T		A (2.8)	A (2.9)	A (2.8)
	R		B (18.6)	B (18.2)	C (20.3)
	LR				
Overall			B (19.0)	B (19.1)	C (26.8)
Meron Drive/Prag Boulevard		U	B (13.0)	B (14.0)	C (18.0)
Prag Boulevard EB	LTR		C (15.0)	C (15.9)	C (18.7)
Dhrubich Way WB	LTR		A (7.7)	A (7.8)	A (7.9)
Meron Drive NB	LTR		A (7.6)	A (7.6)	A (7.6)
Meron Drive SB	LTR				
Overall			A (4.9)	A (4.9)	A (6.4)

Table 4.5 – Meron/Daj/Prag Alternatives 2-3 Level of Service Summary

Intersection		Control	2025 Forecast					
			AM Peak		PM Peak		Friday Peak	
			Alt 2	Alt 3	Alt 2	Alt 3	Alt 2	Alt 3
Meron Drive/Daj Boulevard		S/RA	C (21.9)	--	C (22.4)	--	C (32.4)	--
Meron Drive EB	L		B (12.4)	--	B (14.0)	--	C (23.3)	--
	TR		--	B (10.7)	--	B (10.5)	--	C (15.6)
Meron Drive WB	LTR		A (3.8)	C (16.5)	A (4.1)	C (17.4)	A (3.8)	D (33.7)
Daj Boulevard NB	LT		C (21.9)	--	C (22.9)	--	C (28.0)	--
	R		A (6.8)	--	A (6.9)	--	A (9.1)	--
	LTR		--	B (12.9)	--	B (12.3)	--	C (22.5)
Dhrubich Way SB	LTR		B (19.8)	A (9.0)	B (19.0)	A (8.3)	C (22.7)	A (9.8)
Overall			B (11.7)	B (14.1)	B (12.5)	B (14.3)	B (18.1)	D (26.4)
Meron Drive/Prag Boulevard		U	A (7.7)	A (7.7)	A (7.8)	A (7.8)	A (7.9)	A (7.9)
Meron Drive WB	LT		B (10.5)	B (10.5)	B (12.5)	B (12.5)	B (11.7)	B (11.7)
Prag Boulevard NB	LR							
Overall			A (3.3)	A (3.3)	A (4.6)	A (4.6)	A (4.3)	A (4.3)

The analysis indicates that all three alternatives will operate adequately from a LOS standpoint. Specifically, Alternative 2 will provide the best operations and result in the least overall vehicle delay and queuing. It is noted that while a single-lane roundabout may operate with adequate LOS, a review of the simulation indicates that vehicle queuing on the westbound Meron Drive approach will extend beyond the Meron Drive/Bakertown Road intersection, resulting in grid lock. As such, a single-lane roundabout is not recommended. It is noted that the analysis does not consider the construction of the Daj Boulevard/CR 105 connector road, which would result in a reduction in westbound volumes at the new Meron Drive/Daj Boulevard intersection, and thus a single-lane roundabout may operate adequately if the connector road is constructed.

It is noted that portions of the area east of Daj Boulevard are classified as wetlands by the NYS Department of Environmental Conservation (DEC). As such, construction of any of the above alternatives will likely impact these wetlands and require coordination with the DEC and/or Army Corps of Engineers.

Due to potential wetlands and constructability concerns, a fourth alternative was developed that proposes to signalize the intersection without changing the existing geometry, as shown in Figure 4.19.



Figure 4.19 – Alternative 4: Signal Only

It is noted that under this scenario, the northbound Daj Boulevard, northbound Prag Boulevard, and southbound Dhrubich Way approaches will all require their own signal phases, while the Meron Drive approaches can operate concurrently. Table 4.6 summarizes the results of the level of service analysis for this alternative and considers traffic operations with and without construction of the Daj Boulevard/CR 105 connector road.

Table 4.6– Meron/Daj/Prag Alternative 4 Level of Service Summary

Intersection		Control	2025 Forecast						
			AM Peak		PM Peak		Friday Peak		
			Without Connector Road	With Connector Road	Without Connector Road	With Connector Road	Without Connector Road	With Connector Road	
Meron Drive/Daj Boulevard/Prag Boulevard/Dhrubich Way		S							
Meron Drive EB	LTR		C (21.9)	C (20.6)	C (21.3)	B (17.3)	C (23.3)	C (22.6)	
Meron Drive WB	LTR		F (538)	F (145)	F (459)	D (35.2)	F (625)	D (50.1)	
Daj Boulevard NB	LTR		F (596)	F (151)	F (485)	E (57.2)	F (682)	E (78.8)	
Dhrubich Way SB	LTR		E (63.5)	E (63.2)	E (62.8)	E (59.6)	E (67.8)	E (64.4)	
Prag Boulevard NEB	LTR		E (62.1)	E (62.0)	E (60.4)	E (57.2)	R (67.1)	E (65.8)	
Overall			F (483)	F (121)	F (404)	D (42.8)	F (553)	E (57.2)	

The analysis indicates that signalization of the intersection without additional geometric improvements will result in poor operations with long delays on most approaches during the peak hour. While construction of the Daj Boulevard/CR 105 connector road will redistribute traffic away from the intersection, resulting in improved operations, it is noted that queues on the westbound Meron Drive approach will likely extend through the Bakertown Road intersection. Therefore, additional geometric mitigation is recommended.

Garfield Road

Although not identified as a capacity constraint, Garfield Road was identified for further analysis due to the existing unique one-way travel pattern and importance of adjacent land uses. Specifically, Garfield Road is currently a two-way roadway between Hayes Court and Van Buren Drive, with the exception of an approximate 400-foot segment in front of the Synagogue which provides one-way travel in the northbound direction. Due to this unique configuration, vehicles traveling southbound on Garfield Road from Hayes Court must turn left into the existing parking lot, conflicting with the northbound travel movement. Further, vehicles that utilize the parking lot to the north of the Synagogue that are destined to the south must travel out of their way to use the Garfield Road/Hayes Court intersection, resulting in overall inefficiencies to the roadway network. Beyond vehicle inefficiencies, the pedestrian environment along Garfield Road is fairly uninviting, due to expansive parking lots and on-street parking which limit visibility of pedestrians. As such, the following roadway alternatives were developed to increase the logic of the roadway network and improve the streetscape from a pedestrian standpoint.

Existing with Traffic Calming

This alternative proposes to maintain the existing one-way configuration of Garfield Road while adding traffic calming elements to Garfield Road including curb extensions at intersections and a raised pedestrian crossing in front of the Synagogue. This alternative would maintain vehicle operations similar to existing conditions, while calming traffic on Garfield Road in order to provide a safer and more, comfortable pedestrian crossing between the existing parking lot on the west side of the road and the Synagogue. Additionally, this alternative proposes to shift the northbound travel lanes to the east in the one-way segment of Garfield Road in front of the Synagogue in order to provide better alignment with the two-way segment to the north. This shift also provides the opportunity to provide angle parking on the west side of the road. Figures 4.20 and 4.21 show the potential improvements while maintaining a one-way traffic pattern. It is noted that all of the concepts are subject to further engineering and design, including drainage and signage.

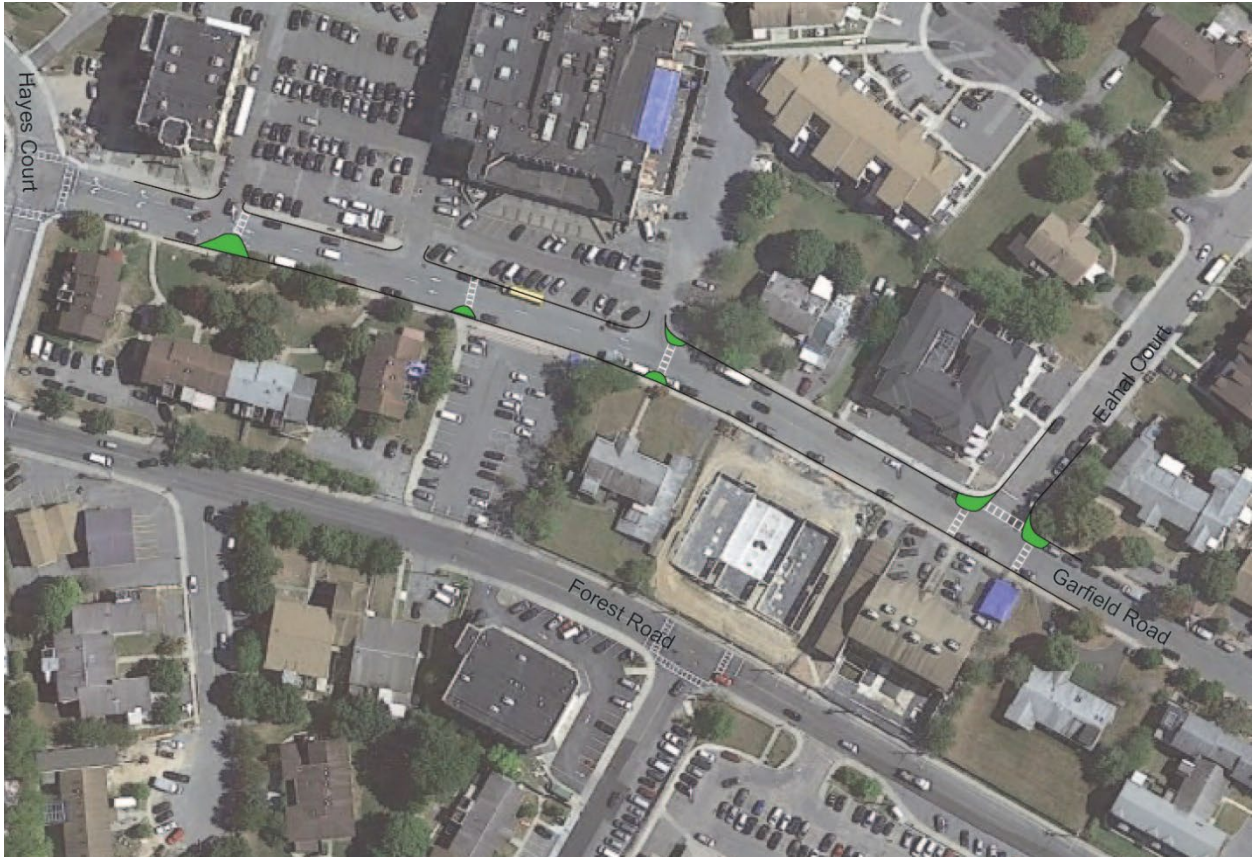


Figure 4.20 – Garfield Road: One-way with Curb Extensions

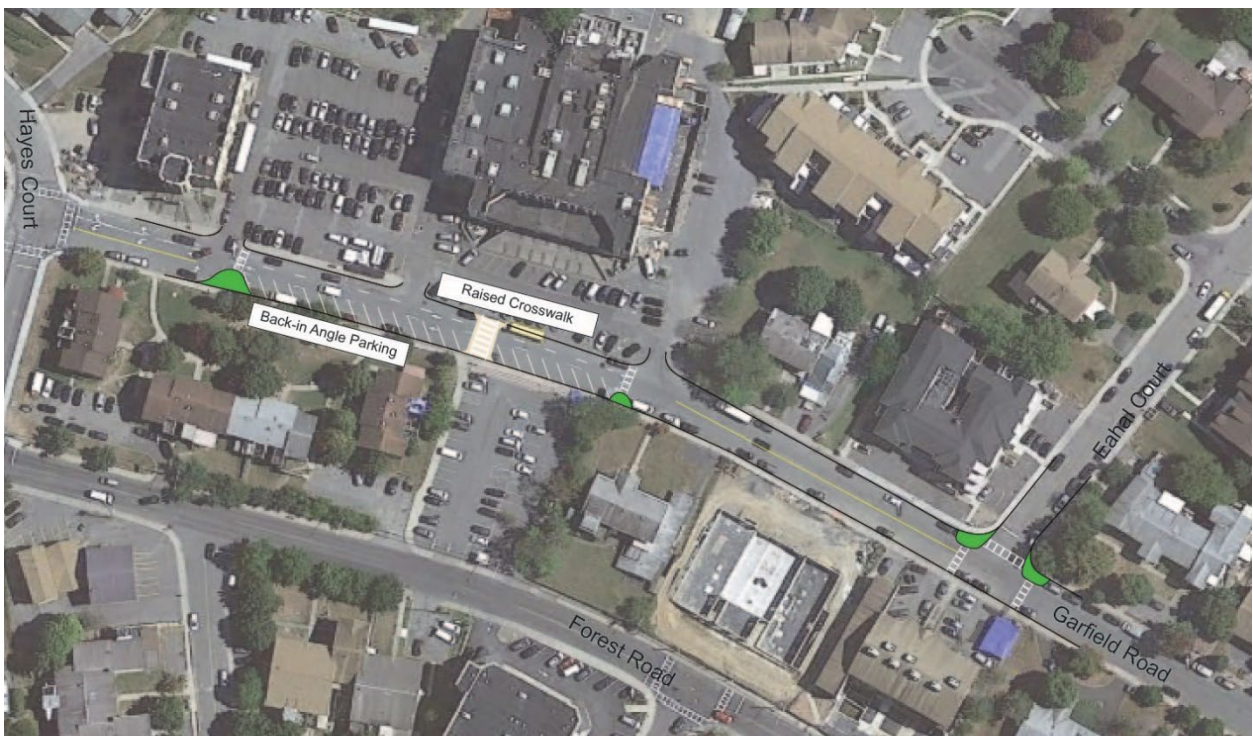


Figure 4.21 – Garfield Road: One-way with Raised Crosswalk

Two-Way Traffic Flow with Traffic Calming

This alternative would restore Garfield Road to two-way traffic for its entire length, thus allowing vehicles utilizing the northern parking lot to travel to/from the south more easily. This alternative also proposes to construct the traffic calming elements proposed above to improve the pedestrian environment. It is noted that under a two-way traffic pattern, angle parking is not recommended. Figures 4.22 and 4.23 show the potential improvements.

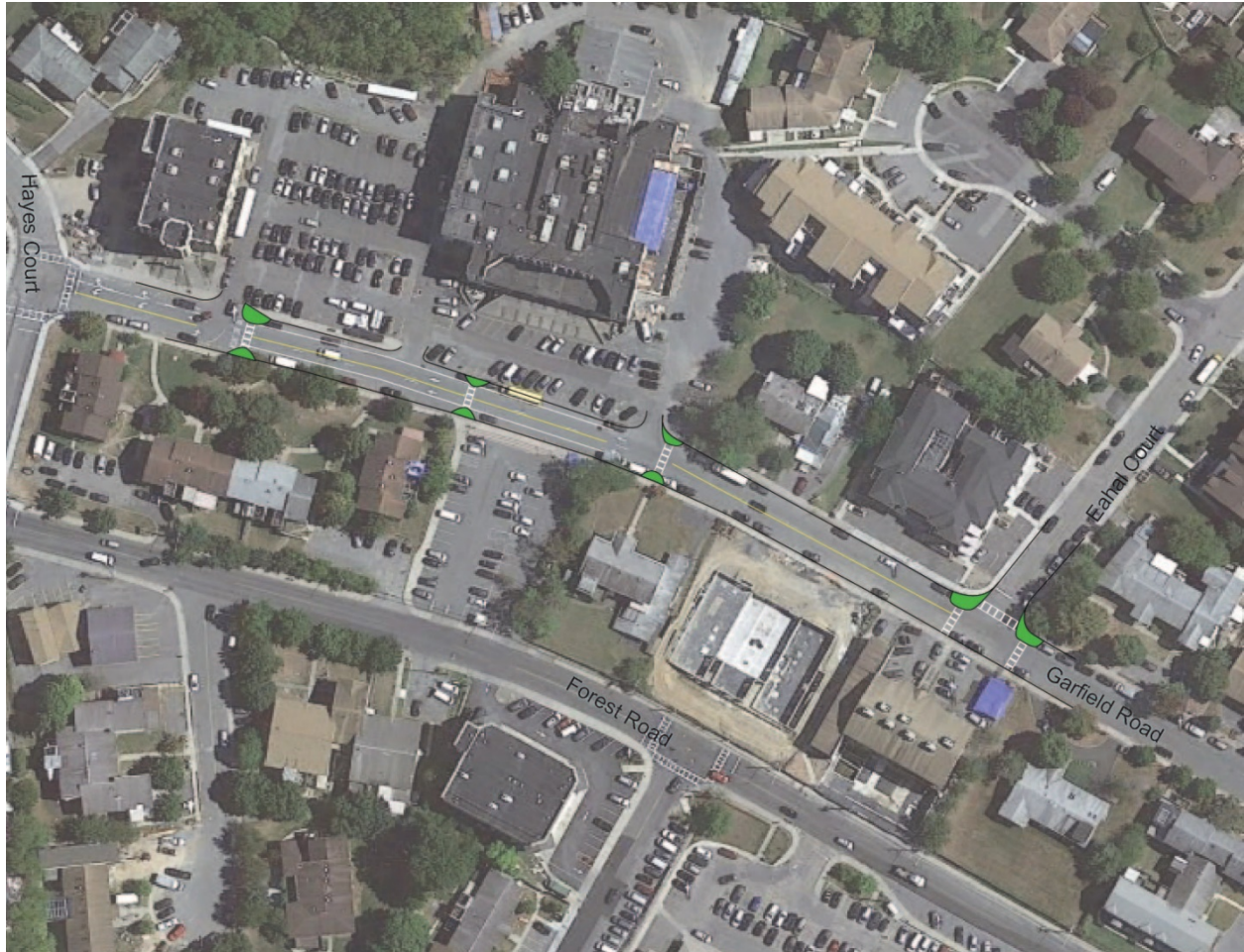


Figure 4.22 – Garfield Road: Two-Way with Curb Extensions

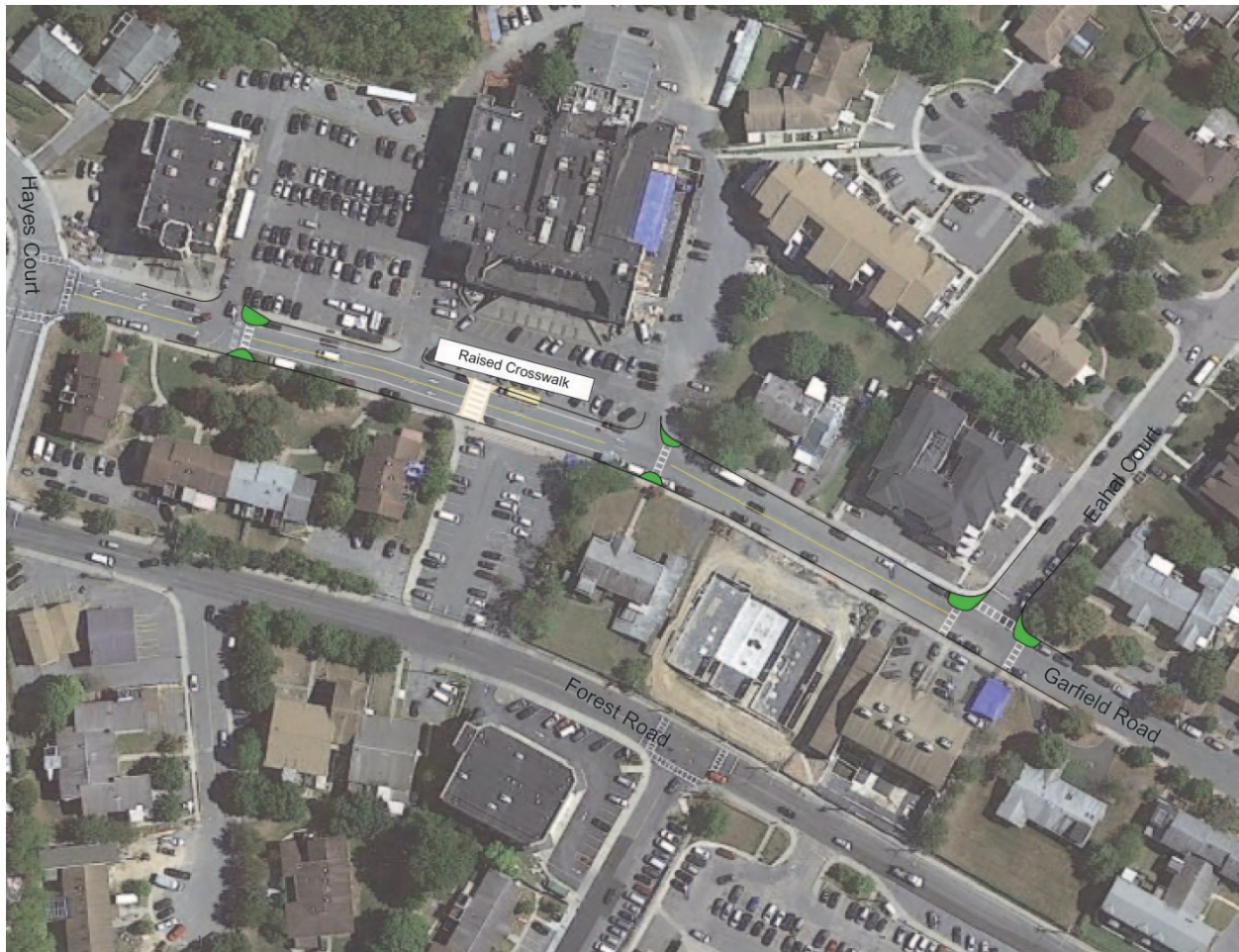


Figure 4.23 – Garfield Road: Two-way with Raised Crosswalk

Closed to General Traffic

This alternative proposes to convert an approximate 150-foot segment of Garfield Road directly in front of the Synagogue into a mixed-use roadway in order to prioritize pedestrian space. Specifically, this segment of Garfield Road would be closed to general vehicle traffic, remaining open for select users including emergency and transit vehicles, creating a separation between Garfield Road north and Garfield Road south.

It is noted that converting Garfield Road to a one-way roadway for its entire length was not evaluated due to potential impacts to Forest Road. Specifically, one-way roadways typically operate in pairs with traffic flowing in opposite directions. As such, converting Garfield Road to one-way northbound would result in an increase in southbound traffic on Forest Road. As indicated in the analysis above, Forest Road is already expected to experience a significant increase in traffic volumes, and as such it would be counterproductive to further increase volumes as a result of converting Garfield Road to one-way.

The three alternatives above were analyzed from a vehicle and pedestrian standpoint. Table 4.7 summarizes the results of the LOS analysis.

Table 4.7 – Garfield Road Level of Service Summary

Intersection	Control	2025 Forecast									
		AM Peak			PM Peak			Friday Peak			
		Alt 1	Alt 2	Alt 3	Alt 1	Alt 2	Alt 3	Alt 1	Alt 2	Alt 3	
Hayes Court/ Garfield Road	U										
Hayes Court WB		TR	A (1.8)	A (4.5)	A (6.2)	A (1.5)	A (4.3)	A (1.6)	A (1.6)	A (4.2)	A (1.5)
Garfield Road NB		LTR	C (15.8)	C (16.4)	C (17.2)	C (22.2)	D (34.9)	C (20.4)	D (29.5)	F (57.3)	C (18.4)
Overall		A (7.5)	A (8.7)	A (8.6)	B (10.7)	C (17.4)	A (7.2)	B (12.8)	D (25.2)	A (7.8)	
Garfield Road/ Eahal Court	U										
Eahal Court WB		LR	B (13.6)	B (12.7)	B (13.0)	B (14.0)	B (14.9)	C (22.5)	C (16.1)	C (17.6)	C (16.9)
Garfield Road SB		LT	A (0.4)	A (0.3)	A (0.2)	A (1.4)	A (0.8)	A (0.6)	A (1.6)	A (0.8)	A (0.7)
Overall		A (2.2)	A (1.8)	A (2.2)	A (2.1)	A (1.9)	A (3.6)	A (2.8)	A (2.6)	A (2.4)	
Van Buren Drive/ Garfield Road	U										
Van Buren Drive EB		LT	A (3.1)	A (3.6)	A (1.8)	A (3.4)	A (4.0)	A (2.0)	A (3.0)	A (3.5)	A (2.2)
Garfield Road SB		LR	C (17.3)	C (19.8)	B (13.8)	C (20.1)	D (34.8)	F (77.8)	E (35.8)	F (105)	C (18.3)
Overall		A (3.6)	A (5.3)	A (3.6)	A (4.1)	A (8.6)	C (19.3)	A (4.7)	C (18.5)	A (4.9)	

The analysis indicates that all three alternative will operate adequately from an overall intersection LOS standpoint. Specifically Alternative 1, which maintains existing conditions with only the introduction of a speed table for pedestrian crossings in front of the Synagogue, results in the least overall vehicle delay. Alternative 3 operates with acceptable overall intersection LOS values and though there is a less than preferred LOS for the southbound Garfield Road approach in the forecasted PM peak, the construction of a pedestrian mall in front of the Synagogue would provide the most pedestrian friendly option and allow for the face of the Synagogue to be showcased unobstructed by vehicles.

Chapter 5. Conclusions and Recommendations

A fundamental objective of this study was to develop transportation capacity improvements for the Village of Kiryas Joel in order to accommodate anticipated growth, while maintaining a pedestrian friendly environment, by using a complete streets approach that balances the competing needs of different travel modes. The technical studies show that incorporating the above recommendations will support the Village’s efforts to continue to grow in a safe and efficient manner. These recommendations are conceptual in nature and are presented to characterize the types of improvements that are desirable and that may be implemented as part of future transportation improvements. In addition to the above recommendations, the following planning principles provide best practices to guide future growth.

Transportation Demand Management

As noted in Chapter 4, due to the unique trip generation characteristics of the Village, additional transportation capacity and infrastructure improvements alone will not be sufficient to maintain traffic flow within the Village. While the above improvements will be necessary to prevent gridlock, the analysis is based on a 10% reduction in traffic volumes. This reduction can be achieved through the implementation of Transportation Demand Management (TDM) measures.

Unlike capacity improvements that focus on the physical infrastructure provided, TDM focuses on the user side of the transportation equation in order to maximize the efficiency of the existing infrastructure in place. Specifically, TDM measures capitalize on human behavior by providing users information (such as expected travel times), alternative services (such as transit, carpooling, and carsharing), and incentives (such as paid parking programs) to make transportation decisions that benefit the user and transportation system alike. Figure 5.1 compares three categories of TDM measures and quantifies their overall benefit in terms of vehicle trip reduction, based on the availability of transit service.

TDM Program or Strategy	High Transit	Moderate Transit	Low Transit
Support, Promotion, Information	3-5%	1-3%	<1%
Alternative Commute Services	5-10%	5-10%	1-3%
Financial Incentives	10-20%	5-15%	1-5%
Combined Strategies			
With Free Parking	15-20%	10-15%	3-7%
With Paid Parking	25-30%	15-20%	N/A

Source: Cambridge Systematics, 2010 (Fairfax County, VA)

Figure 5.1 – Summary of Transportation Demand Management Options

As can be seen in Figure 5.1, typical TDM measures can result in an approximate one to five percent reduction in vehicle trips under low transit conditions (defined as frequency less than 20 minutes), which would be applicable to the Village. As such, while TDM measures can help alleviate traffic congestion, it is strongly recommended that the Village evaluate transit options in order to maximize the benefit of TDM measures that may be put in place. Specifically, increasing transit frequency to a moderate level (headways of 20 minutes or less) can result in vehicle trip reductions up to the desired 10%, and greater than 10% when combined with parking and pricing strategies.

Establish and Reinforce a Roadway Network Hierarchy

Based on the above analysis and recommendations, it is evident that developing a roadway hierarchy will benefit the Village by allowing sustained growth, with an emphasis on roadway improvements that benefit all users. Specifically, the Village can create a vehicle priority network, in order to effectively assess roadway improvements, on a continuous, village-wide basis. Roadways that will need to accommodate large future traffic volumes, such as Mountain Road, Acres Road, Bakertown Road, and Forest Road, form the basis of the vehicle priority network and could be designated as Tier 1 roadways. Likewise, streets that feed into these Tier 1 roadways, such as Van Buren Drive, Schunnemunk Road, Hayes Court, Meron Drive, and Israel Zupnik Drive could be classified as Tier 2 roadways. The remaining streets in the Village could be considered local roadways. Table 5.1 summarizes the types of features that may be appropriate on Tier 1, Tier 2, and local roadways.

Table 5.1 – Roadway Hierarchy Features

Features	Tier 1 Roadway	Tier 2 Roadway	Local Roadway
Two-Way Left Turn Lane (TWLT)	Yes	Maybe	No
Traffic Signal	Yes	At intersection with Tier 1 Roadways	No
Auxiliary Turn Lanes	Yes	At intersection with Tier 1 Roadways	No
Access Management	Yes	Near Tier 1 Roadways	No
Pedestrian Refuge Islands	Yes	Maybe	No
Curb Extensions	Yes	Yes	Yes

While the above classifications will assist the Village in achieving the imminent growth in the short term, it is important that future construction consider the roadway hierarchy and how new roads and adjacent land uses will tie into the existing roadway network. Specifically, to the extent possible, new roads should be designed to intersect Tier 1 or Tier 2 roadways opposite an existing intersection, rather than creating an offset intersection. Similarly, where new roadways would be classified as Tier 1 or Tier 2, efforts should be made to prioritize these travel movements as through movements rather than having the new roadway intersect an existing roadway of a lower classification.

Implementation and Funding

The study recommendations focus on improvements that could be implemented as they become necessary. The Village should work proactively in coordination with Orange County and NYSDOT, and to identify private funding through cooperative arrangements, site plan approval, and SEQR mitigation. At a minimum, it is recommended that as developers progress individual projects, the study recommendations along the project frontage be incorporated. Likewise, for developments along roadways where improvements are not identified, the Village may wish to establish a fund for future off-site transportation improvements.

Conceptual level intersection improvement costs were developed based on the above traffic analyses, which determine the necessary geometric improvements associated with the increase in traffic volumes in order for the intersections to operate at an acceptable Level of Service. Geometric improvements include the addition of turn lanes, the addition of thru lanes, the addition of a two-way left-turn lane, the replacement/updating of signals, and complete geometric realignment. Costs per square foot for full depth pavement reconstruction were developed based on the firm's years of experience designing roadway projects in New York State, and the most recent cost data available on NYSDOT's Pay Item Catalog for the project location. These costs include all the necessary work associated with full depth reconstruction of pavement such as excavation, full depth asphalt pavement courses, subbase material, drainage, work zone, and other contingencies. The reconstruction limits include the minimum lengths necessary to achieve the required geometric improvements, which include the recommended storage lengths for all additional turn lanes and the necessary approach and departure tapers used to develop the additional lanes. Lump sum costs for any signal replacement/improvements were also included and were based on the complexity of each individual signal replacement/improvement. Some assumptions were made as to how each intersection would be widened (such as symmetrical widening vs. asymmetrical widening) and are based on each intersections geometric needs. Most of the estimates assume widening the intersection to one side, which would be accomplished with full depth reconstruction. These estimates do not assume overlay of the remaining pavement within the intersection or costs associated with right-of-way acquisition. Likewise, the estimates do not include cost associated with right-of-way (ROW) acquisition nor do they include costs associated with wetlands mitigation. Detailed cost estimates can be found in Appendix D.

Appendix A

Traffic Volume Data

Comprehensive TIS
Village of Kiryas Joel, Orange County, New York

6:15 PM	0	0	0	0	23	0	13	0	17	0	3	30	0	77	18	0	21	95	18	58	1	0	29	77	202
6:30 PM	0	0	0	0	17	0	12	0	16	0	0	28	0	73	16	0	14	89	24	62	1	0	27	87	204
6:45 PM	0	0	0	0	23	0	10	0	6	0	3	16	0	79	13	0	13	92	11	57	1	0	40	69	177
Hourly Total	0	0	0	0	71	0	49	0	64	0	6	113	0	308	71	0	53	379	69	232	3	0	110	304	796
7:00 PM	0	0	0	0	15	0	15	0	15	0	0	30	0	72	19	0	9	91	24	70	2	1	16	97	218
7:15 PM	0	0	0	0	9	0	8	0	21	0	4	29	0	72	16	0	11	88	17	50	1	0	14	68	185
7:30 PM	0	1	0	0	14	1	13	0	11	0	5	24	0	69	10	0	8	79	18	54	1	0	18	73	177
7:45 PM	0	0	0	0	15	0	13	0	21	0	1	34	0	71	16	0	9	87	12	63	0	1	15	76	197
Hourly Total	0	1	0	0	53	1	49	0	68	0	10	117	0	284	61	0	37	345	71	237	4	2	63	314	777
8:00 PM	0	0	0	0	9	0	9	1	14	0	1	24	0	55	9	0	3	64	11	67	1	0	24	79	167
8:15 PM	0	0	0	0	8	0	16	0	15	0	2	31	0	59	14	0	0	73	7	66	1	0	24	74	178
8:30 PM	0	0	0	0	7	0	11	0	15	0	3	26	0	65	13	0	0	78	18	71	1	0	18	90	194
8:45 PM	1	0	0	0	12	1	16	0	18	0	1	34	1	71	10	0	7	82	13	63	1	1	3	78	195
Hourly Total	1	0	0	0	36	1	52	1	62	0	7	115	1	250	46	0	10	297	49	267	4	1	69	321	734
9:00 PM	0	0	1	0	14	1	17	0	19	0	4	36	0	65	16	0	3	81	13	59	0	0	18	72	190
9:15 PM	0	0	0	0	4	0	12	0	9	0	0	21	0	57	14	0	4	71	10	56	0	0	12	66	158
9:30 PM	0	0	0	0	7	0	12	0	19	0	2	31	0	54	6	0	2	60	14	60	2	0	5	76	167
9:45 PM	0	0	0	0	9	0	8	0	11	0	1	19	0	52	12	1	5	65	11	51	0	1	10	63	147
Hourly Total	0	0	1	0	34	1	49	0	58	0	7	107	0	228	48	1	14	277	48	226	2	1	45	277	662
Grand Total	9	2	4	0	521	15	689	6	790	0	91	1485	1	3558	730	2	327	4291	709	3420	32	9	649	4170	9961
Approach %	60.0	13.3	26.7	0.0	-	-	46.4	0.4	53.2	0.0	-	-	0.0	82.9	17.0	0.0	-	-	17.0	82.0	0.8	0.2	-	-	-
Total %	0.1	0.0	0.0	0.0	-	0.2	6.9	0.1	7.9	0.0	-	14.9	0.0	35.7	7.3	0.0	-	43.1	7.1	34.3	0.3	0.1	-	41.9	-
Lights	9	2	4	0	-	15	623	5	743	0	-	1371	1	3167	664	2	-	3834	659	3002	32	9	-	3702	8922
% Lights	100.0	100.0	100.0	-	-	100.0	90.4	83.3	94.1	-	-	92.3	100.0	89.0	91.0	100.0	-	89.3	92.9	87.8	100.0	100.0	-	88.8	89.6
Buses	0	0	0	0	-	0	46	0	35	0	-	81	0	294	51	0	-	345	34	329	0	0	-	363	789
% Buses	0.0	0.0	0.0	-	-	0.0	6.7	0.0	4.4	-	-	5.5	0.0	8.3	7.0	0.0	-	8.0	4.8	9.6	0.0	0.0	-	8.7	7.9
Trucks	0	0	0	0	-	0	20	1	12	0	-	33	0	97	15	0	-	112	16	89	0	0	-	105	250
% Trucks	0.0	0.0	0.0	-	-	0.0	2.9	16.7	1.5	-	-	2.2	0.0	2.7	2.1	0.0	-	2.6	2.3	2.6	0.0	0.0	-	2.5	2.5
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.2	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	520	-	-	-	-	-	91	-	-	-	-	-	327	-	-	-	-	-	649	-	-
% Pedestrians	-	-	-	-	99.8	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

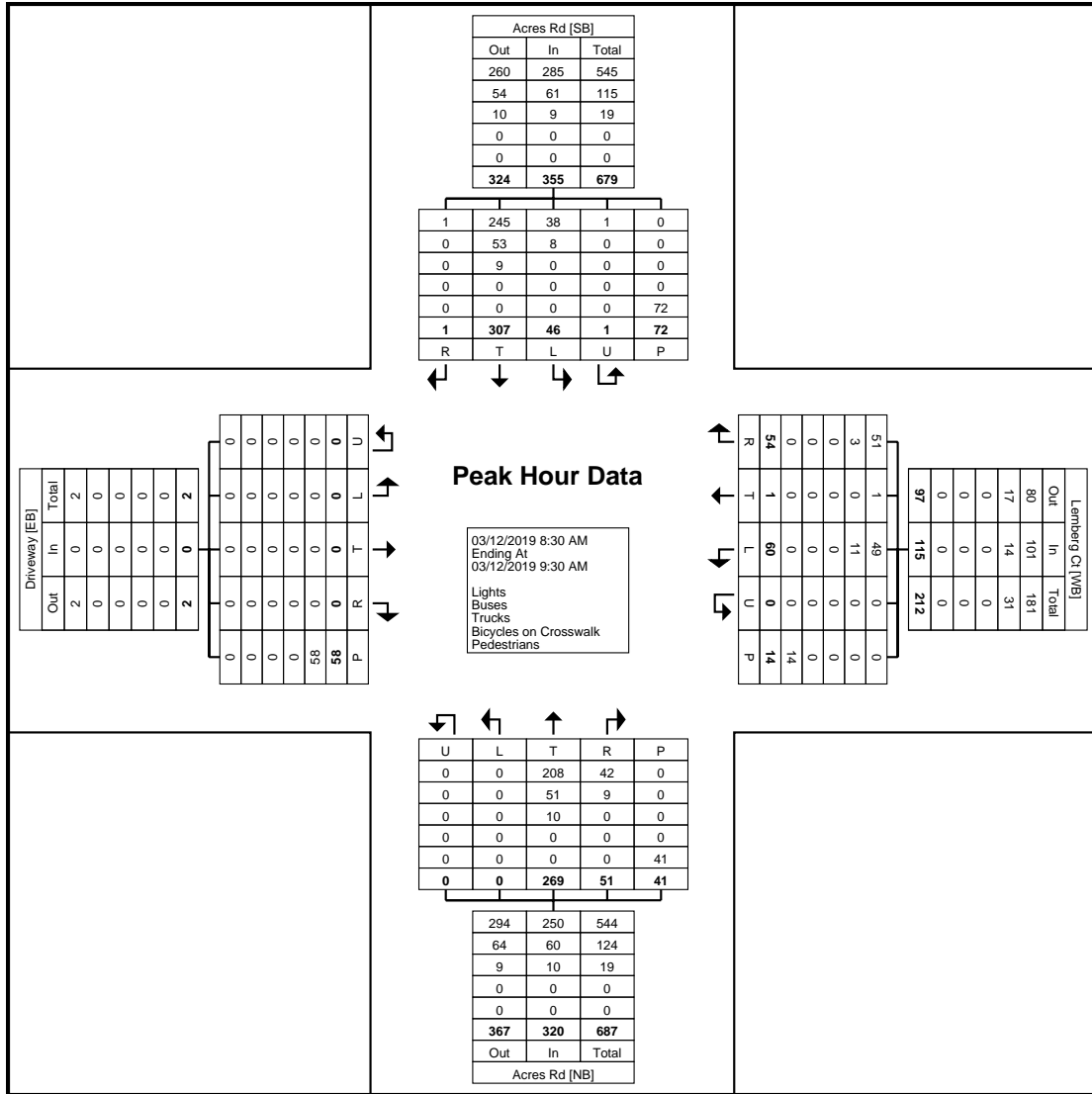
Turning Movement Peak Hour Data (8:30 AM)

Start Time	Driveway Eastbound						Lemberg Ct Westbound						Acres Rd Northbound						Acres Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:30 AM	0	0	0	0	20	0	18	0	13	0	6	31	0	63	13	0	6	76	11	84	1	0	24	96	203
8:45 AM	0	0	0	0	16	0	16	0	10	0	0	26	0	64	15	0	17	79	11	94	0	1	19	106	211
9:00 AM	0	0	0	0	8	0	16	0	15	0	2	31	0	64	7	0	10	71	14	77	0	0	13	91	193
9:15 AM	0	0	0	0	14	0	10	1	16	0	6	27	0	78	16	0	8	94	10	52	0	0	16	62	183
Total	0	0	0	0	58	0	60	1	54	0	14	115	0	269	51	0	41	320	46	307	1	1	72	355	790
Approach %	0.0	0.0	0.0	0.0	-	-	52.2	0.9	47.0	0.0	-	-	0.0	84.1	15.9	0.0	-	-	13.0	86.5	0.3	0.3	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	7.6	0.1	6.8	0.0	-	14.6	0.0	34.1	6.5	0.0	-	40.5	5.8	38.9	0.1	0.1	-	44.9	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.833	0.250	0.844	0.000	-	0.927	0.000	0.862	0.797	0.000	-	0.851	0.821	0.816	0.250	0.250	-	0.837	0.936
Lights	0	0	0	0	-	0	49	1	51	0	-	101	0	208	42	0	-	250	38	245	1	1	-	285	636
% Lights	-	-	-	-	-	-	81.7	100.0	94.4	-	-	87.8	-	77.3	82.4	-	-	78.1	82.6	79.8	100.0	100.0	-	80.3	80.5
Buses	0	0	0	0	-	0	11	0	3	0	-	14	0	51	9	0	-	60	8	53	0	0	-	61	135
% Buses	-	-	-	-	-	-	18.3	0.0	5.6	-	-	12.2	-	19.0	17.6	-	-	18.8	17.4	17.3	0.0	0.0	-	17.2	17.1
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	10	0	0	-	10	0	9	0	0	-	9	19
% Trucks	-	-	-	-	-	-	0.0	0.0	0.0	-	-	0.0	-	3.7	0.0	-	-	3.1	0.0	2.9	0.0	0.0	-	2.5	2.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	58	-	-	-	-	-	14	-	-	-	-	-	41	-	-	-	-	-	72	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Orange County, NY
Acres Rd & Lemberg Ct
Tuesday, March 12, 2019
Location: 41.345162, -
74.163412

Coatesville, Pennsylvania, United States 19320
610-466-1469
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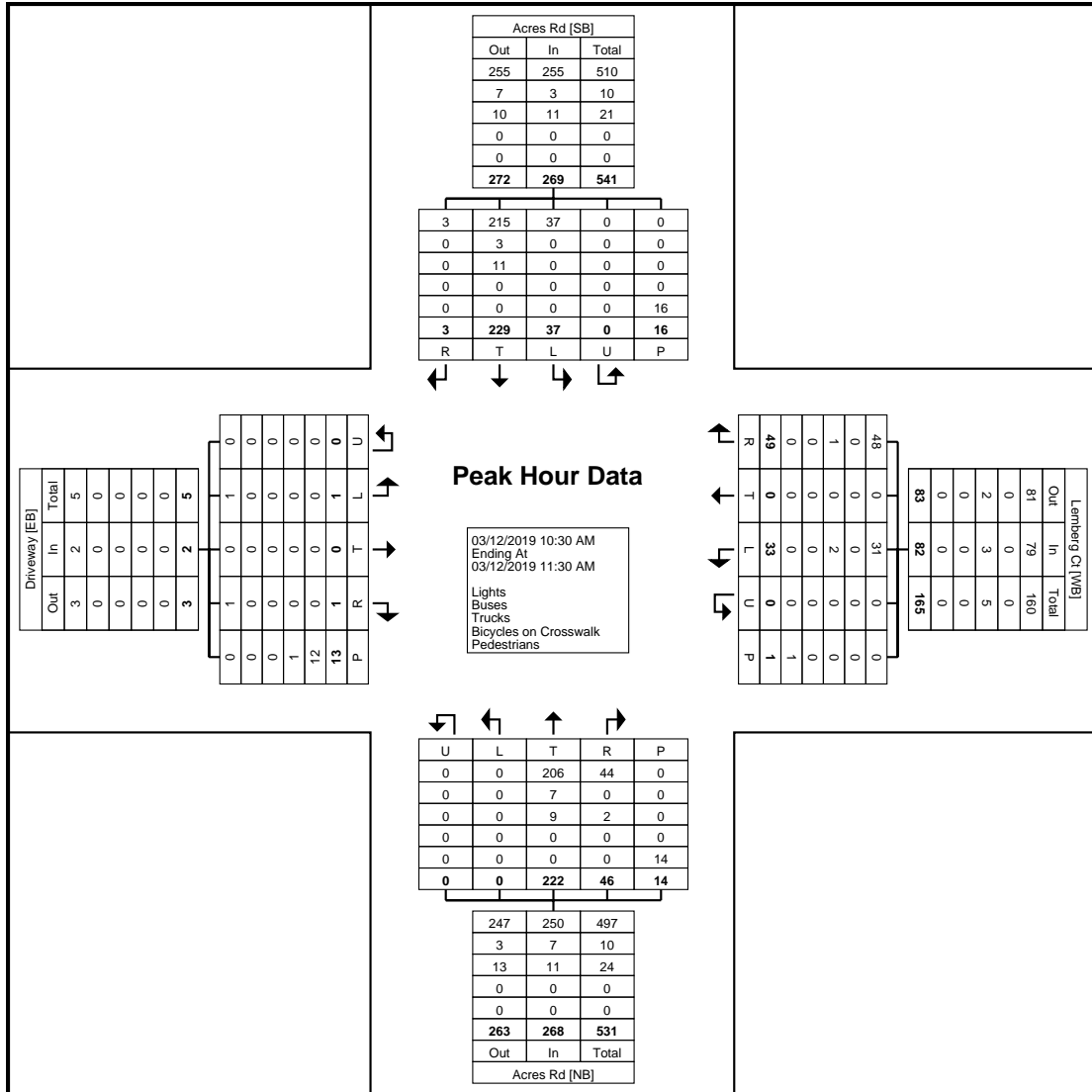
Count Name: Acres Rd/Lemberg
Ct 3-12
Site Code:
Start Date: 03/12/2019
Page No: 5



Turning Movement Peak Hour Data Plot (8:30 AM)

Turning Movement Peak Hour Data (10:30 AM)

Start Time	Driveway Eastbound						Lemberg Ct Westbound						Acres Rd Northbound						Acres Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
10:30 AM	0	0	0	0	6	0	9	0	17	0	0	26	0	51	9	0	6	60	11	58	2	0	5	71	157
10:45 AM	0	0	0	0	2	0	6	0	7	0	0	13	0	58	11	0	4	69	5	45	0	0	4	50	132
11:00 AM	0	0	1	0	4	1	10	0	10	0	1	20	0	64	13	0	2	77	9	56	1	0	2	66	164
11:15 AM	1	0	0	0	1	1	8	0	15	0	0	23	0	49	13	0	2	62	12	70	0	0	5	82	168
Total	1	0	1	0	13	2	33	0	49	0	1	82	0	222	46	0	14	268	37	229	3	0	16	269	621
Approach %	50.0	0.0	50.0	0.0	-	-	40.2	0.0	59.8	0.0	-	-	0.0	82.8	17.2	0.0	-	-	13.8	85.1	1.1	0.0	-	-	-
Total %	0.2	0.0	0.2	0.0	-	0.3	5.3	0.0	7.9	0.0	-	13.2	0.0	35.7	7.4	0.0	-	43.2	6.0	36.9	0.5	0.0	-	43.3	-
PHF	0.250	0.000	0.250	0.000	-	0.500	0.825	0.000	0.721	0.000	-	0.788	0.000	0.867	0.885	0.000	-	0.870	0.771	0.818	0.375	0.000	-	0.820	0.924
Lights	1	0	1	0	-	2	31	0	48	0	-	79	0	206	44	0	-	250	37	215	3	0	-	255	586
% Lights	100.0	-	100.0	-	-	100.0	93.9	-	98.0	-	-	96.3	-	92.8	95.7	-	-	93.3	100.0	93.9	100.0	-	-	94.8	94.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	7	0	0	-	7	0	3	0	0	-	3	10
% Buses	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	-	3.2	0.0	-	-	2.6	0.0	1.3	0.0	-	-	1.1	1.6
Trucks	0	0	0	0	-	0	2	0	1	0	-	3	0	9	2	0	-	11	0	11	0	0	-	11	25
% Trucks	0.0	-	0.0	-	-	0.0	6.1	-	2.0	-	-	3.7	-	4.1	4.3	-	-	4.1	0.0	4.8	0.0	-	-	4.1	4.0
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	7.7	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	12	-	-	-	-	-	1	-	-	-	-	-	14	-	-	-	-	-	16	-	-
% Pedestrians	-	-	-	-	92.3	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (10:30 AM)

Turning Movement Peak Hour Data (6:15 PM)

Start Time	Driveway Eastbound						Lemberg Ct Westbound						Acres Rd Northbound						Acres Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:15 PM	0	0	0	0	23	0	13	0	17	0	3	30	0	77	18	0	21	95	18	58	1	0	29	77	202
6:30 PM	0	0	0	0	17	0	12	0	16	0	0	28	0	73	16	0	14	89	24	62	1	0	27	87	204
6:45 PM	0	0	0	0	23	0	10	0	6	0	3	16	0	79	13	0	13	92	11	57	1	0	40	69	177
7:00 PM	0	0	0	0	15	0	15	0	15	0	0	30	0	72	19	0	9	91	24	70	2	1	16	97	218
Total	0	0	0	0	78	0	50	0	54	0	6	104	0	301	66	0	57	367	77	247	5	1	112	330	801
Approach %	0.0	0.0	0.0	0.0	-	-	48.1	0.0	51.9	0.0	-	-	0.0	82.0	18.0	0.0	-	-	23.3	74.8	1.5	0.3	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	6.2	0.0	6.7	0.0	-	13.0	0.0	37.6	8.2	0.0	-	45.8	9.6	30.8	0.6	0.1	-	41.2	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.833	0.000	0.794	0.000	-	0.867	0.000	0.953	0.868	0.000	-	0.966	0.802	0.882	0.625	0.250	-	0.851	0.919
Lights	0	0	0	0	-	0	49	0	54	0	-	103	0	290	65	0	-	355	75	232	5	1	-	313	771
% Lights	-	-	-	-	-	-	98.0	-	100.0	-	-	99.0	-	96.3	98.5	-	-	96.7	97.4	93.9	100.0	100.0	-	94.8	96.3
Buses	0	0	0	0	-	0	1	0	0	0	-	1	0	10	1	0	-	11	1	14	0	0	-	15	27
% Buses	-	-	-	-	-	-	2.0	-	0.0	-	-	1.0	-	3.3	1.5	-	-	3.0	1.3	5.7	0.0	0.0	-	4.5	3.4
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	1	1	0	0	-	2	3
% Trucks	-	-	-	-	-	-	0.0	-	0.0	-	-	0.0	-	0.3	0.0	-	-	0.3	1.3	0.4	0.0	0.0	-	0.6	0.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	78	-	-	-	-	-	6	-	-	-	-	-	57	-	-	-	-	-	112	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Orange County, NY
Acres Rd & Lemberg Ct
Tuesday, March 12, 2019
Location: 41.345162, -
74.163412

Count Name: Acres Rd/Lemberg
Ct 3-12
Site Code:
Start Date: 03/12/2019
Page No: 10

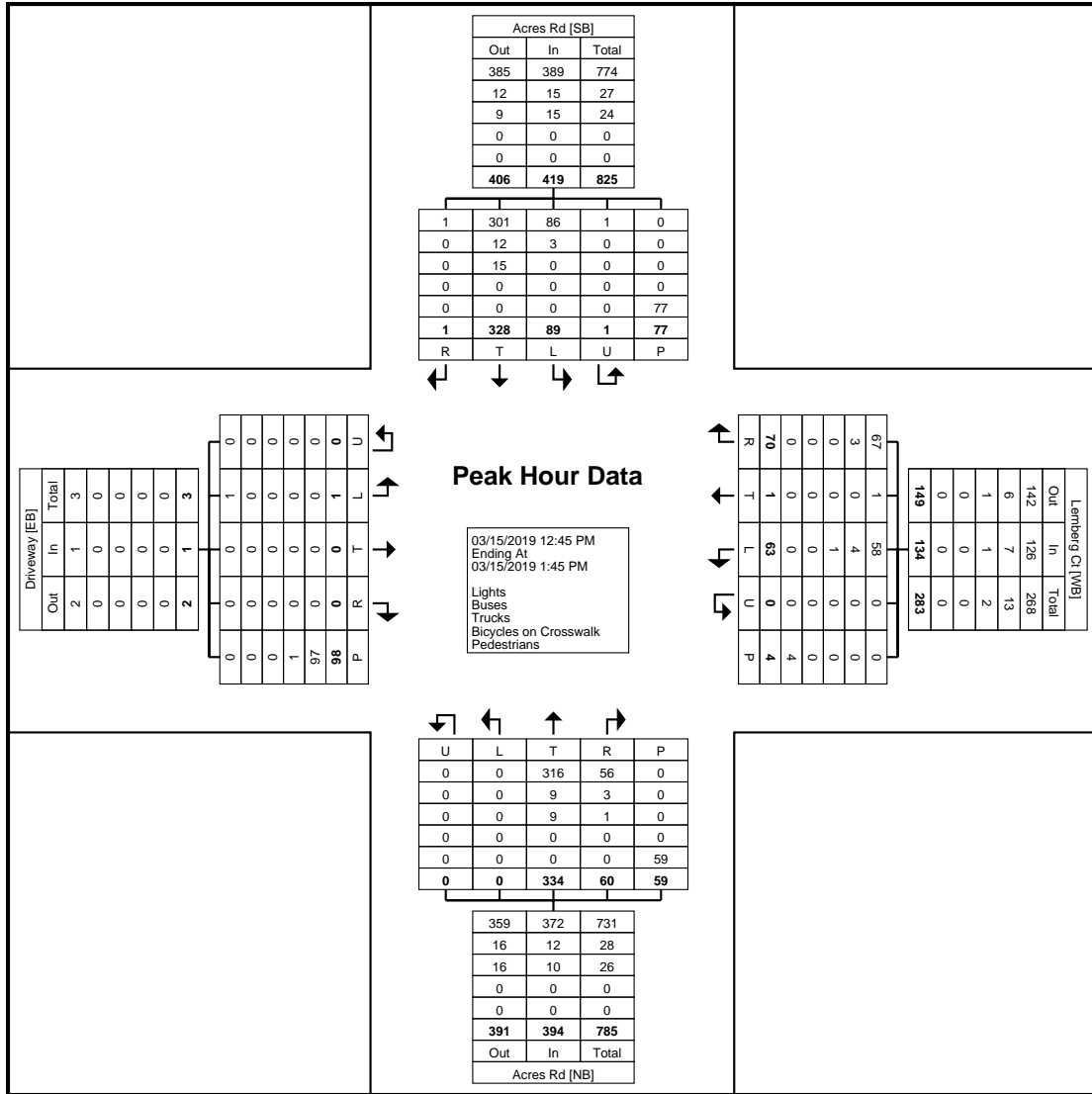
6:15 PM	0	0	0	0	6	0	7	0	12	0	1	19	0	49	18	2	6	69	15	35	0	0	7	50	138
6:30 PM	0	0	0	0	4	0	5	0	6	0	2	11	0	42	8	0	2	50	22	33	1	0	3	56	117
6:45 PM	0	0	0	0	3	0	5	0	7	0	0	12	0	20	5	0	1	25	10	21	0	0	4	31	68
Hourly Total	0	0	0	0	19	0	28	0	37	0	4	65	0	153	42	2	16	197	63	134	2	0	17	199	461
7:00 PM	0	0	0	0	10	0	0	0	1	0	1	1	0	8	0	0	6	8	0	9	0	0	7	9	18
7:15 PM	0	0	0	0	19	0	0	0	0	0	3	0	0	5	0	0	10	5	0	5	0	0	27	5	10
7:30 PM	0	0	0	0	17	0	0	0	0	0	5	0	0	3	0	0	12	3	0	3	0	0	16	3	6
7:45 PM	0	0	0	0	22	0	0	0	0	0	1	0	0	2	0	0	7	2	0	3	0	0	12	3	5
Hourly Total	0	0	0	0	68	0	0	0	1	0	10	1	0	18	0	0	35	18	0	20	0	0	62	20	39
Grand Total	9	0	2	0	654	11	638	3	698	1	80	1340	3	3069	612	3	392	3687	740	2873	19	4	631	3636	8674
Approach %	81.8	0.0	18.2	0.0	-	-	47.6	0.2	52.1	0.1	-	-	0.1	83.2	16.6	0.1	-	-	20.4	79.0	0.5	0.1	-	-	-
Total %	0.1	0.0	0.0	0.0	-	0.1	7.4	0.0	8.0	0.0	-	15.4	0.0	35.4	7.1	0.0	-	42.5	8.5	33.1	0.2	0.0	-	41.9	-
Lights	9	0	2	0	-	11	577	3	657	1	-	1238	3	2781	551	3	-	3338	703	2566	19	4	-	3292	7879
% Lights	100.0	-	100.0	-	-	100.0	90.4	100.0	94.1	100.0	-	92.4	100.0	90.6	90.0	100.0	-	90.5	95.0	89.3	100.0	100.0	-	90.5	90.8
Buses	0	0	0	0	-	0	38	0	30	0	-	68	0	195	43	0	-	238	24	225	0	0	-	249	555
% Buses	0.0	-	0.0	-	-	0.0	6.0	0.0	4.3	0.0	-	5.1	0.0	6.4	7.0	0.0	-	6.5	3.2	7.8	0.0	0.0	-	6.8	6.4
Trucks	0	0	0	0	-	0	23	0	11	0	-	34	0	93	18	0	-	111	13	82	0	0	-	95	240
% Trucks	0.0	-	0.0	-	-	0.0	3.6	0.0	1.6	0.0	-	2.5	0.0	3.0	2.9	0.0	-	3.0	1.8	2.9	0.0	0.0	-	2.6	2.8
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.2	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	653	-	-	-	-	-	80	-	-	-	-	-	392	-	-	-	-	-	631	-	-
% Pedestrians	-	-	-	-	99.8	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Turning Movement Peak Hour Data (8:45 AM)

Start Time	Driveway Eastbound						Lemberg Ct Westbound						Acres Rd Northbound						Acres Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:45 AM	0	0	0	0	12	0	25	0	19	0	0	44	0	65	18	0	11	83	12	64	0	0	17	76	203
9:00 AM	2	0	0	0	6	2	19	0	10	0	3	29	0	69	5	0	11	74	14	87	0	0	12	101	206
9:15 AM	0	0	0	0	7	0	12	1	9	0	5	22	0	58	12	1	2	71	10	65	0	0	13	75	168
9:30 AM	0	0	0	0	4	0	15	0	11	0	3	26	0	52	11	0	5	63	14	64	1	0	13	79	168
Total	2	0	0	0	29	2	71	1	49	0	11	121	0	244	46	1	29	291	50	280	1	0	55	331	745
Approach %	100.0	0.0	0.0	0.0	-	-	58.7	0.8	40.5	0.0	-	-	0.0	83.8	15.8	0.3	-	-	15.1	84.6	0.3	0.0	-	-	-
Total %	0.3	0.0	0.0	0.0	-	0.3	9.5	0.1	6.6	0.0	-	16.2	0.0	32.8	6.2	0.1	-	39.1	6.7	37.6	0.1	0.0	-	44.4	-
PHF	0.250	0.000	0.000	0.000	-	0.250	0.710	0.250	0.645	0.000	-	0.688	0.000	0.884	0.639	0.250	-	0.877	0.893	0.805	0.250	0.000	-	0.819	0.904
Lights	2	0	0	0	-	2	57	1	43	0	-	101	0	188	37	1	-	226	39	227	1	0	-	267	596
% Lights	100.0	-	-	-	-	100.0	80.3	100.0	87.8	-	-	83.5	-	77.0	80.4	100.0	-	77.7	78.0	81.1	100.0	-	-	80.7	80.0
Buses	0	0	0	0	-	0	11	0	4	0	-	15	0	41	6	0	-	47	9	42	0	0	-	51	113
% Buses	0.0	-	-	-	-	0.0	15.5	0.0	8.2	-	-	12.4	-	16.8	13.0	0.0	-	16.2	18.0	15.0	0.0	-	-	15.4	15.2
Trucks	0	0	0	0	-	0	3	0	2	0	-	5	0	15	3	0	-	18	2	11	0	0	-	13	36
% Trucks	0.0	-	-	-	-	0.0	4.2	0.0	4.1	-	-	4.1	-	6.1	6.5	0.0	-	6.2	4.0	3.9	0.0	-	-	3.9	4.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	29	-	-	-	-	-	11	-	-	-	-	-	29	-	-	-	-	-	55	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Turning Movement Peak Hour Data (12:45 PM)

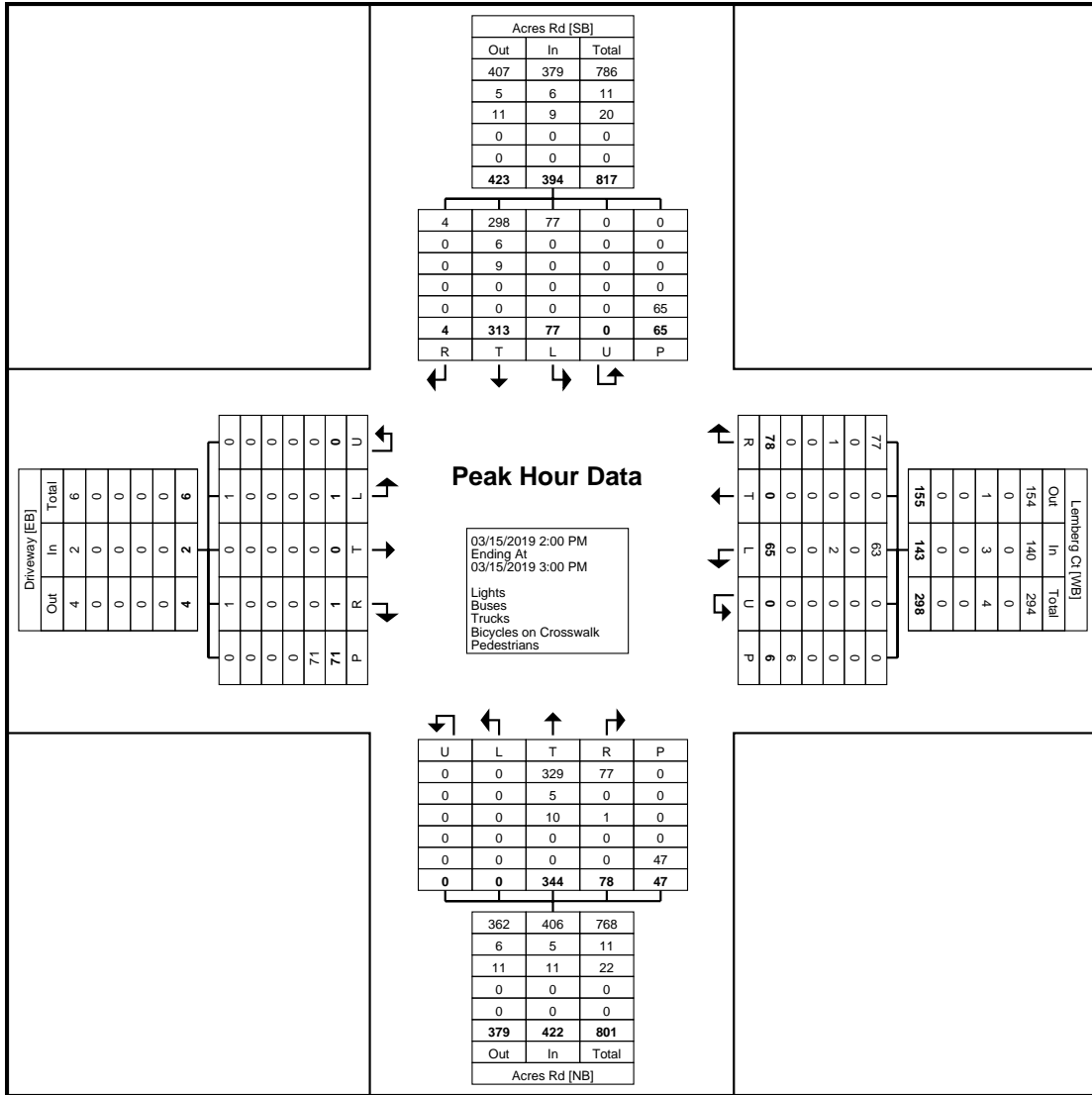
Start Time	Driveway Eastbound						Lemberg Ct Westbound						Acres Rd Northbound						Acres Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:45 PM	0	0	0	0	17	0	24	0	15	0	2	39	0	64	17	0	7	81	25	103	0	0	22	128	248
1:00 PM	0	0	0	0	31	0	12	0	13	0	1	25	0	93	7	0	26	100	20	80	0	1	17	101	226
1:15 PM	0	0	0	0	25	0	13	0	19	0	1	32	0	89	12	0	16	101	23	61	1	0	18	85	218
1:30 PM	1	0	0	0	25	1	14	1	23	0	0	38	0	88	24	0	10	112	21	84	0	0	20	105	256
Total	1	0	0	0	98	1	63	1	70	0	4	134	0	334	60	0	59	394	89	328	1	1	77	419	948
Approach %	100.0	0.0	0.0	0.0	-	-	47.0	0.7	52.2	0.0	-	-	0.0	84.8	15.2	0.0	-	-	21.2	78.3	0.2	0.2	-	-	-
Total %	0.1	0.0	0.0	0.0	-	0.1	6.6	0.1	7.4	0.0	-	14.1	0.0	35.2	6.3	0.0	-	41.6	9.4	34.6	0.1	0.1	-	44.2	-
PHF	0.250	0.000	0.000	0.000	-	0.250	0.656	0.250	0.761	0.000	-	0.859	0.000	0.898	0.625	0.000	-	0.879	0.890	0.796	0.250	0.250	-	0.818	0.926
Lights	1	0	0	0	-	1	58	1	67	0	-	126	0	316	56	0	-	372	86	301	1	1	-	389	888
% Lights	100.0	-	-	-	-	100.0	92.1	100.0	95.7	-	-	94.0	-	94.6	93.3	-	-	94.4	96.6	91.8	100.0	100.0	-	92.8	93.7
Buses	0	0	0	0	-	0	4	0	3	0	-	7	0	9	3	0	-	12	3	12	0	0	-	15	34
% Buses	0.0	-	-	-	-	0.0	6.3	0.0	4.3	-	-	5.2	-	2.7	5.0	-	-	3.0	3.4	3.7	0.0	0.0	-	3.6	3.6
Trucks	0	0	0	0	-	0	1	0	0	0	-	1	0	9	1	0	-	10	0	15	0	0	-	15	26
% Trucks	0.0	-	-	-	-	0.0	1.6	0.0	0.0	-	-	0.7	-	2.7	1.7	-	-	2.5	0.0	4.6	0.0	0.0	-	3.6	2.7
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	1.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	97	-	-	-	-	-	4	-	-	-	-	-	59	-	-	-	-	-	77	-	-
% Pedestrians	-	-	-	-	99.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (12:45 PM)

Turning Movement Peak Hour Data (2:00 PM)

Start Time	Driveway Eastbound						Lemberg Ct Westbound						Acres Rd Northbound						Acres Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
2:00 PM	0	0	1	0	13	1	15	0	21	0	0	36	0	96	15	0	18	111	18	84	0	0	14	102	250
2:15 PM	0	0	0	0	20	0	20	0	20	0	4	40	0	93	21	0	9	114	29	76	3	0	17	108	262
2:30 PM	1	0	0	0	16	1	20	0	17	0	2	37	0	86	22	0	14	108	16	78	0	0	16	94	240
2:45 PM	0	0	0	0	22	0	10	0	20	0	0	30	0	69	20	0	6	89	14	75	1	0	18	90	209
Total	1	0	1	0	71	2	65	0	78	0	6	143	0	344	78	0	47	422	77	313	4	0	65	394	961
Approach %	50.0	0.0	50.0	0.0	-	-	45.5	0.0	54.5	0.0	-	-	0.0	81.5	18.5	0.0	-	-	19.5	79.4	1.0	0.0	-	-	-
Total %	0.1	0.0	0.1	0.0	-	0.2	6.8	0.0	8.1	0.0	-	14.9	0.0	35.8	8.1	0.0	-	43.9	8.0	32.6	0.4	0.0	-	41.0	-
PHF	0.250	0.000	0.250	0.000	-	0.500	0.813	0.000	0.929	0.000	-	0.894	0.000	0.896	0.886	0.000	-	0.925	0.664	0.932	0.333	0.000	-	0.912	0.917
Lights	1	0	1	0	-	2	63	0	77	0	-	140	0	329	77	0	-	406	77	298	4	0	-	379	927
% Lights	100.0	-	100.0	-	-	100.0	96.9	-	98.7	-	-	97.9	-	95.6	98.7	-	-	96.2	100.0	95.2	100.0	-	-	96.2	96.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	5	0	0	-	5	0	6	0	0	-	6	11
% Buses	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	-	1.5	0.0	-	-	1.2	0.0	1.9	0.0	-	-	1.5	1.1
Trucks	0	0	0	0	-	0	2	0	1	0	-	3	0	10	1	0	-	11	0	9	0	0	-	9	23
% Trucks	0.0	-	0.0	-	-	0.0	3.1	-	1.3	-	-	2.1	-	2.9	1.3	-	-	2.6	0.0	2.9	0.0	-	-	2.3	2.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	71	-	-	-	-	-	6	-	-	-	-	-	47	-	-	-	-	-	65	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (2:00 PM)



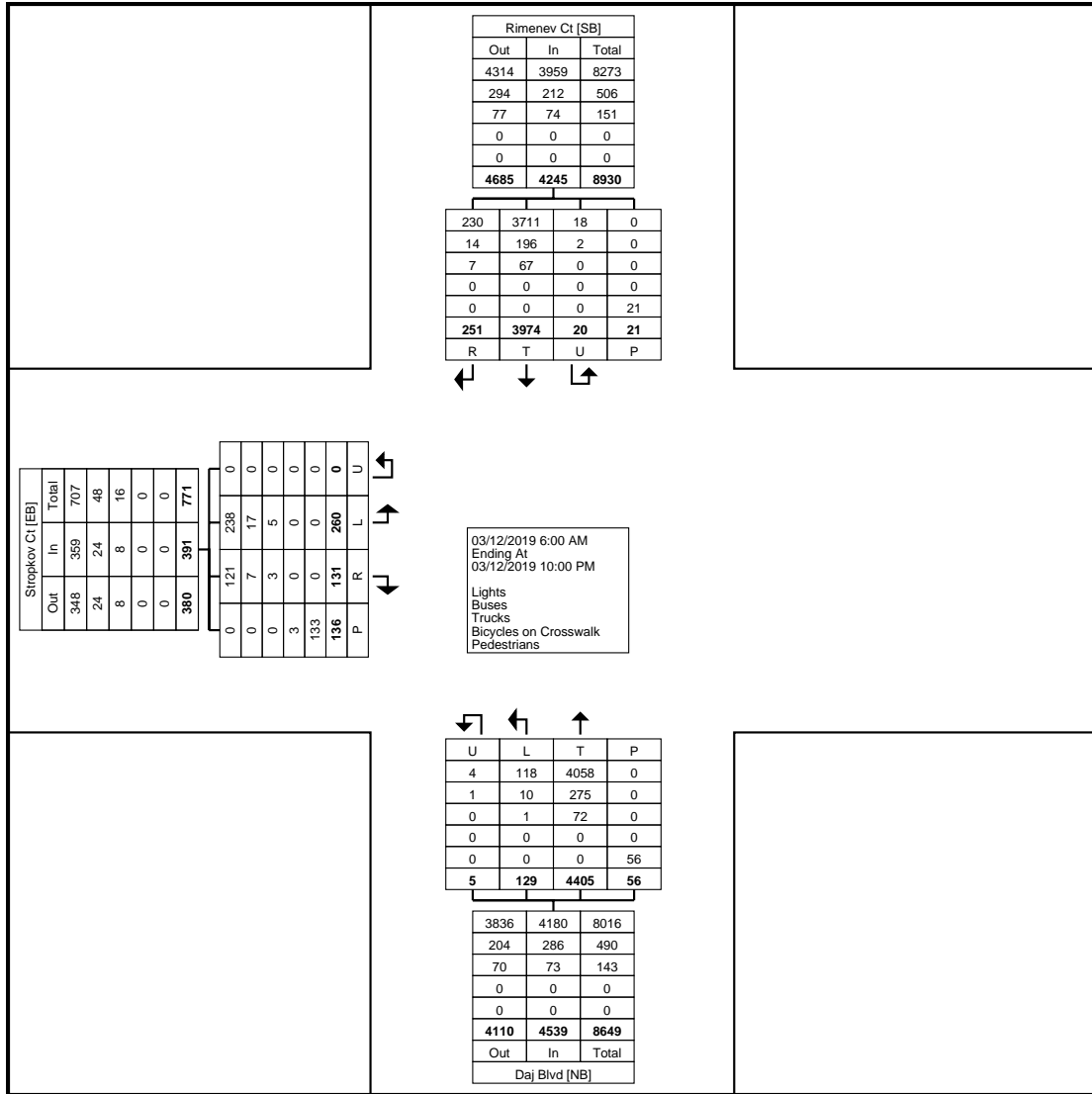
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610-466-1469
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Orange County, NY
Acres Rd & Lemberg Ct
Friday, March 15, 2109
Location: 41.345162, -
74.163412

Count Name: Acres Rd/Lemberg
Ct 3-15
Site Code:
Start Date: 03/15/2019
Page No: 10

6:15 PM	5	3	0	4	8	4	94	0	0	98	88	7	0	0	95	201
6:30 PM	4	1	0	0	5	3	95	0	0	98	80	1	0	0	81	184
6:45 PM	6	0	0	3	6	6	87	0	0	93	69	4	0	0	73	172
Hourly Total	18	11	0	12	29	14	370	0	1	384	307	15	0	4	322	735
7:00 PM	3	3	0	2	6	1	74	0	0	75	76	7	0	0	83	164
7:15 PM	7	3	0	6	10	1	94	0	0	95	65	5	0	0	70	175
7:30 PM	6	5	0	5	11	2	75	0	0	77	70	7	0	0	77	165
7:45 PM	5	7	0	3	12	7	93	0	3	100	56	3	0	0	59	171
Hourly Total	21	18	0	16	39	11	336	0	3	347	267	22	0	0	289	675
8:00 PM	6	1	0	5	7	1	68	0	0	69	79	6	0	0	85	161
8:15 PM	3	1	0	1	4	2	64	0	0	66	58	9	0	0	67	137
8:30 PM	3	2	0	0	5	2	72	1	0	75	69	8	1	1	78	158
8:45 PM	8	1	0	1	9	3	86	0	0	89	55	5	0	0	60	158
Hourly Total	20	5	0	7	25	8	290	1	0	299	261	28	1	1	290	614
9:00 PM	3	2	0	0	5	3	75	0	0	78	68	3	0	0	71	154
9:15 PM	6	6	0	3	12	4	82	1	0	87	59	8	0	0	67	166
9:30 PM	6	4	0	1	10	2	51	0	1	53	47	3	0	0	50	113
9:45 PM	6	0	0	0	6	2	55	0	0	57	67	3	0	0	70	133
Hourly Total	21	12	0	4	33	11	263	1	1	275	241	17	0	0	258	566
Grand Total	260	131	0	136	391	129	4405	5	56	4539	3974	251	20	21	4245	9175
Approach %	66.5	33.5	0.0	-	-	2.8	97.0	0.1	-	-	93.6	5.9	0.5	-	-	-
Total %	2.8	1.4	0.0	-	4.3	1.4	48.0	0.1	-	49.5	43.3	2.7	0.2	-	46.3	-
Lights	238	121	0	-	359	118	4058	4	-	4180	3711	230	18	-	3959	8498
% Lights	91.5	92.4	-	-	91.8	91.5	92.1	80.0	-	92.1	93.4	91.6	90.0	-	93.3	92.6
Buses	17	7	0	-	24	10	275	1	-	286	196	14	2	-	212	522
% Buses	6.5	5.3	-	-	6.1	7.8	6.2	20.0	-	6.3	4.9	5.6	10.0	-	5.0	5.7
Trucks	5	3	0	-	8	1	72	0	-	73	67	7	0	-	74	155
% Trucks	1.9	2.3	-	-	2.0	0.8	1.6	0.0	-	1.6	1.7	2.8	0.0	-	1.7	1.7
Bicycles on Crosswalk	-	-	-	3	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	2.2	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	133	-	-	-	-	56	-	-	-	-	21	-	-
% Pedestrians	-	-	-	97.8	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Data Plot



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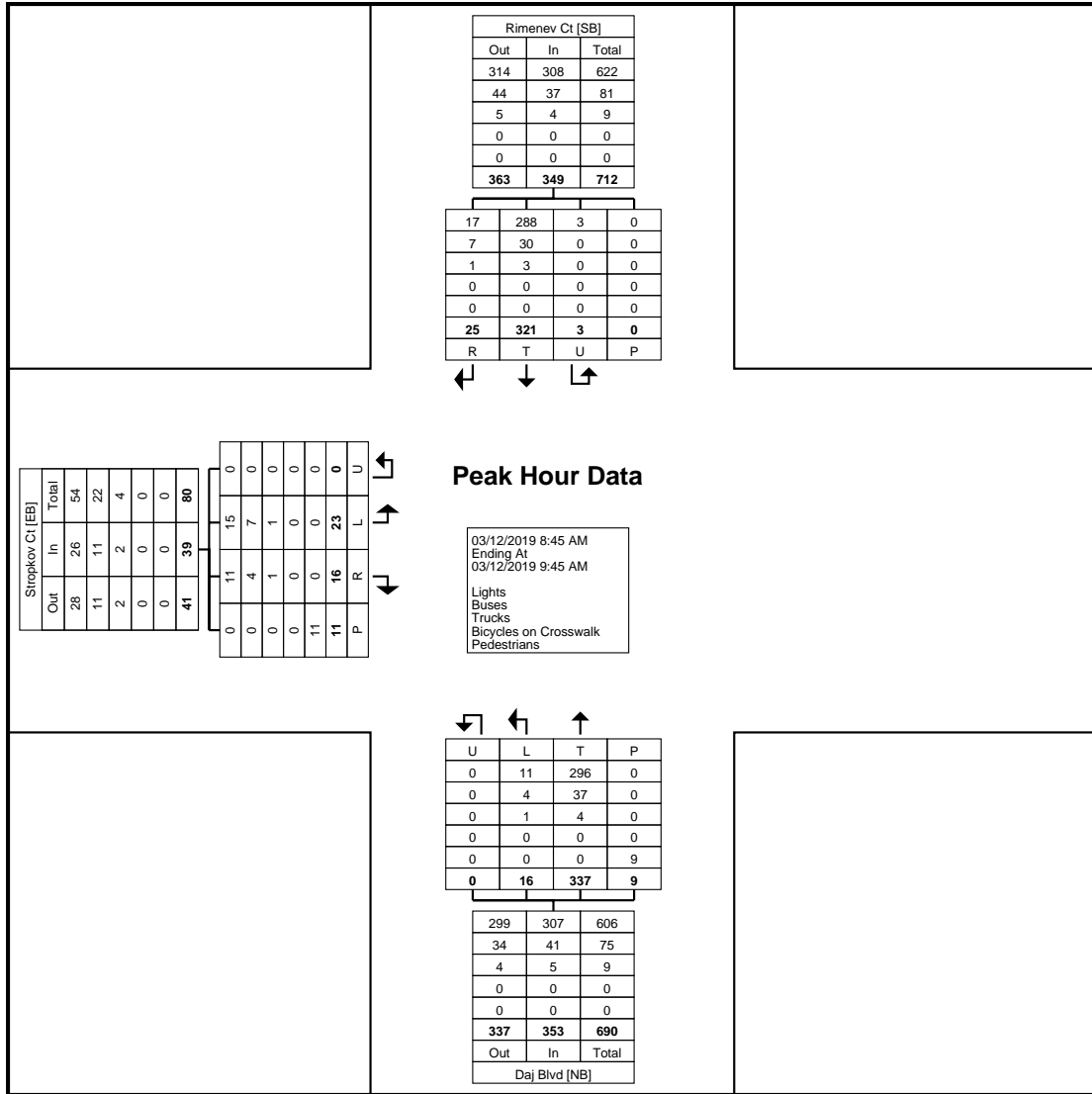
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Count Name: Daj Blvd/Stropkov
Ct 3-12
Site Code:
Start Date: 03/12/2019
Page No: 4

Orange County, NY
Daj Blvd & Stropkov Ct
Tuesday, March 12, 2019
Location: 41.334535, -
74.168932

Turning Movement Peak Hour Data (8:45 AM)

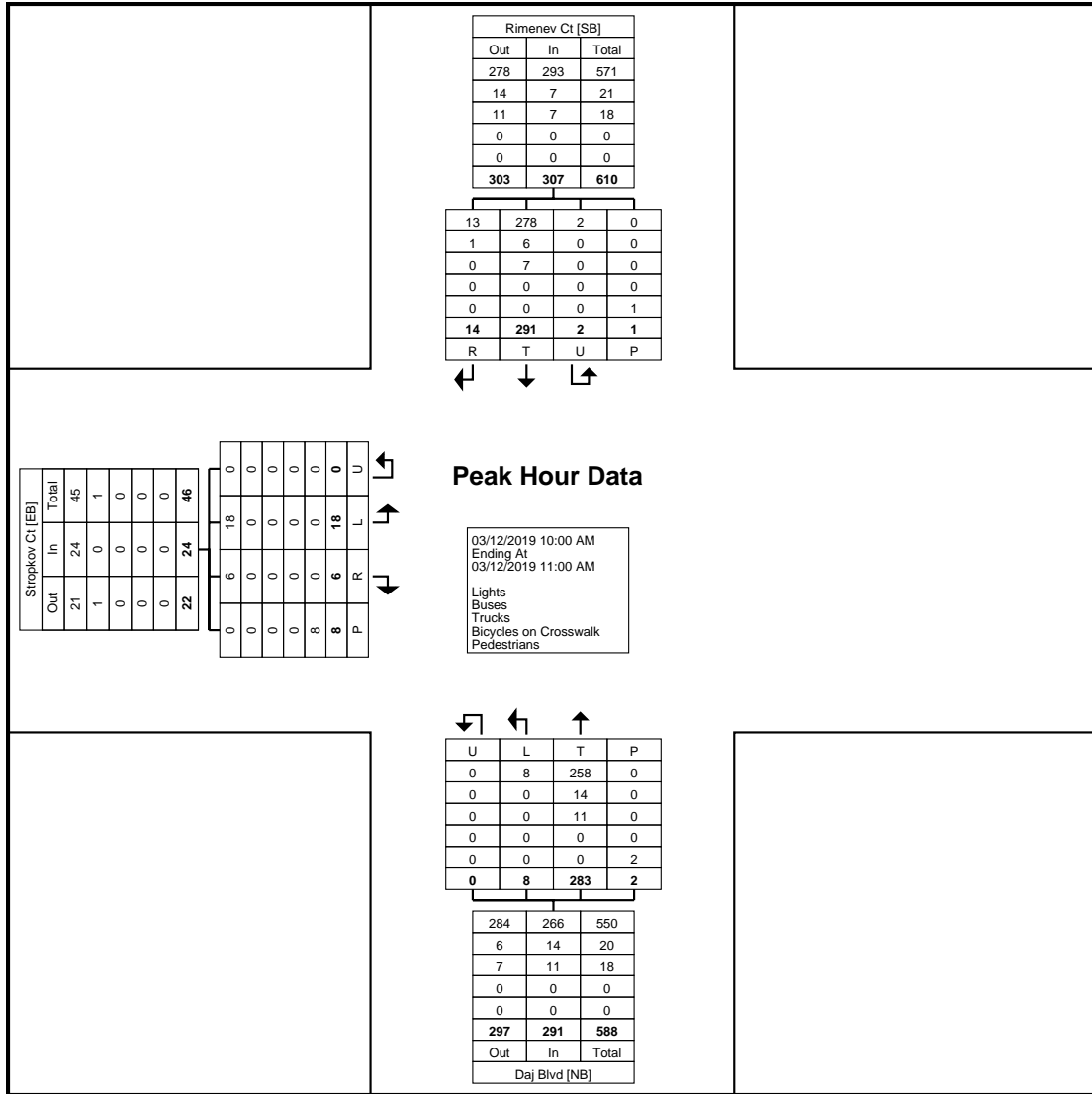
Start Time	Stropkov Ct Eastbound					Daj Blvd Northbound					Rimenev Ct Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
8:45 AM	6	4	0	4	10	5	89	0	1	94	79	4	0	0	83	187
9:00 AM	4	5	0	3	9	7	90	0	6	97	102	7	2	0	111	217
9:15 AM	5	5	0	2	10	2	83	0	2	85	76	6	1	0	83	178
9:30 AM	8	2	0	2	10	2	75	0	0	77	64	8	0	0	72	159
Total	23	16	0	11	39	16	337	0	9	353	321	25	3	0	349	741
Approach %	59.0	41.0	0.0	-	-	4.5	95.5	0.0	-	-	92.0	7.2	0.9	-	-	-
Total %	3.1	2.2	0.0	-	5.3	2.2	45.5	0.0	-	47.6	43.3	3.4	0.4	-	47.1	-
PHF	0.719	0.800	0.000	-	0.975	0.571	0.936	0.000	-	0.910	0.787	0.781	0.375	-	0.786	0.854
Lights	15	11	0	-	26	11	296	0	-	307	288	17	3	-	308	641
% Lights	65.2	68.8	-	-	66.7	68.8	87.8	-	-	87.0	89.7	68.0	100.0	-	88.3	86.5
Buses	7	4	0	-	11	4	37	0	-	41	30	7	0	-	37	89
% Buses	30.4	25.0	-	-	28.2	25.0	11.0	-	-	11.6	9.3	28.0	0.0	-	10.6	12.0
Trucks	1	1	0	-	2	1	4	0	-	5	3	1	0	-	4	11
% Trucks	4.3	6.3	-	-	5.1	6.3	1.2	-	-	1.4	0.9	4.0	0.0	-	1.1	1.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	11	-	-	-	-	9	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (8:45 AM)

Turning Movement Peak Hour Data (10:00 AM)

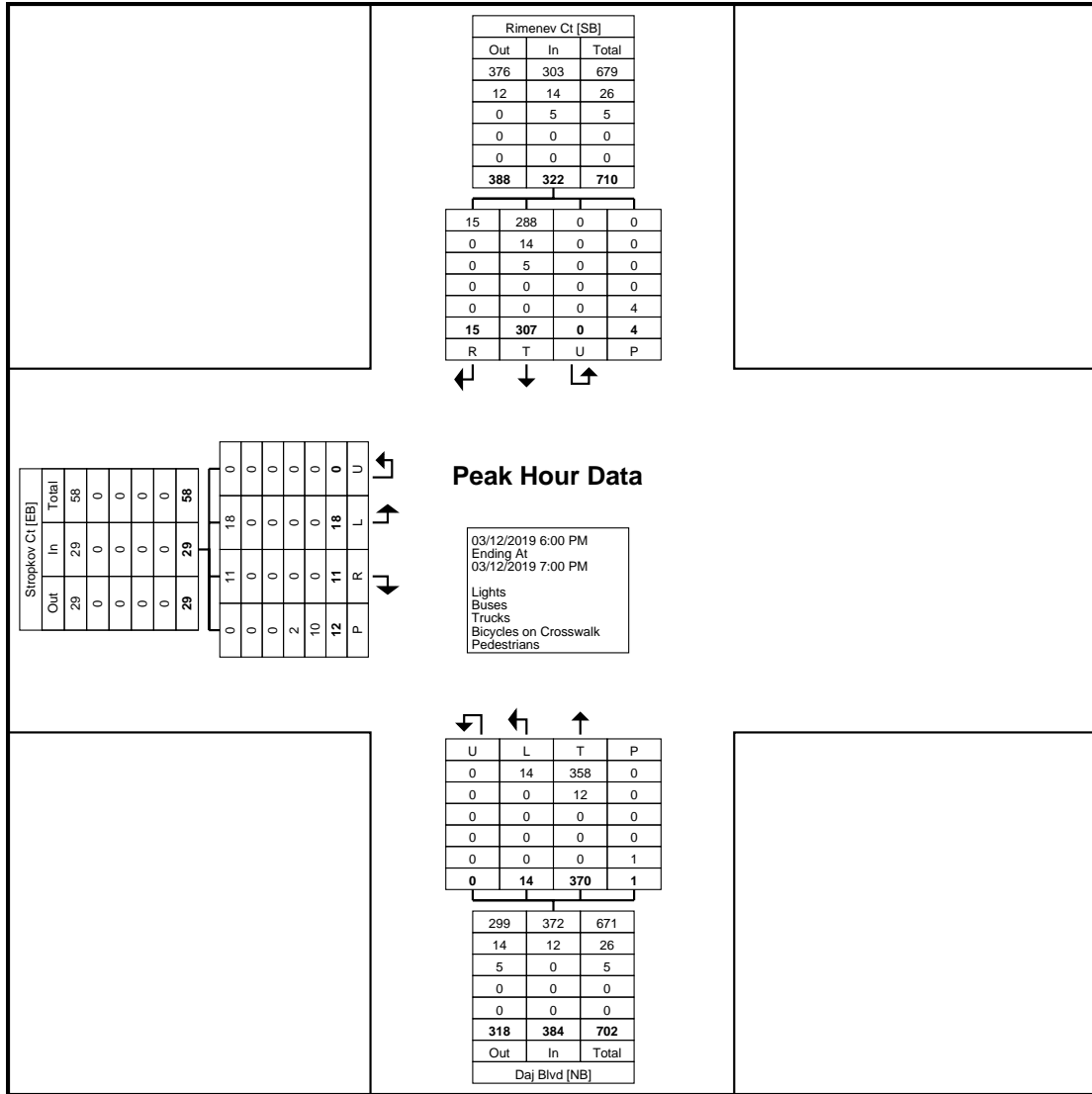
Start Time	Stropkov Ct Eastbound					Daj Blvd Northbound					Rimenev Ct Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
10:00 AM	5	2	0	1	7	2	76	0	1	78	89	6	1	1	96	181
10:15 AM	8	0	0	0	8	3	70	0	0	73	77	5	0	0	82	163
10:30 AM	2	2	0	1	4	1	63	0	0	64	53	2	0	0	55	123
10:45 AM	3	2	0	6	5	2	74	0	1	76	72	1	1	0	74	155
Total	18	6	0	8	24	8	283	0	2	291	291	14	2	1	307	622
Approach %	75.0	25.0	0.0	-	-	2.7	97.3	0.0	-	-	94.8	4.6	0.7	-	-	-
Total %	2.9	1.0	0.0	-	3.9	1.3	45.5	0.0	-	46.8	46.8	2.3	0.3	-	49.4	-
PHF	0.563	0.750	0.000	-	0.750	0.667	0.931	0.000	-	0.933	0.817	0.583	0.500	-	0.799	0.859
Lights	18	6	0	-	24	8	258	0	-	266	278	13	2	-	293	583
% Lights	100.0	100.0	-	-	100.0	100.0	91.2	-	-	91.4	95.5	92.9	100.0	-	95.4	93.7
Buses	0	0	0	-	0	0	14	0	-	14	6	1	0	-	7	21
% Buses	0.0	0.0	-	-	0.0	0.0	4.9	-	-	4.8	2.1	7.1	0.0	-	2.3	3.4
Trucks	0	0	0	-	0	0	11	0	-	11	7	0	0	-	7	18
% Trucks	0.0	0.0	-	-	0.0	0.0	3.9	-	-	3.8	2.4	0.0	0.0	-	2.3	2.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	8	-	-	-	-	2	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (10:00 AM)

Turning Movement Peak Hour Data (6:00 PM)

Start Time	Stropkov Ct Eastbound					Daj Blvd Northbound					Rimenev Ct Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
6:00 PM	3	7	0	5	10	1	94	0	1	95	70	3	0	4	73	178
6:15 PM	5	3	0	4	8	4	94	0	0	98	88	7	0	0	95	201
6:30 PM	4	1	0	0	5	3	95	0	0	98	80	1	0	0	81	184
6:45 PM	6	0	0	3	6	6	87	0	0	93	69	4	0	0	73	172
Total	18	11	0	12	29	14	370	0	1	384	307	15	0	4	322	735
Approach %	62.1	37.9	0.0	-	-	3.6	96.4	0.0	-	-	95.3	4.7	0.0	-	-	-
Total %	2.4	1.5	0.0	-	3.9	1.9	50.3	0.0	-	52.2	41.8	2.0	0.0	-	43.8	-
PHF	0.750	0.393	0.000	-	0.725	0.583	0.974	0.000	-	0.980	0.872	0.536	0.000	-	0.847	0.914
Lights	18	11	0	-	29	14	358	0	-	372	288	15	0	-	303	704
% Lights	100.0	100.0	-	-	100.0	100.0	96.8	-	-	96.9	93.8	100.0	-	-	94.1	95.8
Buses	0	0	0	-	0	0	12	0	-	12	14	0	0	-	14	26
% Buses	0.0	0.0	-	-	0.0	0.0	3.2	-	-	3.1	4.6	0.0	-	-	4.3	3.5
Trucks	0	0	0	-	0	0	0	0	-	0	5	0	0	-	5	5
% Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	1.6	0.0	-	-	1.6	0.7
Bicycles on Crosswalk	-	-	-	2	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	16.7	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	10	-	-	-	-	1	-	-	-	-	4	-	-
% Pedestrians	-	-	-	83.3	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (6:00 PM)



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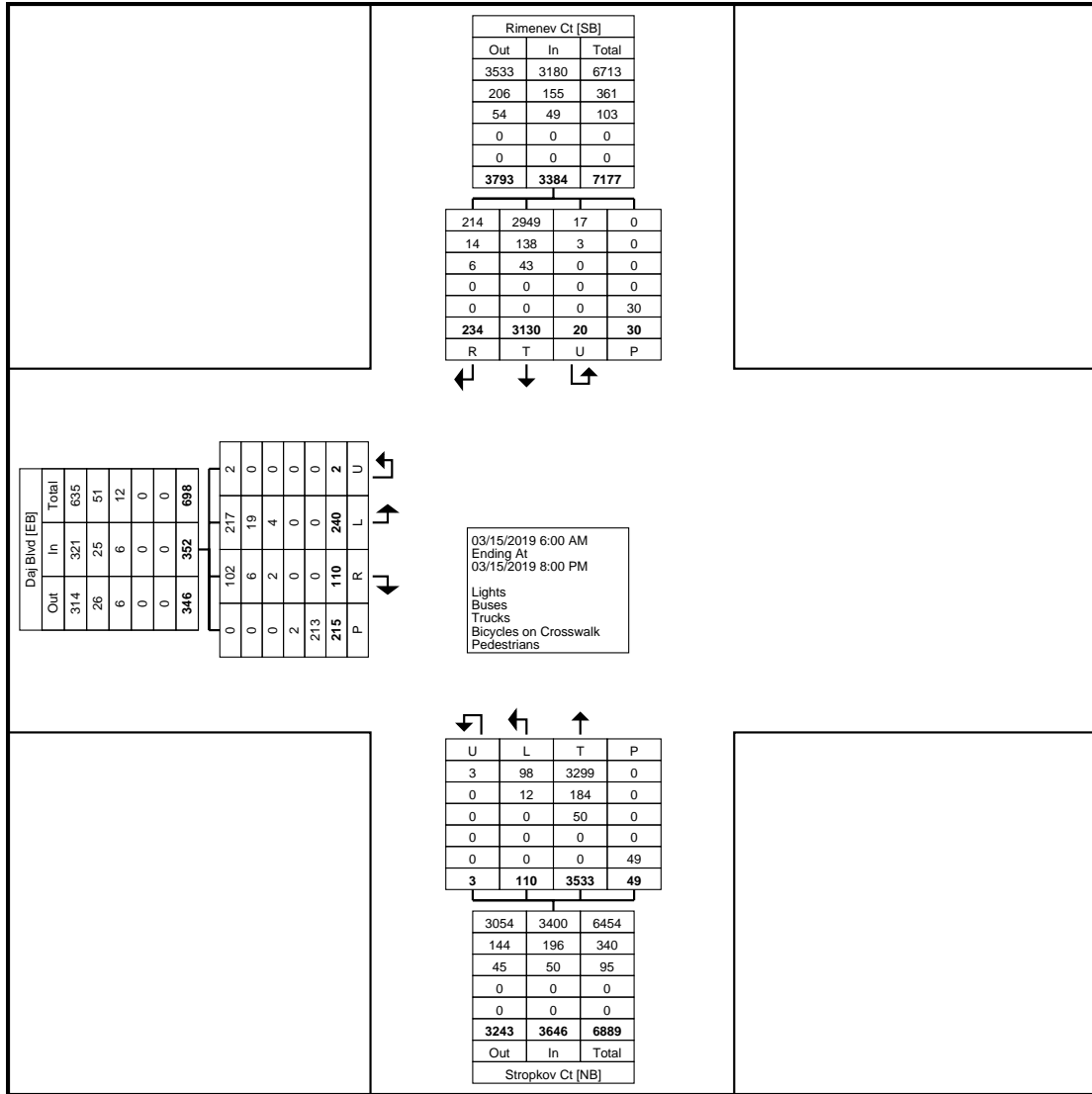
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Orange County, NY
Daj Blvd & Stropkov Ct
Tuesday, March 12, 2019
Location: 41.334535, -
74.168932

Count Name: Daj Blvd/Stropkov
Ct 3-12
Site Code:
Start Date: 03/12/2019
Page No: 10

6:15 PM	3	2	0	1	5	3	36	0	0	39	35	4	1	0	40	84
6:30 PM	5	1	0	0	6	1	37	0	0	38	40	7	0	0	47	91
6:45 PM	5	1	0	2	6	0	24	0	0	24	17	4	0	0	21	51
Hourly Total	17	5	0	3	22	6	143	0	0	149	134	20	1	0	155	326
7:00 PM	0	0	0	1	0	1	6	0	0	7	2	0	0	0	2	9
7:15 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	4
7:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:45 PM	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	2
Hourly Total	0	0	0	2	0	1	11	0	0	12	4	0	0	0	4	16
Grand Total	240	110	2	215	352	110	3533	3	49	3646	3130	234	20	30	3384	7382
Approach %	68.2	31.3	0.6	-	-	3.0	96.9	0.1	-	-	92.5	6.9	0.6	-	-	-
Total %	3.3	1.5	0.0	-	4.8	1.5	47.9	0.0	-	49.4	42.4	3.2	0.3	-	45.8	-
Lights	217	102	2	-	321	98	3299	3	-	3400	2949	214	17	-	3180	6901
% Lights	90.4	92.7	100.0	-	91.2	89.1	93.4	100.0	-	93.3	94.2	91.5	85.0	-	94.0	93.5
Buses	19	6	0	-	25	12	184	0	-	196	138	14	3	-	155	376
% Buses	7.9	5.5	0.0	-	7.1	10.9	5.2	0.0	-	5.4	4.4	6.0	15.0	-	4.6	5.1
Trucks	4	2	0	-	6	0	50	0	-	50	43	6	0	-	49	105
% Trucks	1.7	1.8	0.0	-	1.7	0.0	1.4	0.0	-	1.4	1.4	2.6	0.0	-	1.4	1.4
Bicycles on Crosswalk	-	-	-	2	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.9	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	213	-	-	-	-	49	-	-	-	-	30	-	-
% Pedestrians	-	-	-	99.1	-	-	-	-	100.0	-	-	-	-	100.0	-	-

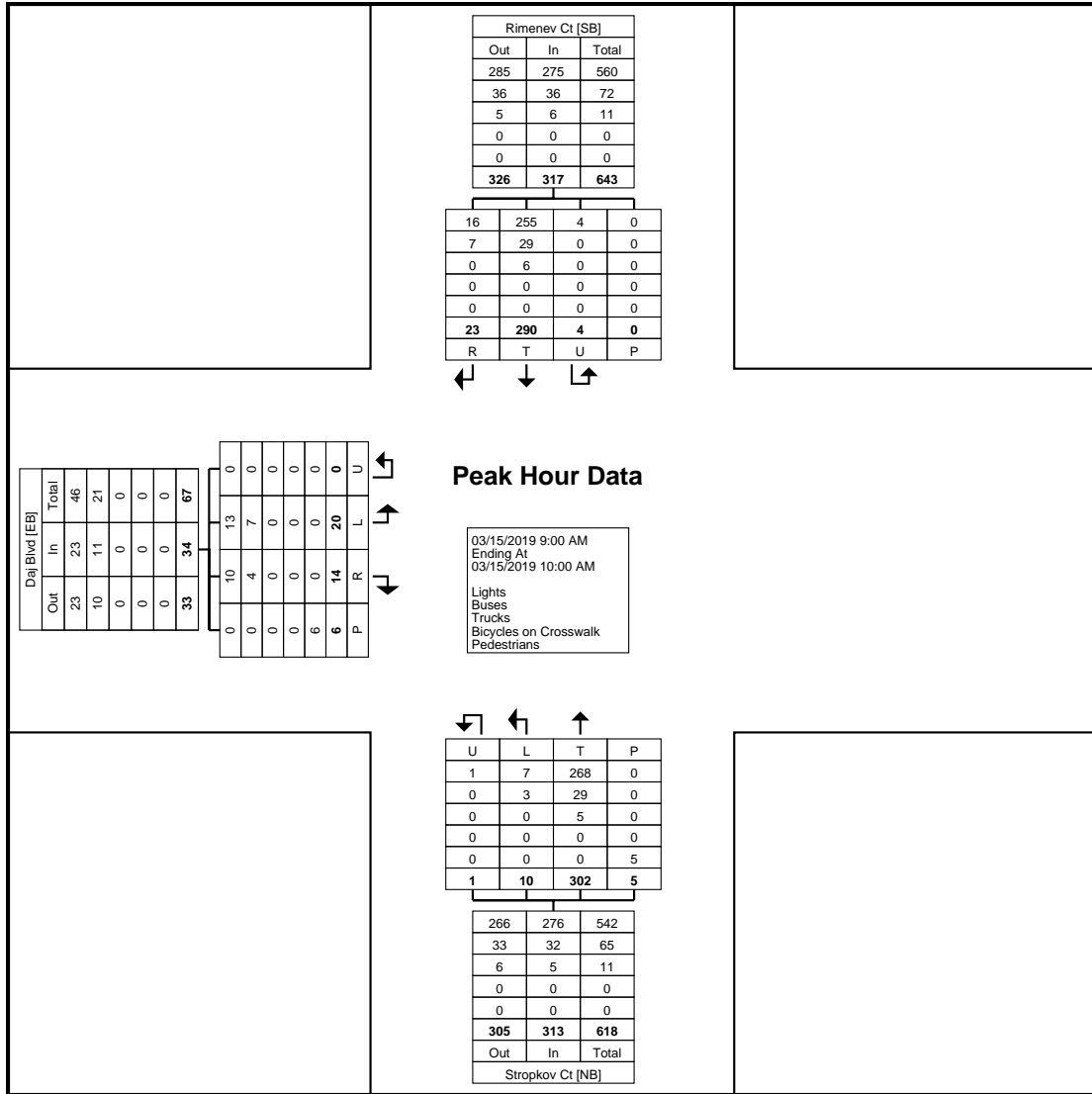
Orange County, NY
Daj Blvd & Stropkov Ct
Friday, March 15, 2019
Location: 41.334535, -
74.168932



Turning Movement Data Plot

Turning Movement Peak Hour Data (9:00 AM)

Start Time	Daj Blvd Eastbound					Stropkov Ct Northbound					Rimenev Ct Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
9:00 AM	4	2	0	0	6	2	95	0	1	97	65	4	0	0	69	172
9:15 AM	5	4	0	3	9	2	76	1	4	79	68	8	1	0	77	165
9:30 AM	8	3	0	2	11	4	65	0	0	69	63	3	2	0	68	148
9:45 AM	3	5	0	1	8	2	66	0	0	68	94	8	1	0	103	179
Total	20	14	0	6	34	10	302	1	5	313	290	23	4	0	317	664
Approach %	58.8	41.2	0.0	-	-	3.2	96.5	0.3	-	-	91.5	7.3	1.3	-	-	-
Total %	3.0	2.1	0.0	-	5.1	1.5	45.5	0.2	-	47.1	43.7	3.5	0.6	-	47.7	-
PHF	0.625	0.700	0.000	-	0.773	0.625	0.795	0.250	-	0.807	0.771	0.719	0.500	-	0.769	0.927
Lights	13	10	0	-	23	7	268	1	-	276	255	16	4	-	275	574
% Lights	65.0	71.4	-	-	67.6	70.0	88.7	100.0	-	88.2	87.9	69.6	100.0	-	86.8	86.4
Buses	7	4	0	-	11	3	29	0	-	32	29	7	0	-	36	79
% Buses	35.0	28.6	-	-	32.4	30.0	9.6	0.0	-	10.2	10.0	30.4	0.0	-	11.4	11.9
Trucks	0	0	0	-	0	0	5	0	-	5	6	0	0	-	6	11
% Trucks	0.0	0.0	-	-	0.0	0.0	1.7	0.0	-	1.6	2.1	0.0	0.0	-	1.9	1.7
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	6	-	-	-	-	5	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

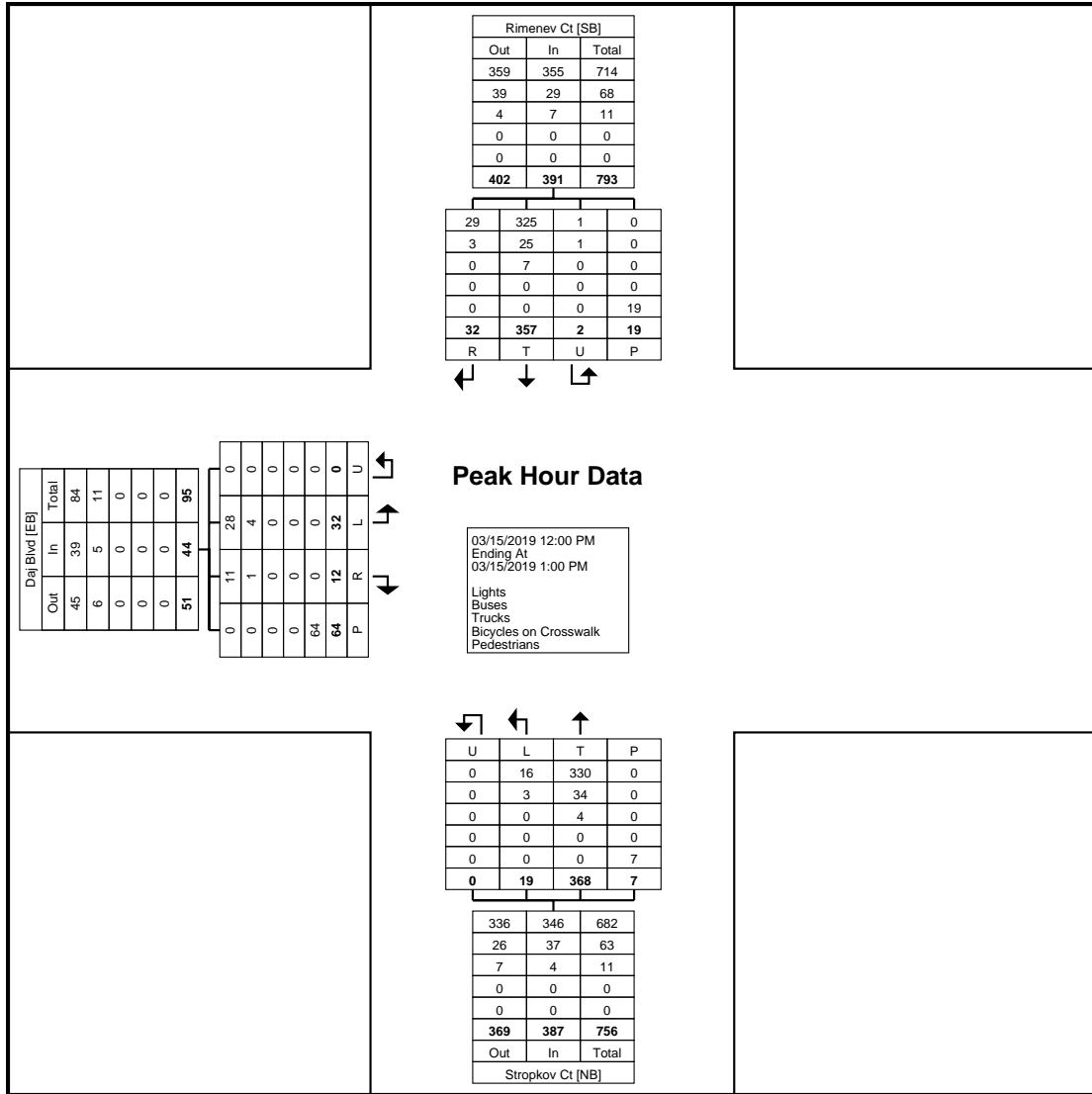


Turning Movement Peak Hour Data Plot (9:00 AM)

Orange County, NY
Daj Blvd & Stropkov Ct
Friday, March 15, 2109
Location: 41.334535, -
74.168932

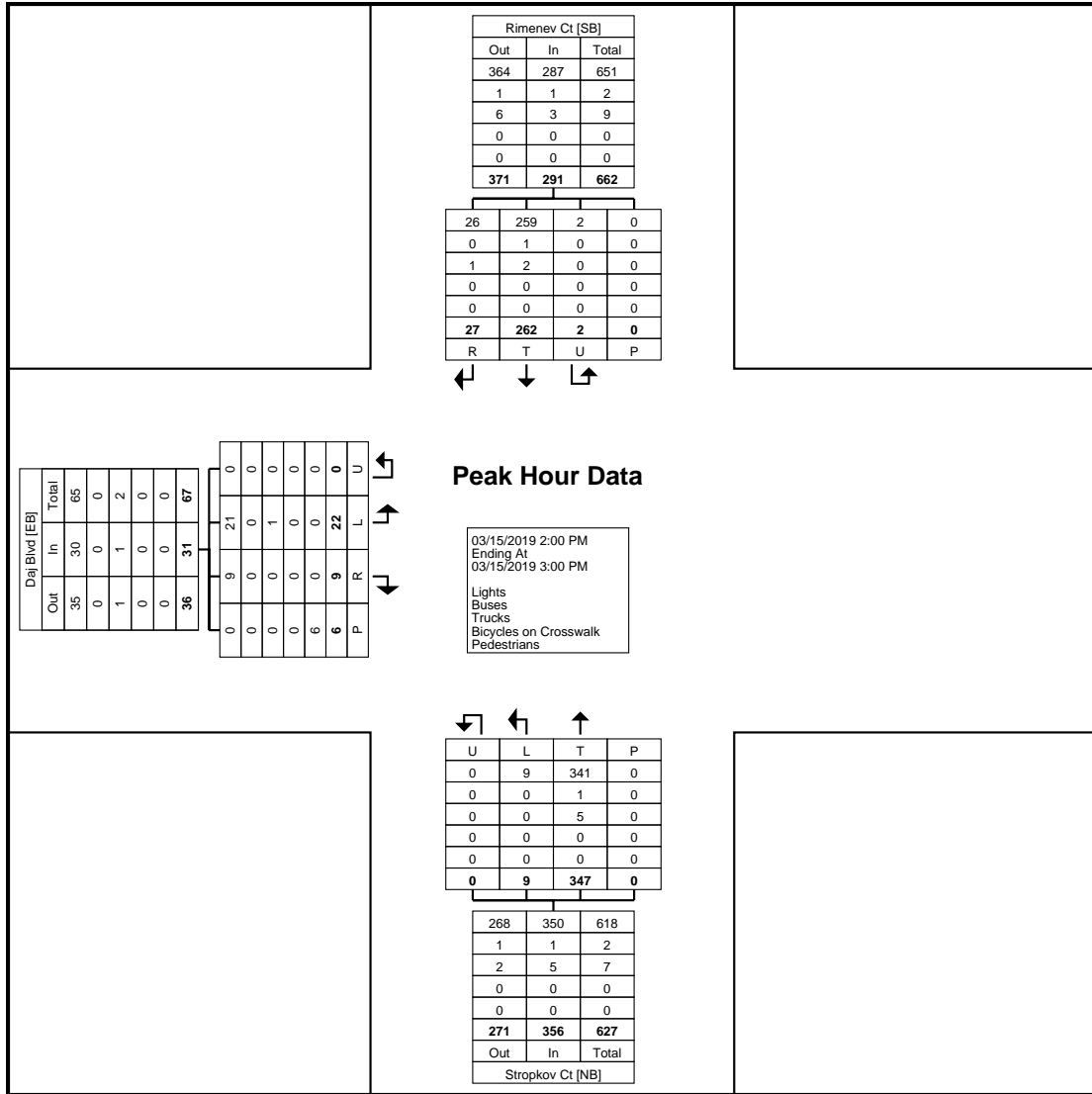
Turning Movement Peak Hour Data (12:00 PM)

Start Time	Daj Blvd Eastbound					Stropkov Ct Northbound					Rimenev Ct Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
12:00 PM	8	1	0	26	9	5	109	0	3	114	79	6	1	8	86	209
12:15 PM	8	3	0	32	11	6	91	0	2	97	91	5	1	11	97	205
12:30 PM	10	4	0	4	14	6	91	0	0	97	70	11	0	0	81	192
12:45 PM	6	4	0	2	10	2	77	0	2	79	117	10	0	0	127	216
Total	32	12	0	64	44	19	368	0	7	387	357	32	2	19	391	822
Approach %	72.7	27.3	0.0	-	-	4.9	95.1	0.0	-	-	91.3	8.2	0.5	-	-	-
Total %	3.9	1.5	0.0	-	5.4	2.3	44.8	0.0	-	47.1	43.4	3.9	0.2	-	47.6	-
PHF	0.800	0.750	0.000	-	0.786	0.792	0.844	0.000	-	0.849	0.763	0.727	0.500	-	0.770	0.951
Lights	28	11	0	-	39	16	330	0	-	346	325	29	1	-	355	740
% Lights	87.5	91.7	-	-	88.6	84.2	89.7	-	-	89.4	91.0	90.6	50.0	-	90.8	90.0
Buses	4	1	0	-	5	3	34	0	-	37	25	3	1	-	29	71
% Buses	12.5	8.3	-	-	11.4	15.8	9.2	-	-	9.6	7.0	9.4	50.0	-	7.4	8.6
Trucks	0	0	0	-	0	0	4	0	-	4	7	0	0	-	7	11
% Trucks	0.0	0.0	-	-	0.0	0.0	1.1	-	-	1.0	2.0	0.0	0.0	-	1.8	1.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	64	-	-	-	-	7	-	-	-	-	19	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (12:00 PM)

Orange County, NY
Daj Blvd & Stropkov Ct
Friday, March 15, 2109
Location: 41.334535, -
74.168932



Turning Movement Peak Hour Data Plot (2:00 PM)



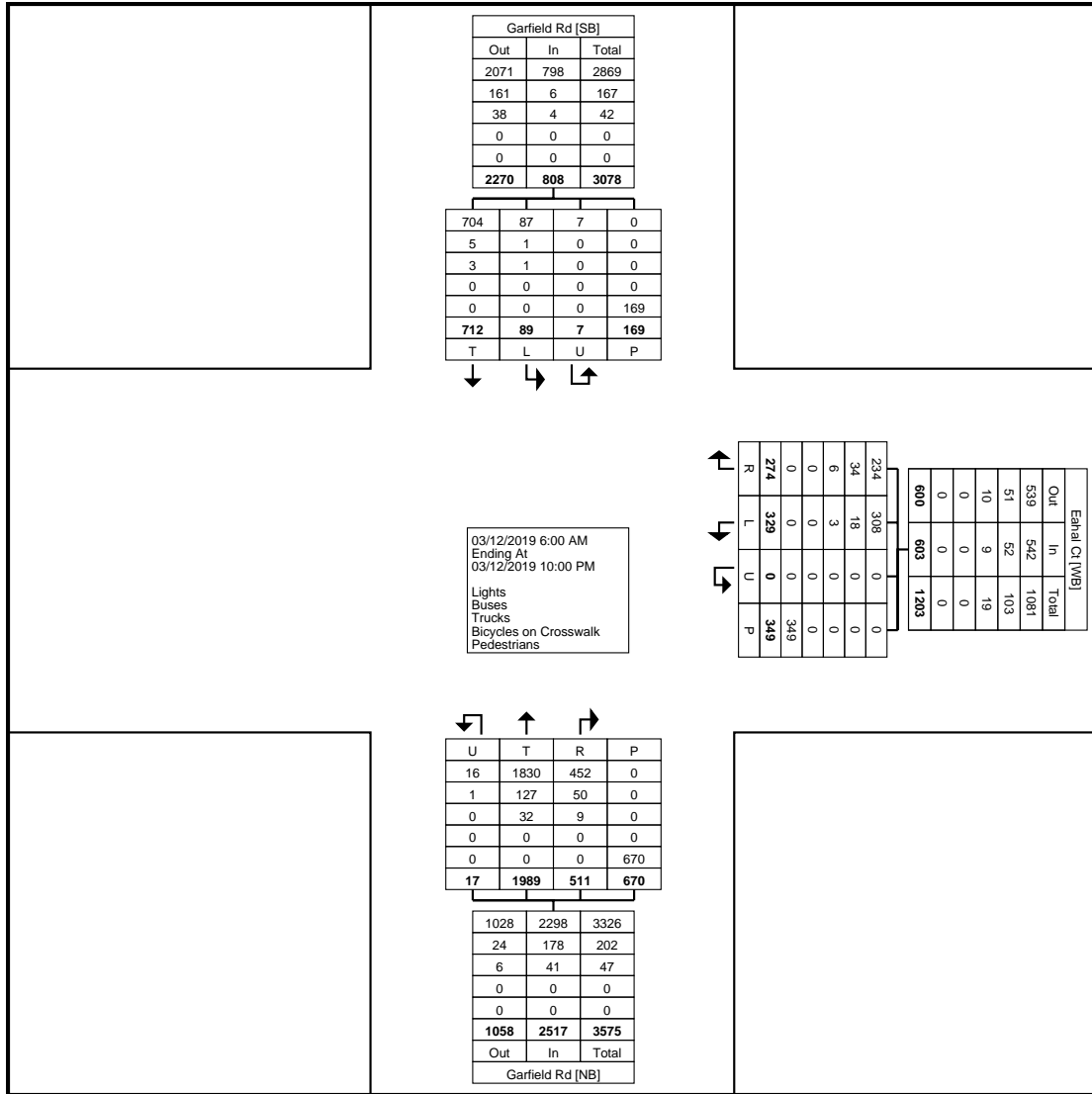
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Orange County, NY
Daj Blvd & Stropkov Ct
Friday, March 15, 2109
Location: 41.334535, -
74.168932

Count Name: Daj Blvd/Stropkov
Ct 3-15
Site Code:
Start Date: 03/15/2019
Page No: 10

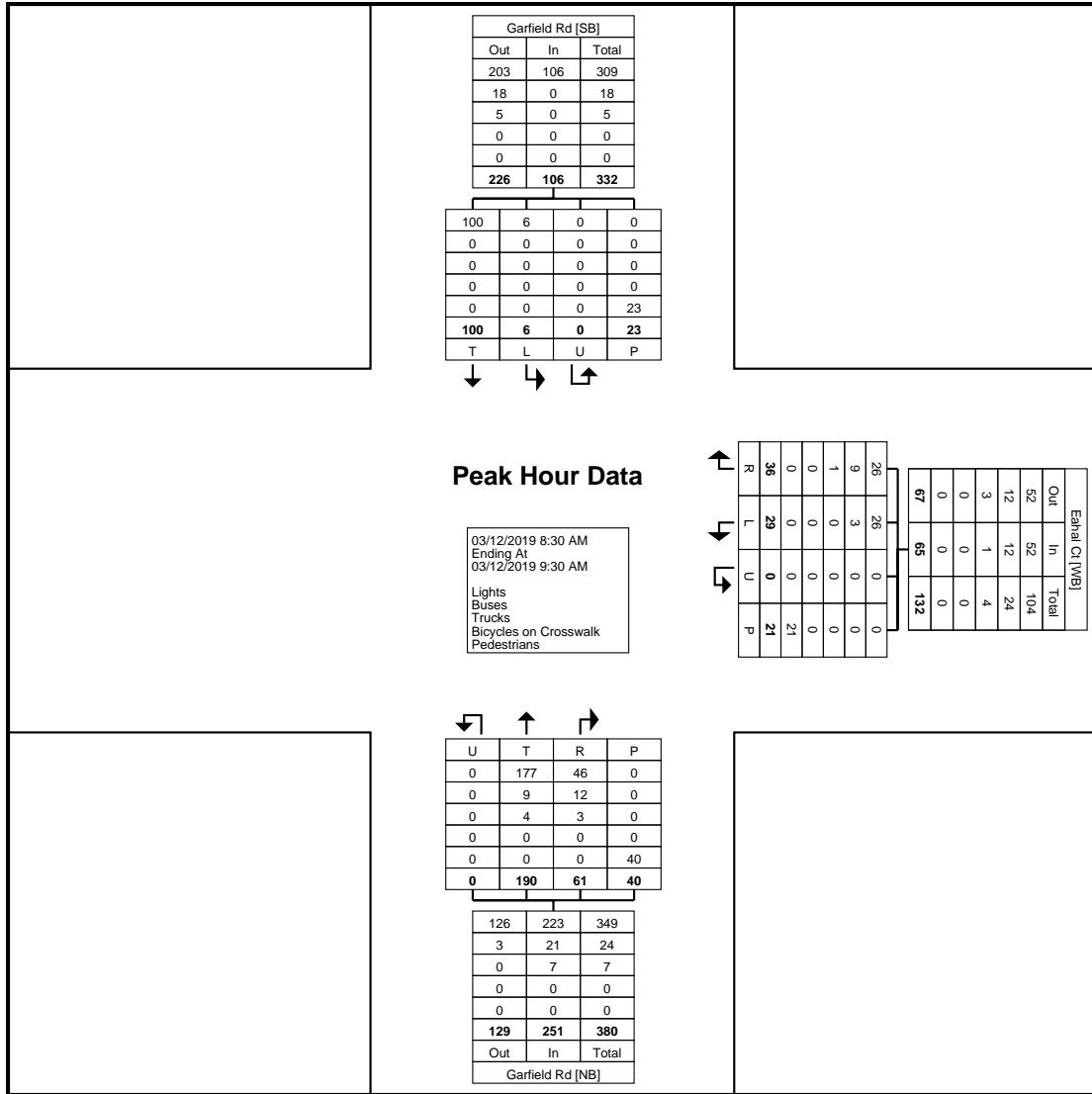
6:15 PM	7	6	0	9	13	52	9	0	19	61	7	27	0	5	34	108
6:30 PM	11	8	0	17	19	65	17	1	32	83	3	19	0	6	22	124
6:45 PM	5	11	0	14	16	65	13	1	35	79	7	24	0	4	31	126
Hourly Total	27	29	0	55	56	240	46	4	106	290	20	94	0	23	114	460
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	11	7	0	12	18	61	16	0	27	77	1	21	0	6	22	117
9:15 PM	13	6	0	6	19	45	22	2	19	69	2	22	0	10	24	112
9:30 PM	5	4	0	10	9	38	14	2	26	54	1	19	1	3	21	84
9:45 PM	5	6	0	5	11	43	7	0	11	50	3	36	0	7	39	100
Hourly Total	34	23	0	33	57	187	59	4	83	250	7	98	1	26	106	413
Grand Total	329	274	0	349	603	1989	511	17	670	2517	89	712	7	169	808	3928
Approach %	54.6	45.4	0.0	-	-	79.0	20.3	0.7	-	-	11.0	88.1	0.9	-	-	-
Total %	8.4	7.0	0.0	-	15.4	50.6	13.0	0.4	-	64.1	2.3	18.1	0.2	-	20.6	-
Lights	308	234	0	-	542	1830	452	16	-	2298	87	704	7	-	798	3638
% Lights	93.6	85.4	-	-	89.9	92.0	88.5	94.1	-	91.3	97.8	98.9	100.0	-	98.8	92.6
Buses	18	34	0	-	52	127	50	1	-	178	1	5	0	-	6	236
% Buses	5.5	12.4	-	-	8.6	6.4	9.8	5.9	-	7.1	1.1	0.7	0.0	-	0.7	6.0
Trucks	3	6	0	-	9	32	9	0	-	41	1	3	0	-	4	54
% Trucks	0.9	2.2	-	-	1.5	1.6	1.8	0.0	-	1.6	1.1	0.4	0.0	-	0.5	1.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	349	-	-	-	-	670	-	-	-	-	169	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (8:30 AM)

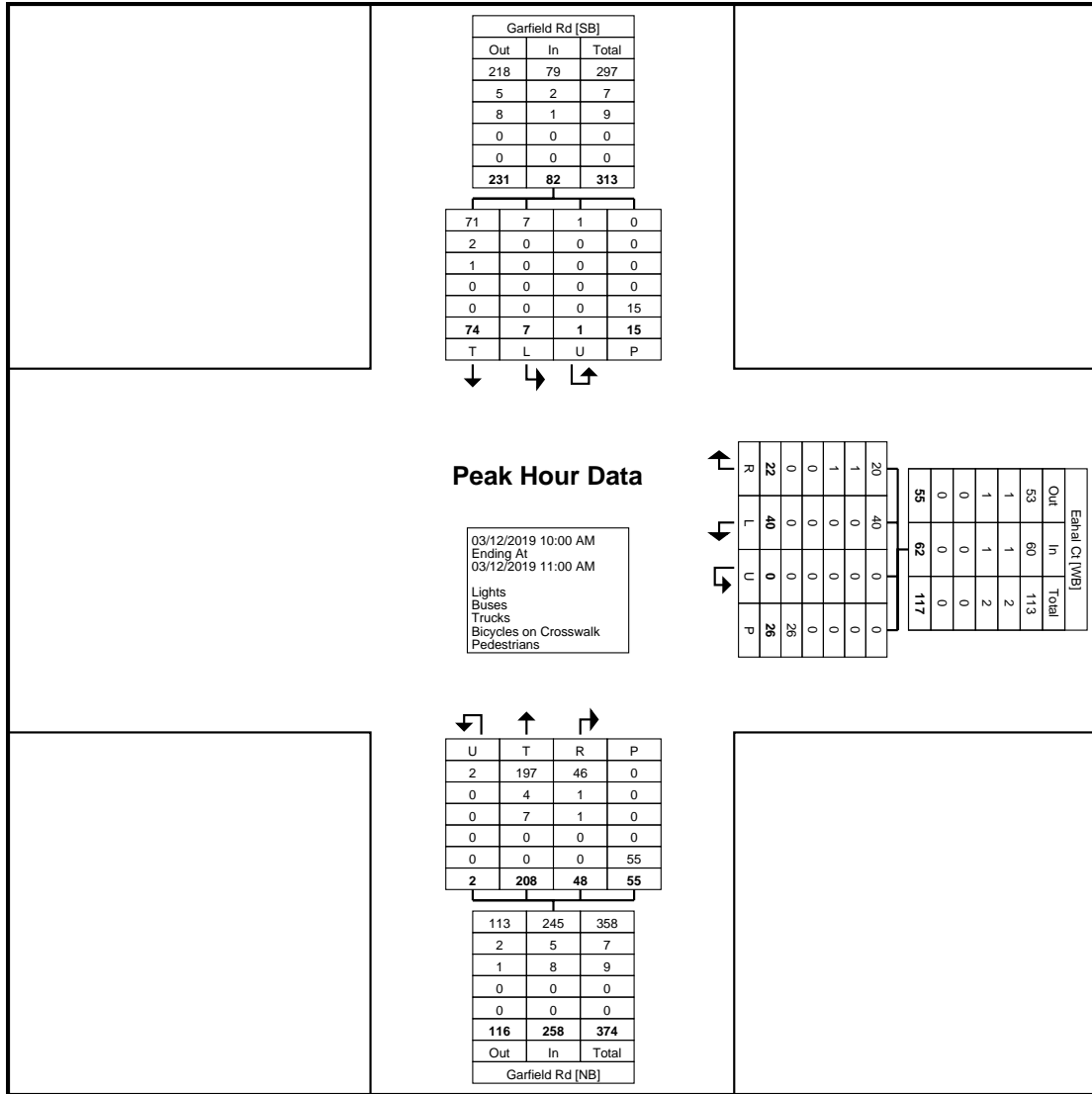
Start Time	Eahal Ct Westbound					Garfield Rd Northbound					Garfield Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
8:30 AM	7	6	0	7	13	42	15	0	8	57	2	23	0	3	25	95
8:45 AM	8	11	0	5	19	34	15	0	14	49	1	29	0	7	30	98
9:00 AM	8	9	0	5	17	52	16	0	5	68	2	25	0	6	27	112
9:15 AM	6	10	0	4	16	62	15	0	13	77	1	23	0	7	24	117
Total	29	36	0	21	65	190	61	0	40	251	6	100	0	23	106	422
Approach %	44.6	55.4	0.0	-	-	75.7	24.3	0.0	-	-	5.7	94.3	0.0	-	-	-
Total %	6.9	8.5	0.0	-	15.4	45.0	14.5	0.0	-	59.5	1.4	23.7	0.0	-	25.1	-
PHF	0.906	0.818	0.000	-	0.855	0.766	0.953	0.000	-	0.815	0.750	0.862	0.000	-	0.883	0.902
Lights	26	26	0	-	52	177	46	0	-	223	6	100	0	-	106	381
% Lights	89.7	72.2	-	-	80.0	93.2	75.4	-	-	88.8	100.0	100.0	-	-	100.0	90.3
Buses	3	9	0	-	12	9	12	0	-	21	0	0	0	-	0	33
% Buses	10.3	25.0	-	-	18.5	4.7	19.7	-	-	8.4	0.0	0.0	-	-	0.0	7.8
Trucks	0	1	0	-	1	4	3	0	-	7	0	0	0	-	0	8
% Trucks	0.0	2.8	-	-	1.5	2.1	4.9	-	-	2.8	0.0	0.0	-	-	0.0	1.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	21	-	-	-	-	40	-	-	-	-	23	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (8:30 AM)

Turning Movement Peak Hour Data (10:00 AM)

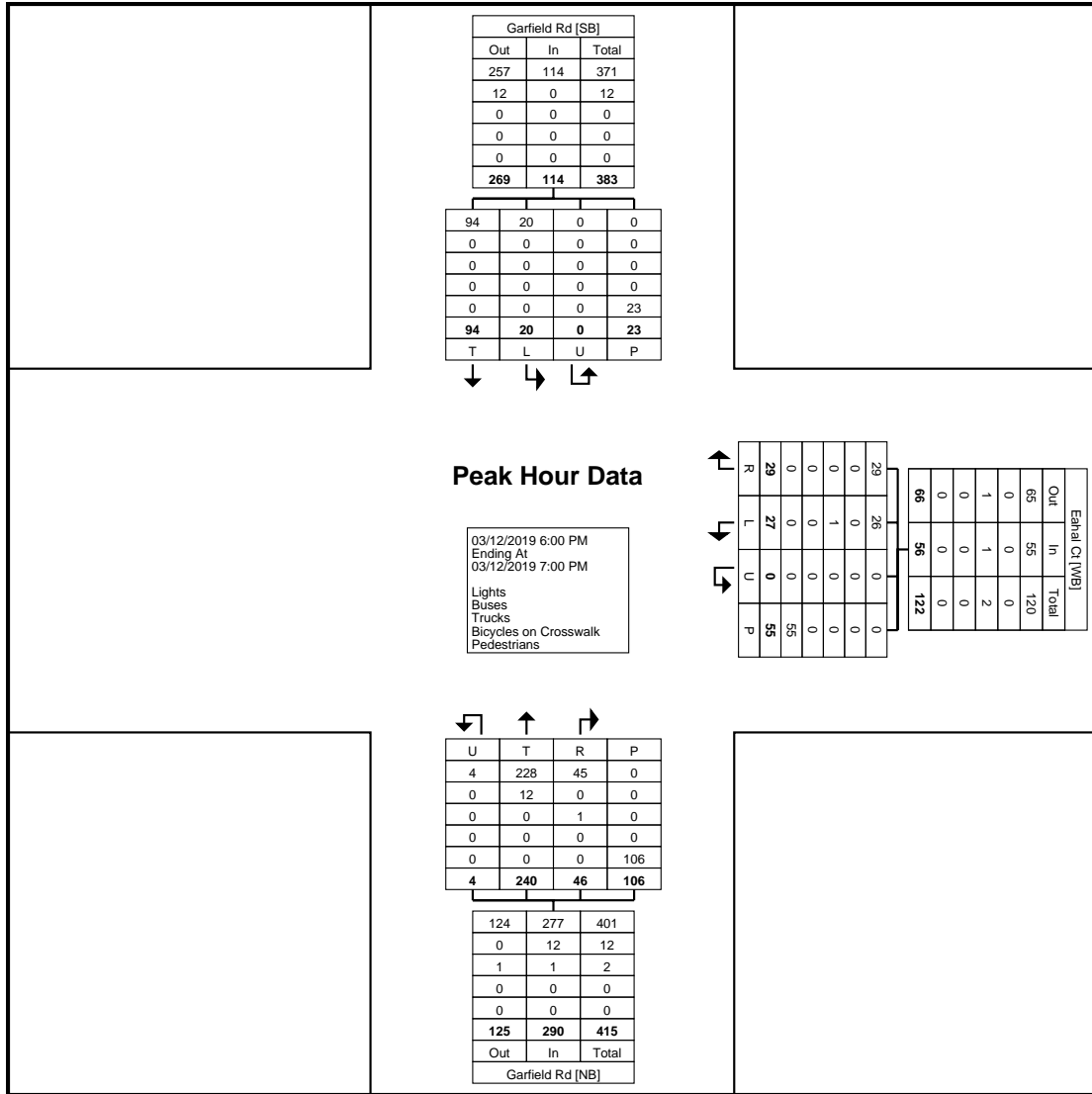
Start Time	Eahal Ct Westbound					Garfield Rd Northbound					Garfield Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
10:00 AM	10	8	0	6	18	59	16	1	25	76	2	20	0	4	22	116
10:15 AM	11	8	0	6	19	42	13	0	14	55	0	24	0	2	24	98
10:30 AM	9	2	0	11	11	49	7	1	7	57	0	17	1	5	18	86
10:45 AM	10	4	0	3	14	58	12	0	9	70	5	13	0	4	18	102
Total	40	22	0	26	62	208	48	2	55	258	7	74	1	15	82	402
Approach %	64.5	35.5	0.0	-	-	80.6	18.6	0.8	-	-	8.5	90.2	1.2	-	-	-
Total %	10.0	5.5	0.0	-	15.4	51.7	11.9	0.5	-	64.2	1.7	18.4	0.2	-	20.4	-
PHF	0.909	0.688	0.000	-	0.816	0.881	0.750	0.500	-	0.849	0.350	0.771	0.250	-	0.854	0.866
Lights	40	20	0	-	60	197	46	2	-	245	7	71	1	-	79	384
% Lights	100.0	90.9	-	-	96.8	94.7	95.8	100.0	-	95.0	100.0	95.9	100.0	-	96.3	95.5
Buses	0	1	0	-	1	4	1	0	-	5	0	2	0	-	2	8
% Buses	0.0	4.5	-	-	1.6	1.9	2.1	0.0	-	1.9	0.0	2.7	0.0	-	2.4	2.0
Trucks	0	1	0	-	1	7	1	0	-	8	0	1	0	-	1	10
% Trucks	0.0	4.5	-	-	1.6	3.4	2.1	0.0	-	3.1	0.0	1.4	0.0	-	1.2	2.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	26	-	-	-	-	55	-	-	-	-	15	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (10:00 AM)

Turning Movement Peak Hour Data (6:00 PM)

Start Time	Eahal Ct Westbound					Garfield Rd Northbound					Garfield Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
6:00 PM	4	4	0	15	8	58	7	2	20	67	3	24	0	8	27	102
6:15 PM	7	6	0	9	13	52	9	0	19	61	7	27	0	5	34	108
6:30 PM	11	8	0	17	19	65	17	1	32	83	3	19	0	6	22	124
6:45 PM	5	11	0	14	16	65	13	1	35	79	7	24	0	4	31	126
Total	27	29	0	55	56	240	46	4	106	290	20	94	0	23	114	460
Approach %	48.2	51.8	0.0	-	-	82.8	15.9	1.4	-	-	17.5	82.5	0.0	-	-	-
Total %	5.9	6.3	0.0	-	12.2	52.2	10.0	0.9	-	63.0	4.3	20.4	0.0	-	24.8	-
PHF	0.614	0.659	0.000	-	0.737	0.923	0.676	0.500	-	0.873	0.714	0.870	0.000	-	0.838	0.913
Lights	26	29	0	-	55	228	45	4	-	277	20	94	0	-	114	446
% Lights	96.3	100.0	-	-	98.2	95.0	97.8	100.0	-	95.5	100.0	100.0	-	-	100.0	97.0
Buses	0	0	0	-	0	12	0	0	-	12	0	0	0	-	0	12
% Buses	0.0	0.0	-	-	0.0	5.0	0.0	0.0	-	4.1	0.0	0.0	-	-	0.0	2.6
Trucks	1	0	0	-	1	0	1	0	-	1	0	0	0	-	0	2
% Trucks	3.7	0.0	-	-	1.8	0.0	2.2	0.0	-	0.3	0.0	0.0	-	-	0.0	0.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	55	-	-	-	-	106	-	-	-	-	23	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (6:00 PM)



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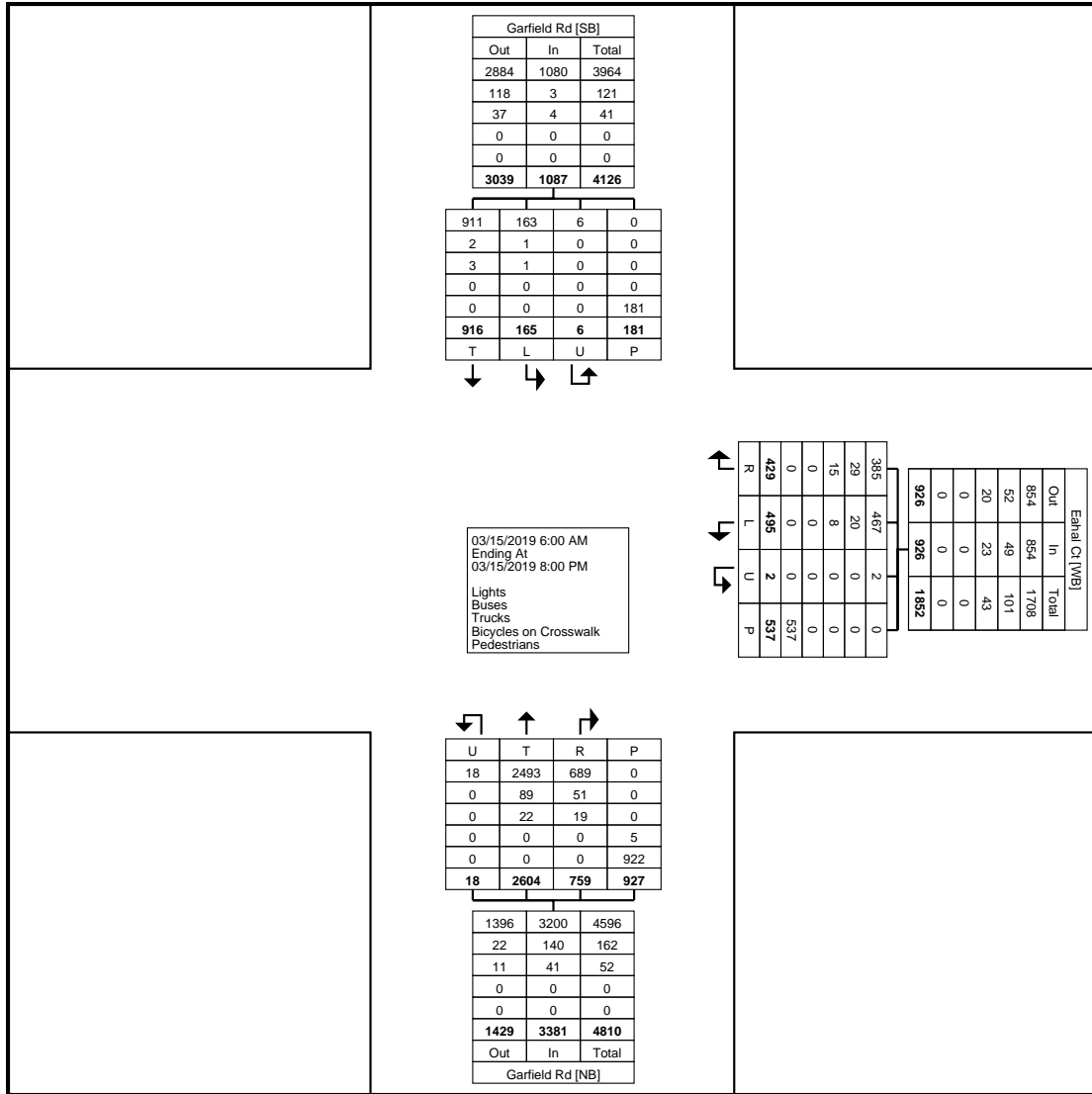
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Orange County, NY
Garfield Rd & Eahal Ct
Tuesday, March 12, 2019
Location: 41.339997, -
74.169363

Count Name: Garfield Rd/Eahal
Ct 3-12
Site Code:
Start Date: 03/12/2019
Page No: 10

6:15 PM	6	5	0	5	11	38	10	0	15	48	7	17	0	4	24	83
6:30 PM	9	7	0	5	16	36	8	0	11	44	1	28	0	0	29	89
6:45 PM	3	1	0	5	4	28	4	1	13	33	0	14	0	0	14	51
Hourly Total	26	21	0	19	47	152	31	2	59	185	13	77	0	4	90	322
7:00 PM	0	0	0	2	0	2	0	0	2	2	0	1	0	3	1	3
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	2	0	2	0	0	2	2	0	1	0	3	1	3
Grand Total	495	429	2	537	926	2604	759	18	927	3381	165	916	6	181	1087	5394
Approach %	53.5	46.3	0.2	-	-	77.0	22.4	0.5	-	-	15.2	84.3	0.6	-	-	-
Total %	9.2	8.0	0.0	-	17.2	48.3	14.1	0.3	-	62.7	3.1	17.0	0.1	-	20.2	-
Lights	467	385	2	-	854	2493	689	18	-	3200	163	911	6	-	1080	5134
% Lights	94.3	89.7	100.0	-	92.2	95.7	90.8	100.0	-	94.6	98.8	99.5	100.0	-	99.4	95.2
Buses	20	29	0	-	49	89	51	0	-	140	1	2	0	-	3	192
% Buses	4.0	6.8	0.0	-	5.3	3.4	6.7	0.0	-	4.1	0.6	0.2	0.0	-	0.3	3.6
Trucks	8	15	0	-	23	22	19	0	-	41	1	3	0	-	4	68
% Trucks	1.6	3.5	0.0	-	2.5	0.8	2.5	0.0	-	1.2	0.6	0.3	0.0	-	0.4	1.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	5	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.5	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	537	-	-	-	-	922	-	-	-	-	181	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	99.5	-	-	-	-	100.0	-	-

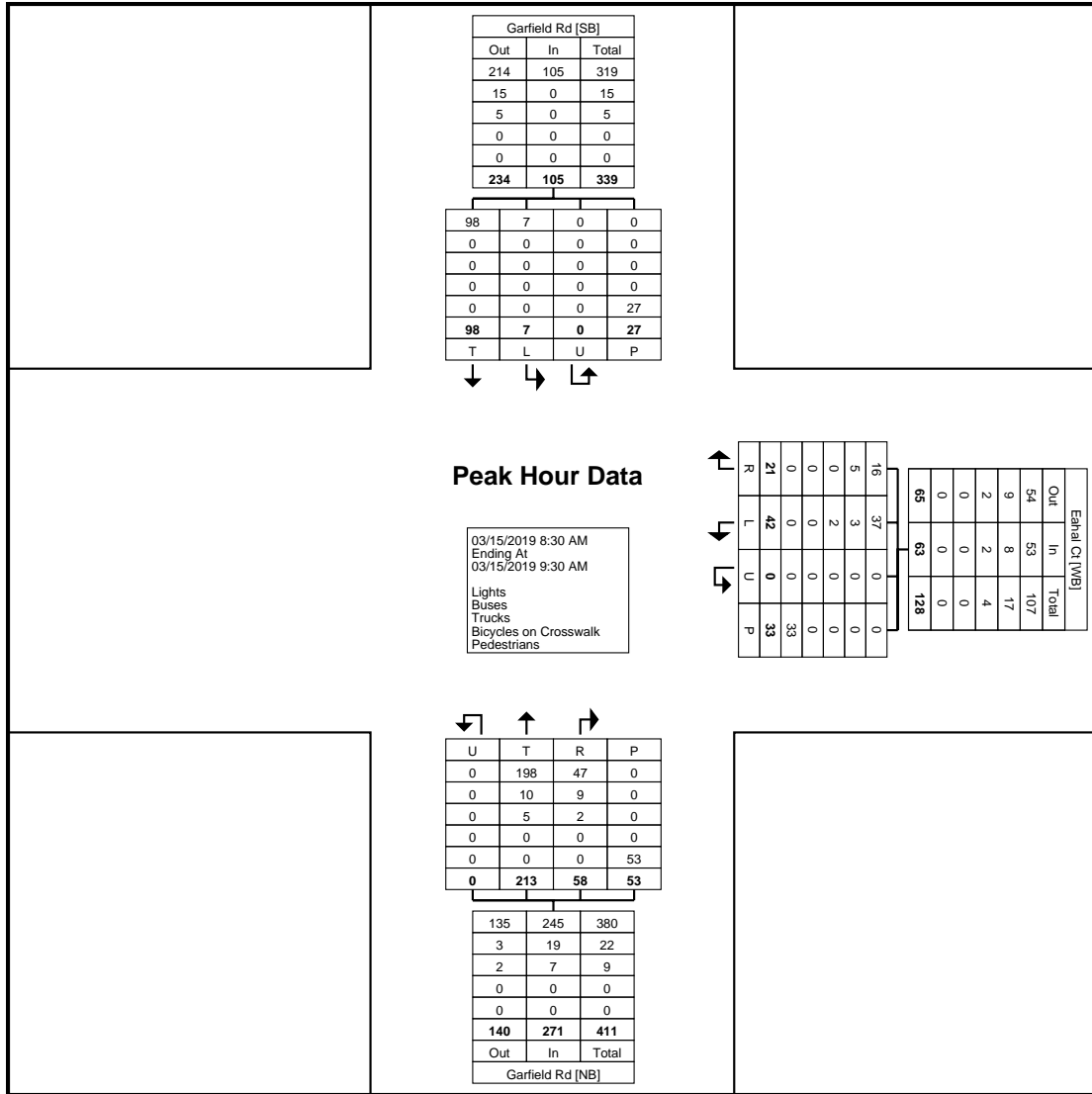
Orange County, NY
Garfield Rd & Eahal Ct
Friday, March 15, 2019
Location: 41.339997, -
74.169363



Turning Movement Data Plot

Turning Movement Peak Hour Data (8:30 AM)

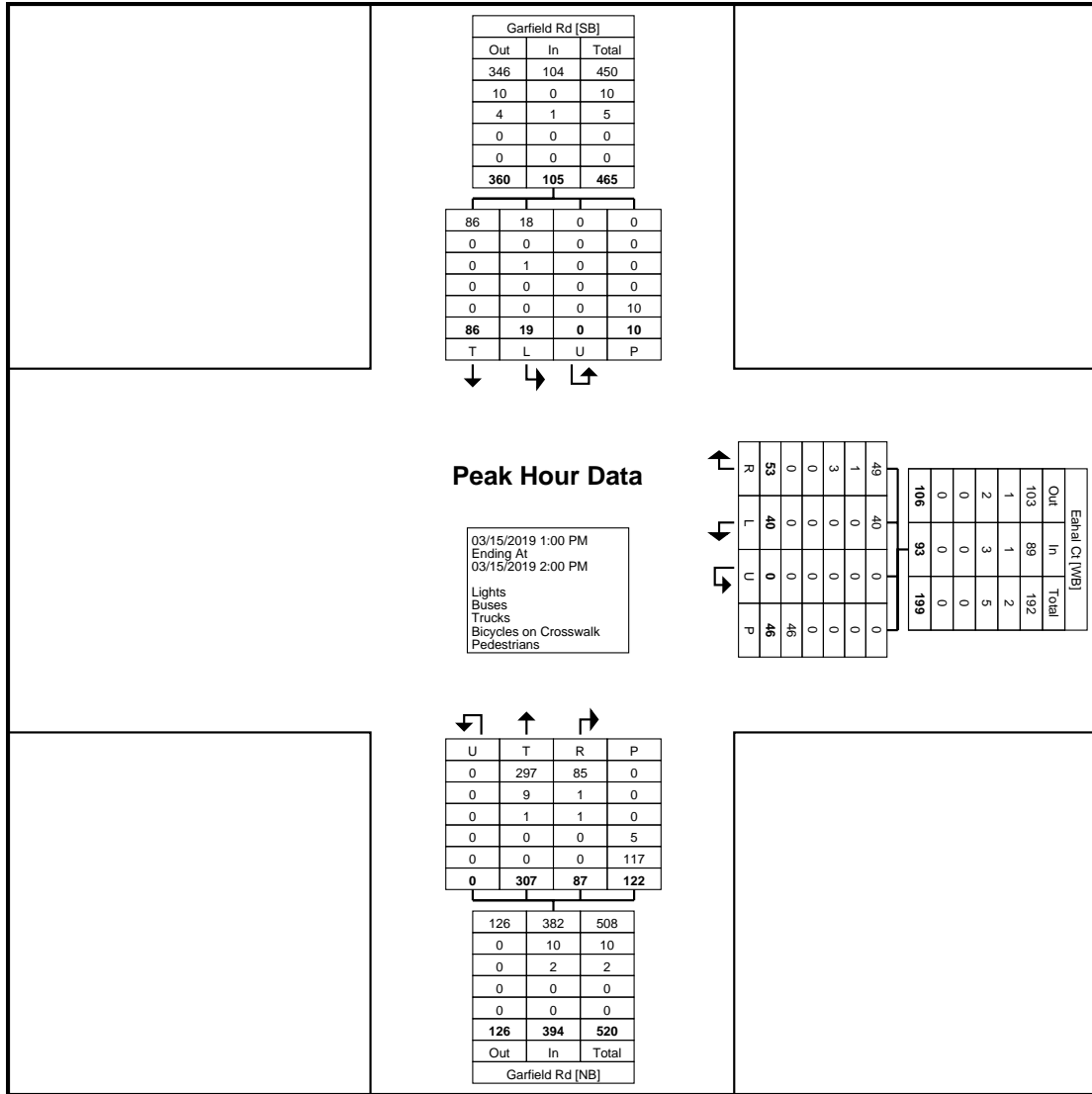
Start Time	Eahal Ct Westbound					Garfield Rd Northbound					Garfield Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
8:30 AM	7	1	0	8	8	58	15	0	14	73	0	20	0	5	20	101
8:45 AM	12	10	0	5	22	50	16	0	14	66	3	20	0	7	23	111
9:00 AM	9	7	0	14	16	58	16	0	17	74	2	32	0	10	34	124
9:15 AM	14	3	0	6	17	47	11	0	8	58	2	26	0	5	28	103
Total	42	21	0	33	63	213	58	0	53	271	7	98	0	27	105	439
Approach %	66.7	33.3	0.0	-	-	78.6	21.4	0.0	-	-	6.7	93.3	0.0	-	-	-
Total %	9.6	4.8	0.0	-	14.4	48.5	13.2	0.0	-	61.7	1.6	22.3	0.0	-	23.9	-
PHF	0.750	0.525	0.000	-	0.716	0.918	0.906	0.000	-	0.916	0.583	0.766	0.000	-	0.772	0.885
Lights	37	16	0	-	53	198	47	0	-	245	7	98	0	-	105	403
% Lights	88.1	76.2	-	-	84.1	93.0	81.0	-	-	90.4	100.0	100.0	-	-	100.0	91.8
Buses	3	5	0	-	8	10	9	0	-	19	0	0	0	-	0	27
% Buses	7.1	23.8	-	-	12.7	4.7	15.5	-	-	7.0	0.0	0.0	-	-	0.0	6.2
Trucks	2	0	0	-	2	5	2	0	-	7	0	0	0	-	0	9
% Trucks	4.8	0.0	-	-	3.2	2.3	3.4	-	-	2.6	0.0	0.0	-	-	0.0	2.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	33	-	-	-	-	53	-	-	-	-	27	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (8:30 AM)

Turning Movement Peak Hour Data (1:00 PM)

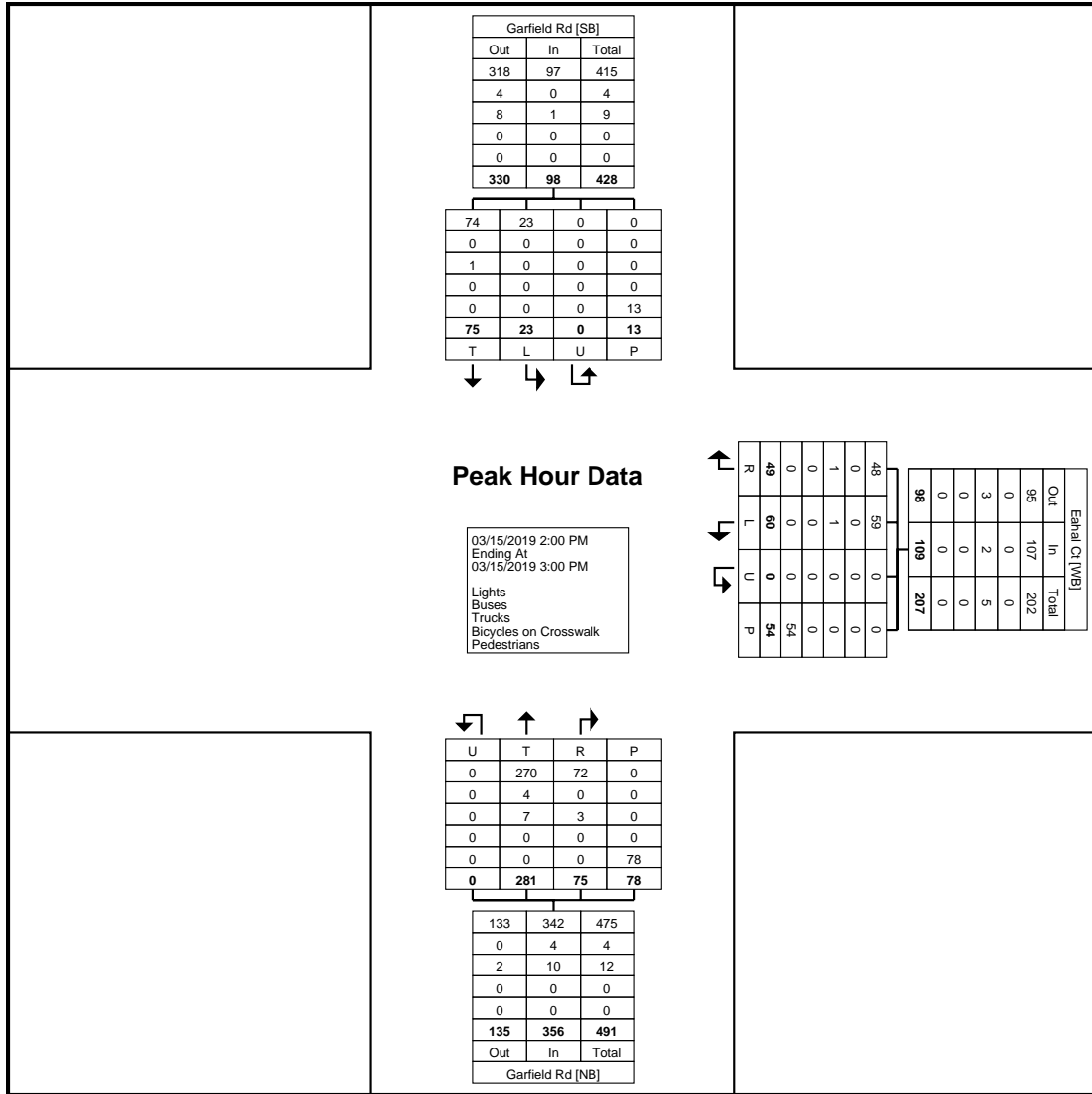
Start Time	Eahal Ct Westbound					Garfield Rd Northbound					Garfield Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
1:00 PM	10	12	0	14	22	67	21	0	31	88	8	24	0	3	32	142
1:15 PM	13	18	0	11	31	86	15	0	27	101	5	22	0	1	27	159
1:30 PM	9	11	0	10	20	76	17	0	29	93	1	16	0	2	17	130
1:45 PM	8	12	0	11	20	78	34	0	35	112	5	24	0	4	29	161
Total	40	53	0	46	93	307	87	0	122	394	19	86	0	10	105	592
Approach %	43.0	57.0	0.0	-	-	77.9	22.1	0.0	-	-	18.1	81.9	0.0	-	-	-
Total %	6.8	9.0	0.0	-	15.7	51.9	14.7	0.0	-	66.6	3.2	14.5	0.0	-	17.7	-
PHF	0.769	0.736	0.000	-	0.750	0.892	0.640	0.000	-	0.879	0.594	0.896	0.000	-	0.820	0.919
Lights	40	49	0	-	89	297	85	0	-	382	18	86	0	-	104	575
% Lights	100.0	92.5	-	-	95.7	96.7	97.7	-	-	97.0	94.7	100.0	-	-	99.0	97.1
Buses	0	1	0	-	1	9	1	0	-	10	0	0	0	-	0	11
% Buses	0.0	1.9	-	-	1.1	2.9	1.1	-	-	2.5	0.0	0.0	-	-	0.0	1.9
Trucks	0	3	0	-	3	1	1	0	-	2	1	0	0	-	1	6
% Trucks	0.0	5.7	-	-	3.2	0.3	1.1	-	-	0.5	5.3	0.0	-	-	1.0	1.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	5	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	4.1	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	46	-	-	-	-	117	-	-	-	-	10	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	95.9	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (1:00 PM)

Turning Movement Peak Hour Data (2:00 PM)

Start Time	Eahal Ct Westbound					Garfield Rd Northbound					Garfield Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
2:00 PM	21	11	0	16	32	61	24	0	25	85	5	19	0	2	24	141
2:15 PM	12	14	0	19	26	69	12	0	15	81	7	18	0	3	25	132
2:30 PM	12	7	0	10	19	75	13	0	25	88	4	21	0	5	25	132
2:45 PM	15	17	0	9	32	76	26	0	13	102	7	17	0	3	24	158
Total	60	49	0	54	109	281	75	0	78	356	23	75	0	13	98	563
Approach %	55.0	45.0	0.0	-	-	78.9	21.1	0.0	-	-	23.5	76.5	0.0	-	-	-
Total %	10.7	8.7	0.0	-	19.4	49.9	13.3	0.0	-	63.2	4.1	13.3	0.0	-	17.4	-
PHF	0.714	0.721	0.000	-	0.852	0.924	0.721	0.000	-	0.873	0.821	0.893	0.000	-	0.980	0.891
Lights	59	48	0	-	107	270	72	0	-	342	23	74	0	-	97	546
% Lights	98.3	98.0	-	-	98.2	96.1	96.0	-	-	96.1	100.0	98.7	-	-	99.0	97.0
Buses	0	0	0	-	0	4	0	0	-	4	0	0	0	-	0	4
% Buses	0.0	0.0	-	-	0.0	1.4	0.0	-	-	1.1	0.0	0.0	-	-	0.0	0.7
Trucks	1	1	0	-	2	7	3	0	-	10	0	1	0	-	1	13
% Trucks	1.7	2.0	-	-	1.8	2.5	4.0	-	-	2.8	0.0	1.3	-	-	1.0	2.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	54	-	-	-	-	78	-	-	-	-	13	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (2:00 PM)



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184 Baker Rd

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Orange County, NY
Garfield Rd & Eahal Ct
Friday, March 15, 2109
Location: 41.339997, -
74.169363

Count Name: Garfield Rd/Eahal
Ct 3-15
Site Code:
Start Date: 03/15/2019
Page No: 10



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184 Baker Rd

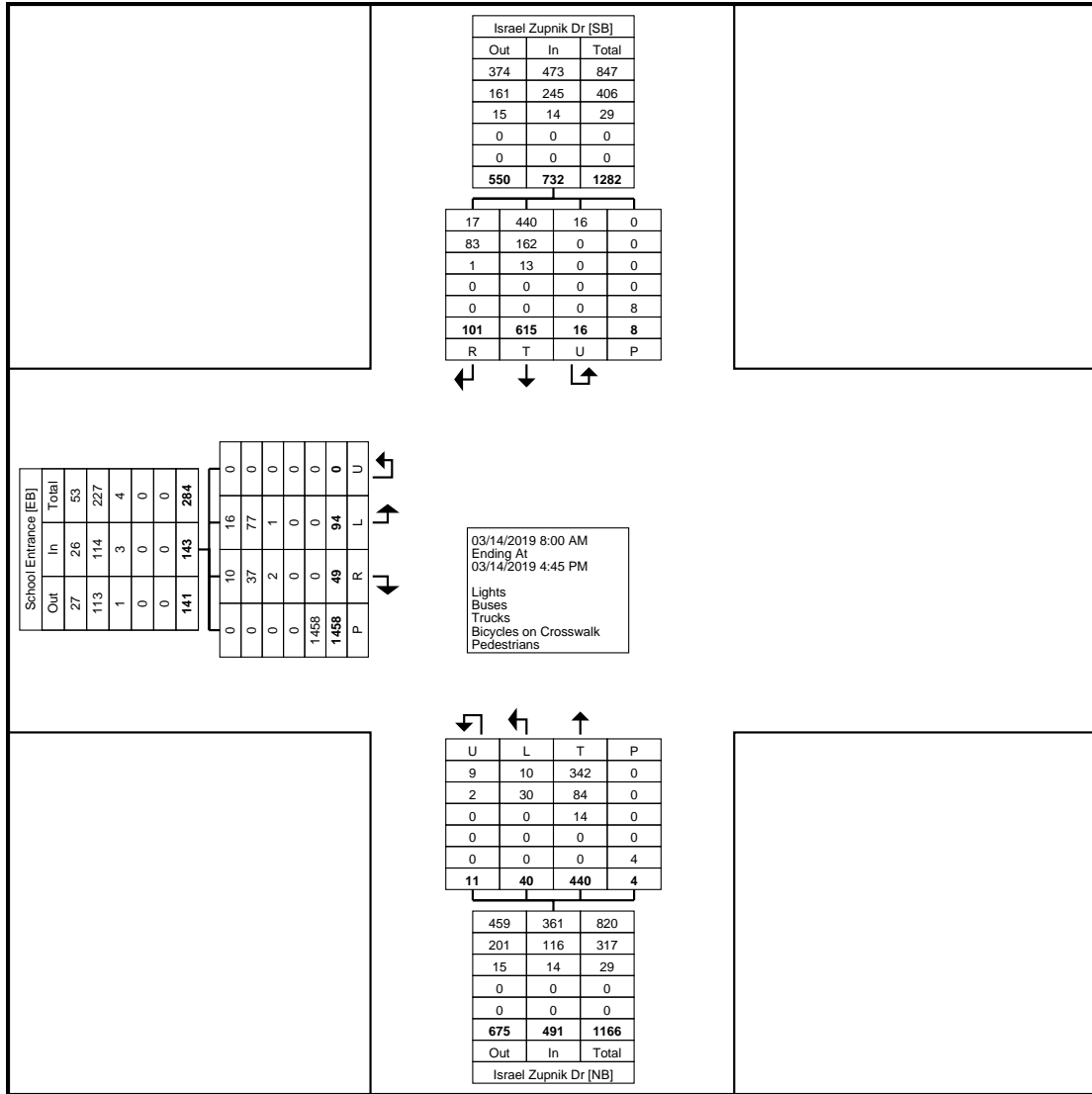
Orange County, NY
Israel Zupnik Dr & Bais School
Entrance
Thursday, March 14, 2019
Location: 41.337874, -
74.161449

Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Count Name: Israel Zupnik
Dr/Bais School Entrance
Site Code:
Start Date: 03/14/2019
Page No: 1

Turning Movement Data

Start Time	School Entrance Eastbound					Israel Zupnik Dr Northbound					Israel Zupnik Dr Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	2	0	0	2	2	1	21	0	0	22	24	2	0	0	26	50
8:15 AM	1	0	0	412	1	0	23	1	0	24	42	2	0	0	44	69
8:30 AM	0	0	0	411	0	1	24	0	3	25	64	0	0	0	64	89
8:45 AM	2	2	0	268	4	1	31	1	0	33	65	2	2	0	69	106
Hourly Total	5	2	0	1093	7	3	99	2	3	104	195	6	2	0	203	314
9:00 AM	7	3	0	39	10	6	46	1	0	53	55	12	5	1	72	135
9:15 AM	10	3	0	9	13	4	38	0	1	42	45	5	0	1	50	105
9:30 AM	4	2	0	11	6	2	26	3	0	31	46	2	3	0	51	88
9:45 AM	4	3	0	10	7	0	21	2	0	23	35	4	3	0	42	72
Hourly Total	25	11	0	69	36	12	131	6	1	149	181	23	11	2	215	400
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:45 PM	1	1	0	23	2	1	24	0	0	25	28	8	0	2	36	63
Hourly Total	1	1	0	23	2	1	24	0	0	25	28	8	0	2	36	63
3:00 PM	8	10	0	19	18	3	31	0	0	34	37	9	0	0	46	98
3:15 PM	1	0	0	15	1	2	33	1	0	36	36	4	0	0	40	77
3:30 PM	13	5	0	21	18	1	26	0	0	27	31	10	2	0	43	88
3:45 PM	0	1	0	15	1	10	21	0	0	31	25	11	1	2	37	69
Hourly Total	22	16	0	70	38	16	111	1	0	128	129	34	3	2	166	332
4:00 PM	18	8	0	84	26	1	27	1	0	29	31	5	0	2	36	91
4:15 PM	2	1	0	94	3	5	20	1	0	26	26	19	0	0	45	74
4:30 PM	21	10	0	25	31	2	28	0	0	30	25	6	0	0	31	92
Grand Total	94	49	0	1458	143	40	440	11	4	491	615	101	16	8	732	1366
Approach %	65.7	34.3	0.0	-	-	8.1	89.6	2.2	-	-	84.0	13.8	2.2	-	-	-
Total %	6.9	3.6	0.0	-	10.5	2.9	32.2	0.8	-	35.9	45.0	7.4	1.2	-	53.6	-
Lights	16	10	0	-	26	10	342	9	-	361	440	17	16	-	473	860
% Lights	17.0	20.4	-	-	18.2	25.0	77.7	81.8	-	73.5	71.5	16.8	100.0	-	64.6	63.0
Buses	77	37	0	-	114	30	84	2	-	116	162	83	0	-	245	475
% Buses	81.9	75.5	-	-	79.7	75.0	19.1	18.2	-	23.6	26.3	82.2	0.0	-	33.5	34.8
Trucks	1	2	0	-	3	0	14	0	-	14	13	1	0	-	14	31
% Trucks	1.1	4.1	-	-	2.1	0.0	3.2	0.0	-	2.9	2.1	1.0	0.0	-	1.9	2.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1458	-	-	-	-	4	-	-	-	-	8	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Data Plot



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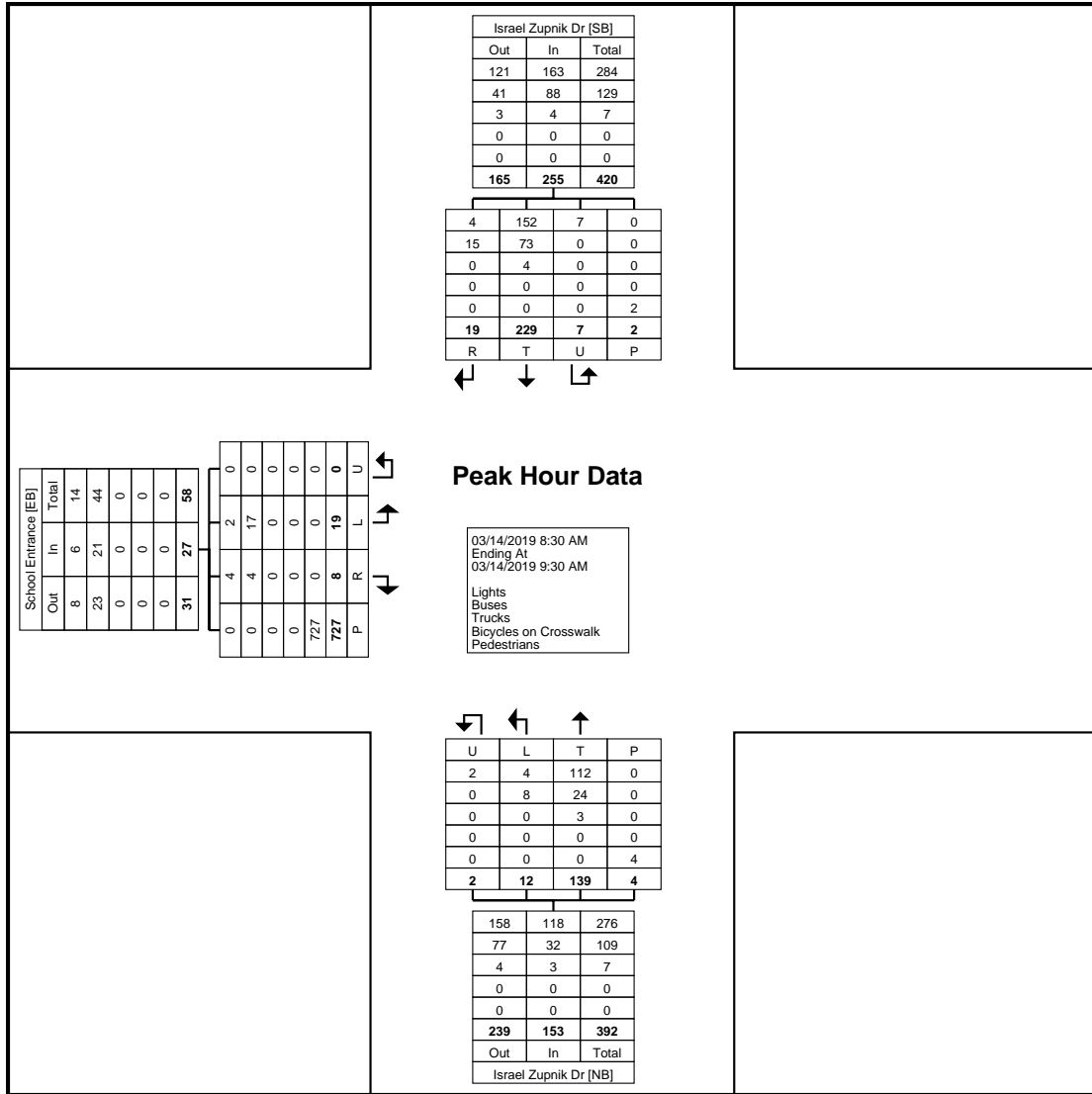
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Orange County, NY
Israel Zupnik Dr & Bais School
Entrance
Thursday, March 14, 2019
Location: 41.337874, -
74.161449

Count Name: Israel Zupnik
Dr/Bais School Entrance
Site Code:
Start Date: 03/14/2019
Page No: 3

Turning Movement Peak Hour Data (8:30 AM)

Start Time	School Entrance Eastbound					Israel Zupnik Dr Northbound					Israel Zupnik Dr Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
8:30 AM	0	0	0	411	0	1	24	0	3	25	64	0	0	0	64	89
8:45 AM	2	2	0	268	4	1	31	1	0	33	65	2	2	0	69	106
9:00 AM	7	3	0	39	10	6	46	1	0	53	55	12	5	1	72	135
9:15 AM	10	3	0	9	13	4	38	0	1	42	45	5	0	1	50	105
Total	19	8	0	727	27	12	139	2	4	153	229	19	7	2	255	435
Approach %	70.4	29.6	0.0	-	-	7.8	90.8	1.3	-	-	89.8	7.5	2.7	-	-	-
Total %	4.4	1.8	0.0	-	6.2	2.8	32.0	0.5	-	35.2	52.6	4.4	1.6	-	58.6	-
PHF	0.475	0.667	0.000	-	0.519	0.500	0.755	0.500	-	0.722	0.881	0.396	0.350	-	0.885	0.806
Lights	2	4	0	-	6	4	112	2	-	118	152	4	7	-	163	287
% Lights	10.5	50.0	-	-	22.2	33.3	80.6	100.0	-	77.1	66.4	21.1	100.0	-	63.9	66.0
Buses	17	4	0	-	21	8	24	0	-	32	73	15	0	-	88	141
% Buses	89.5	50.0	-	-	77.8	66.7	17.3	0.0	-	20.9	31.9	78.9	0.0	-	34.5	32.4
Trucks	0	0	0	-	0	0	3	0	-	3	4	0	0	-	4	7
% Trucks	0.0	0.0	-	-	0.0	0.0	2.2	0.0	-	2.0	1.7	0.0	0.0	-	1.6	1.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	727	-	-	-	-	4	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (8:30 AM)



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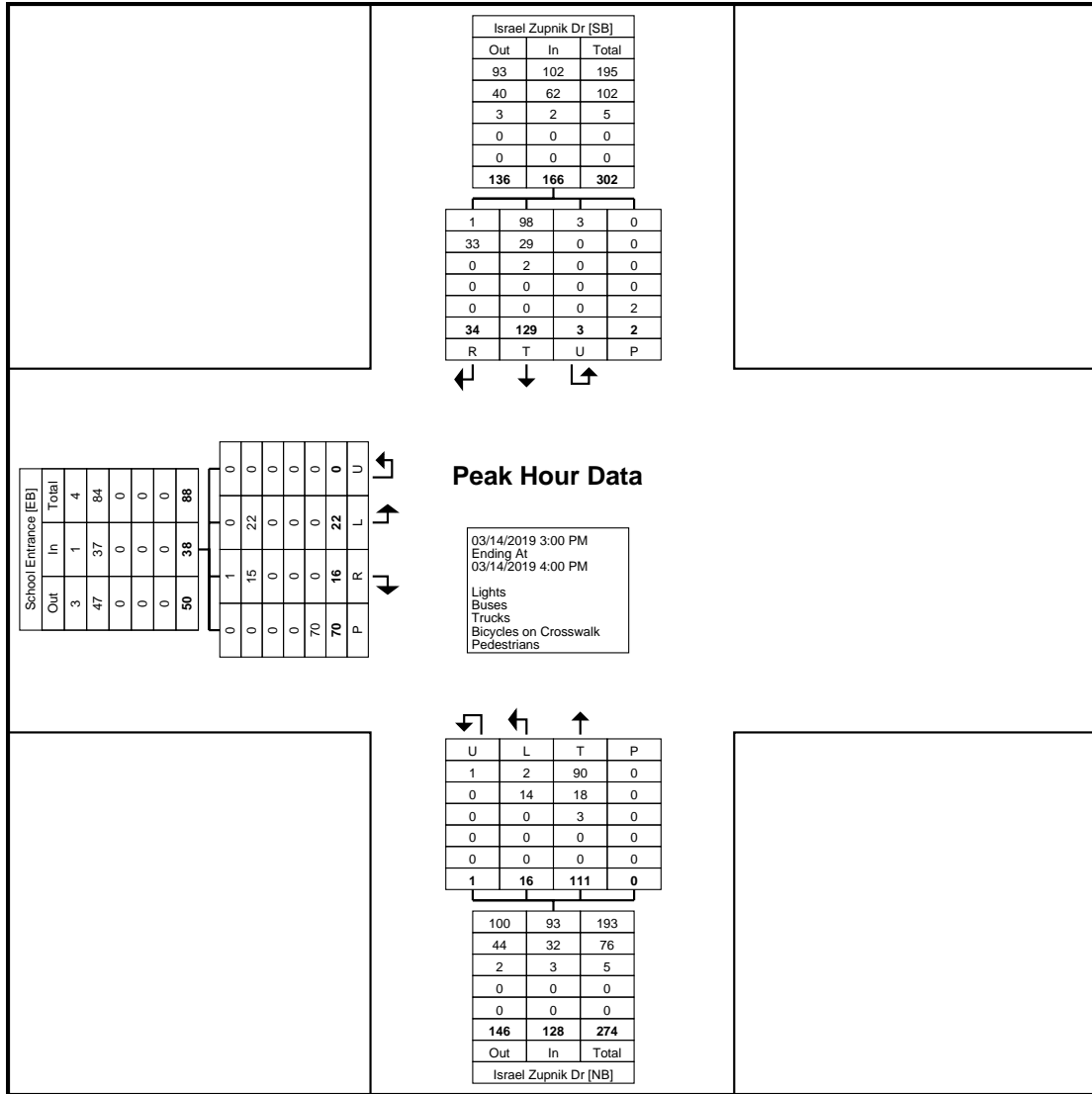
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Orange County, NY
Israel Zupnik Dr & Bais School
Entrance
Thursday, March 14, 2019
Location: 41.337874, -
74.161449

Count Name: Israel Zupnik
Dr/Bais School Entrance
Site Code:
Start Date: 03/14/2019
Page No: 5

Turning Movement Peak Hour Data (3:00 PM)

Start Time	School Entrance Eastbound					Israel Zupnik Dr Northbound					Israel Zupnik Dr Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
3:00 PM	8	10	0	19	18	3	31	0	0	34	37	9	0	0	46	98
3:15 PM	1	0	0	15	1	2	33	1	0	36	36	4	0	0	40	77
3:30 PM	13	5	0	21	18	1	26	0	0	27	31	10	2	0	43	88
3:45 PM	0	1	0	15	1	10	21	0	0	31	25	11	1	2	37	69
Total	22	16	0	70	38	16	111	1	0	128	129	34	3	2	166	332
Approach %	57.9	42.1	0.0	-	-	12.5	86.7	0.8	-	-	77.7	20.5	1.8	-	-	-
Total %	6.6	4.8	0.0	-	11.4	4.8	33.4	0.3	-	38.6	38.9	10.2	0.9	-	50.0	-
PHF	0.423	0.400	0.000	-	0.528	0.400	0.841	0.250	-	0.889	0.872	0.773	0.375	-	0.902	0.847
Lights	0	1	0	-	1	2	90	1	-	93	98	1	3	-	102	196
% Lights	0.0	6.3	-	-	2.6	12.5	81.1	100.0	-	72.7	76.0	2.9	100.0	-	61.4	59.0
Buses	22	15	0	-	37	14	18	0	-	32	29	33	0	-	62	131
% Buses	100.0	93.8	-	-	97.4	87.5	16.2	0.0	-	25.0	22.5	97.1	0.0	-	37.3	39.5
Trucks	0	0	0	-	0	0	3	0	-	3	2	0	0	-	2	5
% Trucks	0.0	0.0	-	-	0.0	0.0	2.7	0.0	-	2.3	1.6	0.0	0.0	-	1.2	1.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	70	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (3:00 PM)



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Orange County, NY
Israel Zupnik Dr & Bais School
Entrance
Thursday, March 14, 2019
Location: 41.337874, -
74.161449

Count Name: Israel Zupnik
Dr/Bais School Entrance
Site Code:
Start Date: 03/14/2019
Page No: 7



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184 Baker Rd

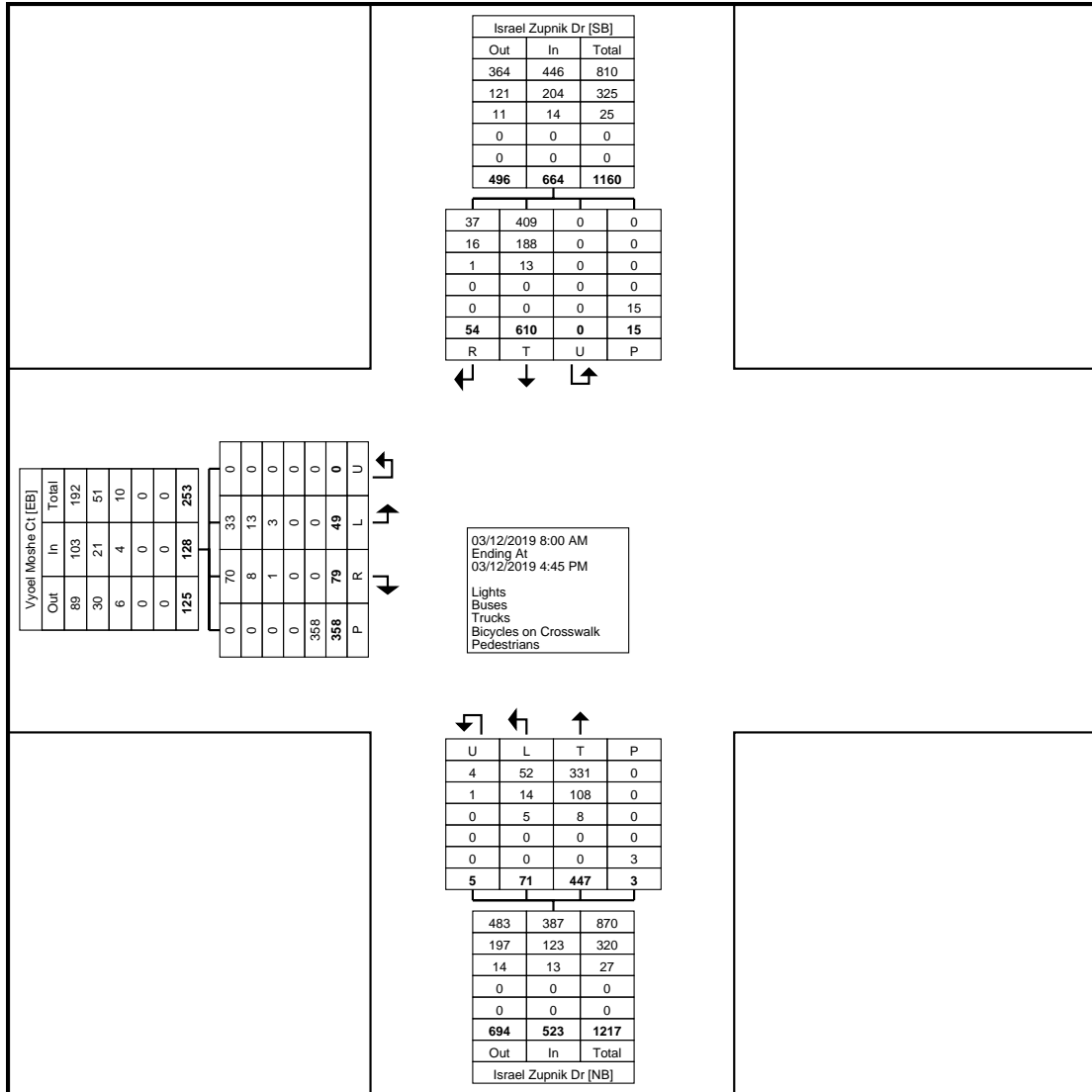
Orange County, NY
Israel Zupnik Dr & Vyoel Moshe
Dt
Tuesday, March 12, 2019
Location: 41.337081, -
74.161049

Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Count Name: Israel Zupnik
Dr/Vyoel Moshe Ct
Site Code:
Start Date: 03/12/2019
Page No: 1

Turning Movement Data

Start Time	Vyoel Moshe Ct Eastbound					Israel Zupnik Dr Northbound					Israel Zupnik Dr Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	1	2	0	2	3	1	26	1	0	28	31	1	0	0	32	63
8:15 AM	1	4	0	15	5	8	19	1	0	28	51	0	0	0	51	84
8:30 AM	3	3	0	25	6	2	26	0	0	28	58	6	0	1	64	98
8:45 AM	5	8	0	97	13	9	23	0	0	32	68	4	0	8	72	117
Hourly Total	10	17	0	139	27	20	94	2	0	116	208	11	0	9	219	362
9:00 AM	3	8	0	30	11	8	33	0	0	41	53	2	0	0	55	107
9:15 AM	2	7	0	7	9	4	46	0	0	50	48	6	0	1	54	113
9:30 AM	4	1	0	7	5	4	16	0	0	20	30	2	0	3	32	57
9:45 AM	6	5	0	7	11	5	30	0	0	35	26	8	0	0	34	80
Hourly Total	15	21	0	51	36	21	125	0	0	146	157	18	0	4	175	357
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:45 PM	5	6	0	15	11	4	40	1	1	45	38	4	0	1	42	98
Hourly Total	5	6	0	15	11	4	40	1	1	45	38	4	0	1	42	98
3:00 PM	2	7	0	12	9	6	37	0	0	43	42	3	0	1	45	97
3:15 PM	4	7	0	9	11	4	24	1	0	29	28	3	0	0	31	71
3:30 PM	1	7	0	7	8	4	21	0	1	25	27	3	0	0	30	63
3:45 PM	3	4	0	17	7	2	32	0	1	34	21	6	0	0	27	68
Hourly Total	10	25	0	45	35	16	114	1	2	131	118	15	0	1	133	299
4:00 PM	2	4	0	25	6	2	28	0	0	30	37	2	0	0	39	75
4:15 PM	6	5	0	54	11	6	24	1	0	31	20	4	0	0	24	66
4:30 PM	1	1	0	29	2	2	22	0	0	24	32	0	0	0	32	58
Grand Total	49	79	0	358	128	71	447	5	3	523	610	54	0	15	664	1315
Approach %	38.3	61.7	0.0	-	-	13.6	85.5	1.0	-	-	91.9	8.1	0.0	-	-	-
Total %	3.7	6.0	0.0	-	9.7	5.4	34.0	0.4	-	39.8	46.4	4.1	0.0	-	50.5	-
Lights	33	70	0	-	103	52	331	4	-	387	409	37	0	-	446	936
% Lights	67.3	88.6	-	-	80.5	73.2	74.0	80.0	-	74.0	67.0	68.5	-	-	67.2	71.2
Buses	13	8	0	-	21	14	108	1	-	123	188	16	0	-	204	348
% Buses	26.5	10.1	-	-	16.4	19.7	24.2	20.0	-	23.5	30.8	29.6	-	-	30.7	26.5
Trucks	3	1	0	-	4	5	8	0	-	13	13	1	0	-	14	31
% Trucks	6.1	1.3	-	-	3.1	7.0	1.8	0.0	-	2.5	2.1	1.9	-	-	2.1	2.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	358	-	-	-	-	3	-	-	-	-	15	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

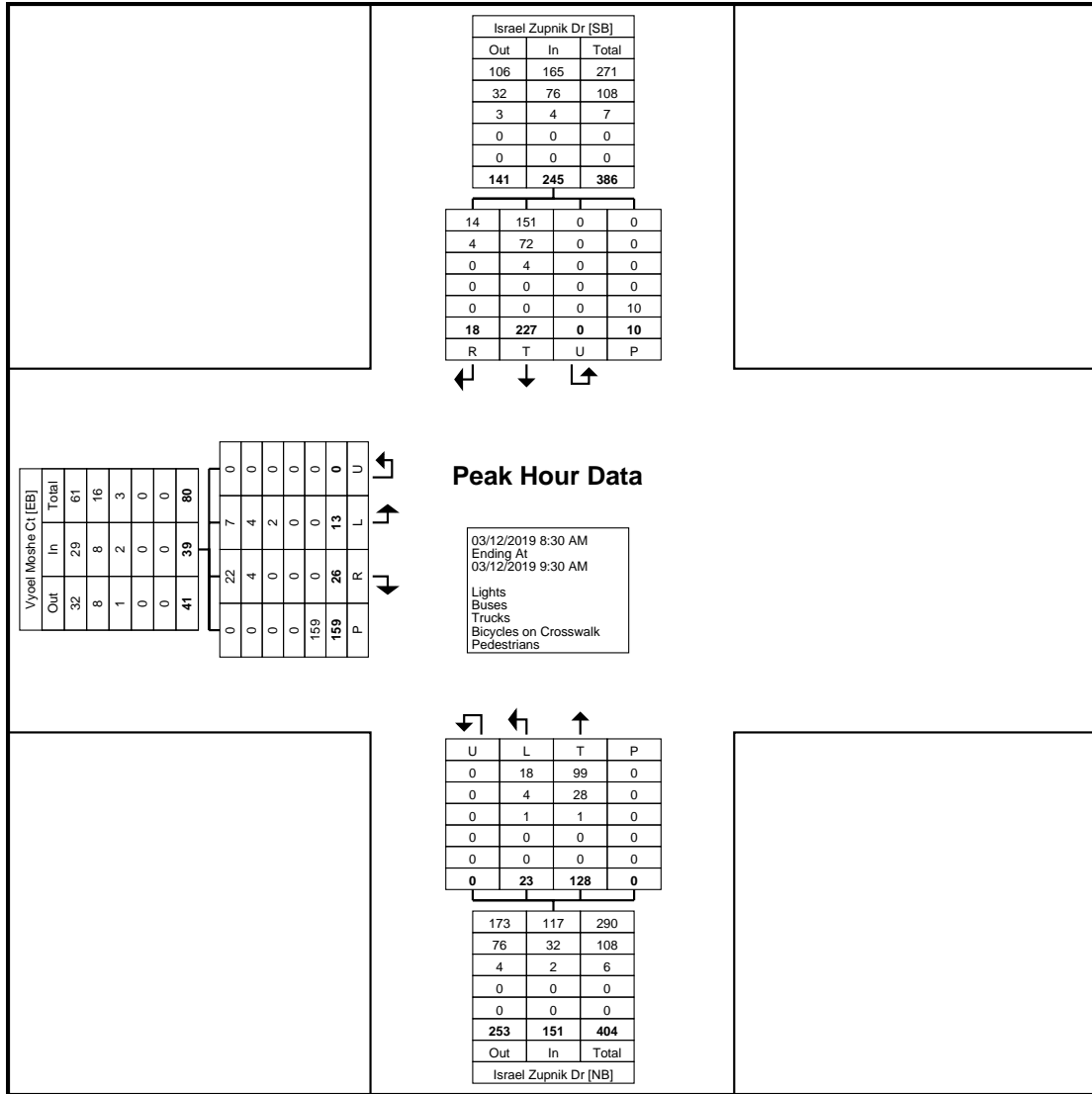


Turning Movement Data Plot

Turning Movement Peak Hour Data (8:30 AM)

Start Time	Vyoel Moshe Ct Eastbound					Israel Zupnik Dr Northbound					Israel Zupnik Dr Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
8:30 AM	3	3	0	25	6	2	26	0	0	28	58	6	0	1	64	98
8:45 AM	5	8	0	97	13	9	23	0	0	32	68	4	0	8	72	117
9:00 AM	3	8	0	30	11	8	33	0	0	41	53	2	0	0	55	107
9:15 AM	2	7	0	7	9	4	46	0	0	50	48	6	0	1	54	113
Total	13	26	0	159	39	23	128	0	0	151	227	18	0	10	245	435
Approach %	33.3	66.7	0.0	-	-	15.2	84.8	0.0	-	-	92.7	7.3	0.0	-	-	-
Total %	3.0	6.0	0.0	-	9.0	5.3	29.4	0.0	-	34.7	52.2	4.1	0.0	-	56.3	-
PHF	0.650	0.813	0.000	-	0.750	0.639	0.696	0.000	-	0.755	0.835	0.750	0.000	-	0.851	0.929
Lights	7	22	0	-	29	18	99	0	-	117	151	14	0	-	165	311
% Lights	53.8	84.6	-	-	74.4	78.3	77.3	-	-	77.5	66.5	77.8	-	-	67.3	71.5
Buses	4	4	0	-	8	4	28	0	-	32	72	4	0	-	76	116
% Buses	30.8	15.4	-	-	20.5	17.4	21.9	-	-	21.2	31.7	22.2	-	-	31.0	26.7
Trucks	2	0	0	-	2	1	1	0	-	2	4	0	0	-	4	8
% Trucks	15.4	0.0	-	-	5.1	4.3	0.8	-	-	1.3	1.8	0.0	-	-	1.6	1.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	159	-	-	-	-	0	-	-	-	-	10	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

Orange County, NY
Israel Zupnik Dr & Vyoel Moshe
Dt
Tuesday, March 12, 2019
Location: 41.337081, -
74.161049

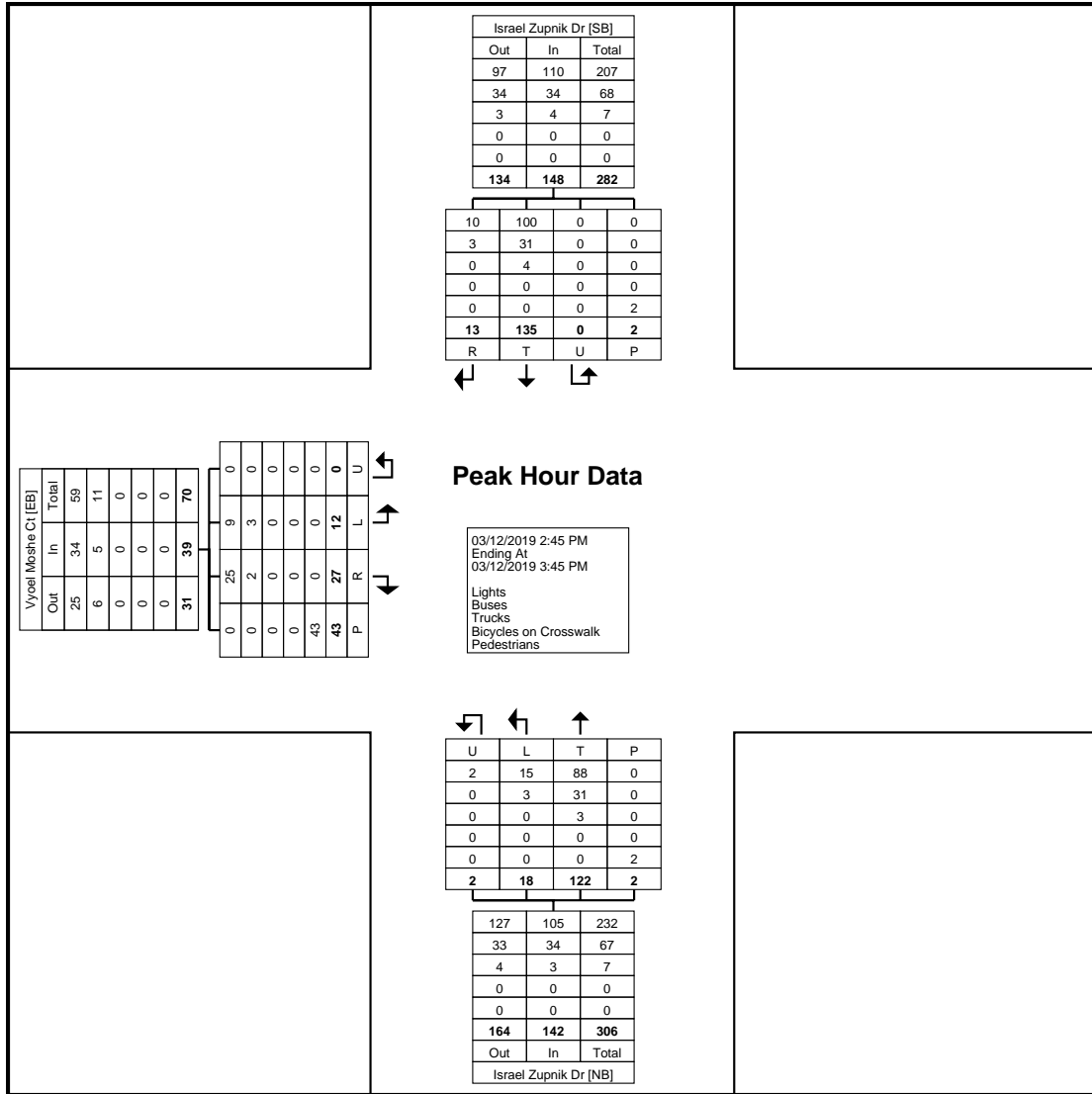


Turning Movement Peak Hour Data Plot (8:30 AM)

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Vyoel Moshe Ct Eastbound					Israel Zupnik Dr Northbound					Israel Zupnik Dr Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
2:45 PM	5	6	0	15	11	4	40	1	1	45	38	4	0	1	42	98
3:00 PM	2	7	0	12	9	6	37	0	0	43	42	3	0	1	45	97
3:15 PM	4	7	0	9	11	4	24	1	0	29	28	3	0	0	31	71
3:30 PM	1	7	0	7	8	4	21	0	1	25	27	3	0	0	30	63
Total	12	27	0	43	39	18	122	2	2	142	135	13	0	2	148	329
Approach %	30.8	69.2	0.0	-	-	12.7	85.9	1.4	-	-	91.2	8.8	0.0	-	-	-
Total %	3.6	8.2	0.0	-	11.9	5.5	37.1	0.6	-	43.2	41.0	4.0	0.0	-	45.0	-
PHF	0.600	0.964	0.000	-	0.886	0.750	0.763	0.500	-	0.789	0.804	0.813	0.000	-	0.822	0.839
Lights	9	25	0	-	34	15	88	2	-	105	100	10	0	-	110	249
% Lights	75.0	92.6	-	-	87.2	83.3	72.1	100.0	-	73.9	74.1	76.9	-	-	74.3	75.7
Buses	3	2	0	-	5	3	31	0	-	34	31	3	0	-	34	73
% Buses	25.0	7.4	-	-	12.8	16.7	25.4	0.0	-	23.9	23.0	23.1	-	-	23.0	22.2
Trucks	0	0	0	-	0	0	3	0	-	3	4	0	0	-	4	7
% Trucks	0.0	0.0	-	-	0.0	0.0	2.5	0.0	-	2.1	3.0	0.0	-	-	2.7	2.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	43	-	-	-	-	2	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Orange County, NY
Israel Zupnik Dr & Vyoel Moshe
Dt
Tuesday, March 12, 2019
Location: 41.337081, -
74.161049



Turning Movement Peak Hour Data Plot (2:45 PM)



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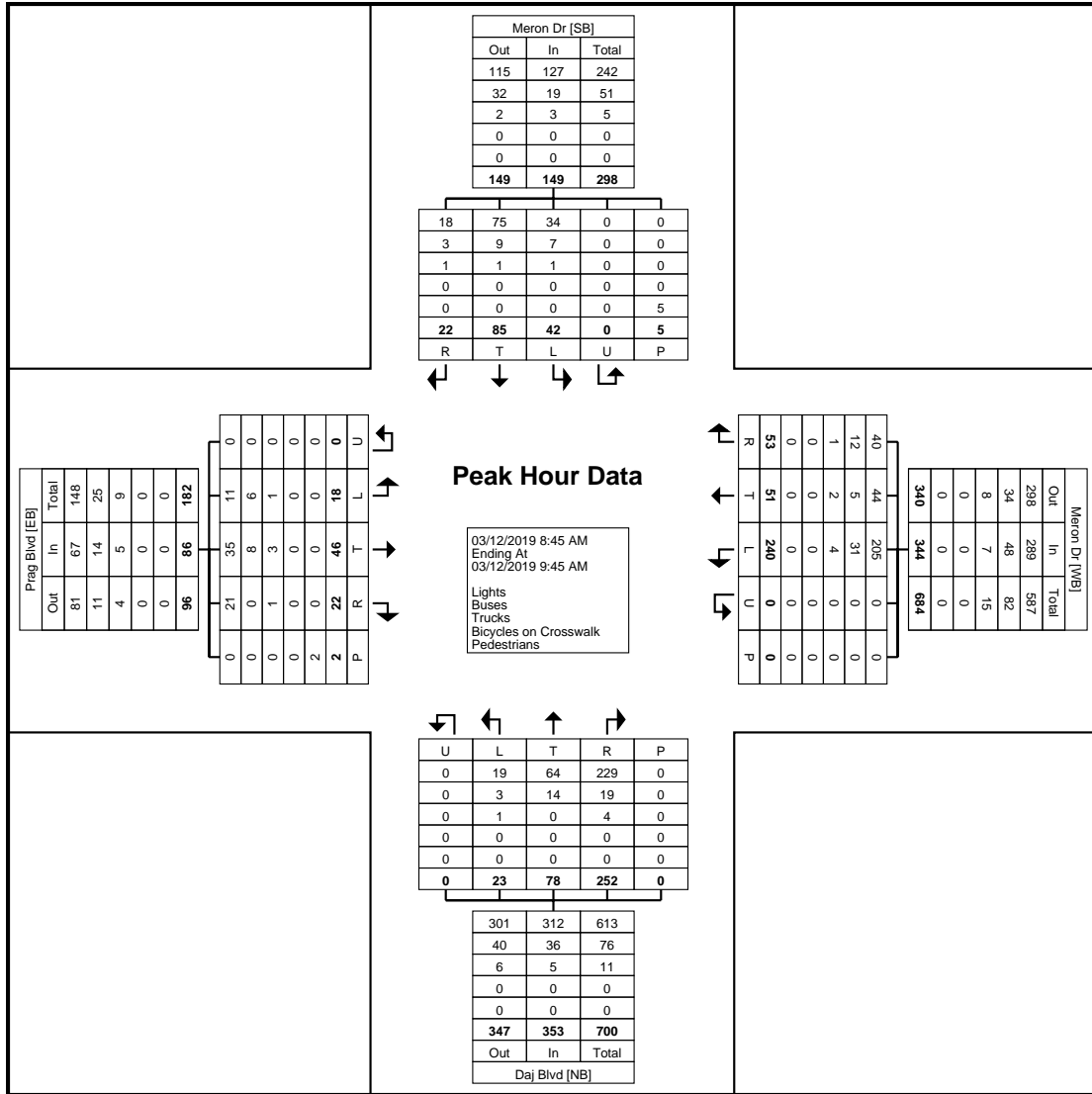
Orange County, NY
Israel Zupnik Dr & Vyoel Moshe
Dt
Tuesday, March 12, 2019
Location: 41.337081, -
74.161049

Count Name: Israel Zupnik
Dr/Vyoel Moshe Ct
Site Code:
Start Date: 03/12/2019
Page No: 7

6:15 PM	7	11	9	0	2	27	60	21	19	0	0	100	15	30	41	0	4	86	13	26	6	1	2	46	259
6:30 PM	3	9	6	0	0	18	70	17	14	0	0	101	10	22	53	0	0	85	8	20	7	0	0	35	239
6:45 PM	5	14	9	0	1	28	69	8	14	0	0	91	13	17	37	1	2	68	9	17	10	0	1	36	223
Hourly Total	23	45	31	0	5	99	262	60	63	0	0	385	44	85	180	1	8	310	48	82	31	1	10	162	956
7:00 PM	5	18	10	0	3	33	48	20	10	0	0	78	12	21	52	0	2	85	10	11	7	0	1	28	224
7:15 PM	4	20	12	0	7	36	66	11	13	0	0	90	11	12	35	0	4	58	8	16	7	0	7	31	215
7:30 PM	5	10	15	0	4	30	40	9	8	0	0	57	12	26	36	0	1	74	16	19	5	1	1	41	202
7:45 PM	6	14	10	0	9	30	60	11	17	0	0	88	10	11	41	0	4	62	24	26	5	0	0	55	235
Hourly Total	20	62	47	0	23	129	214	51	48	0	0	313	45	70	164	0	11	279	58	72	24	1	9	155	876
8:00 PM	7	8	10	0	2	25	40	13	12	0	0	65	16	18	47	0	0	81	30	18	7	0	3	55	226
8:15 PM	8	9	11	0	1	28	38	22	15	0	2	75	7	13	34	0	0	54	7	18	2	0	4	27	184
8:30 PM	4	17	12	0	0	33	32	15	11	0	2	58	11	17	47	0	0	75	11	30	6	0	0	47	213
8:45 PM	8	14	9	1	3	32	65	12	18	0	0	95	8	16	42	0	0	66	9	19	9	0	0	37	230
Hourly Total	27	48	42	1	6	118	175	62	56	0	4	293	42	64	170	0	0	276	57	85	24	0	7	166	853
9:00 PM	6	20	13	0	2	39	55	6	10	0	0	71	9	14	32	0	0	55	25	17	4	0	1	46	211
9:15 PM	1	13	18	0	0	32	50	12	8	0	0	70	14	7	34	0	1	55	11	18	5	1	3	35	192
9:30 PM	3	7	3	0	3	13	38	8	16	0	0	62	10	13	33	0	1	56	8	10	6	0	2	24	155
9:45 PM	3	9	7	0	3	19	42	10	11	0	0	63	8	15	33	0	0	56	11	13	7	0	2	31	169
Hourly Total	13	49	41	0	8	103	185	36	45	0	0	266	41	49	132	0	2	222	55	58	22	1	8	136	727
Grand Total	268	670	496	1	106	1435	2958	617	668	3	27	4246	468	819	2792	6	95	4085	704	1085	290	5	120	2084	11850
Approach %	18.7	46.7	34.6	0.1	-	-	69.7	14.5	15.7	0.1	-	-	11.5	20.0	68.3	0.1	-	-	33.8	52.1	13.9	0.2	-	-	-
Total %	2.3	5.7	4.2	0.0	-	12.1	25.0	5.2	5.6	0.0	-	35.8	3.9	6.9	23.6	0.1	-	34.5	5.9	9.2	2.4	0.0	-	17.6	-
Lights	216	615	476	1	-	1308	2723	548	596	2	-	3869	446	768	2605	6	-	3825	638	997	253	3	-	1891	10893
% Lights	80.6	91.8	96.0	100.0	-	91.1	92.1	88.8	89.2	66.7	-	91.1	95.3	93.8	93.3	100.0	-	93.6	90.6	91.9	87.2	60.0	-	90.7	91.9
Buses	36	40	12	0	-	88	177	41	57	0	-	275	16	41	135	0	-	192	59	76	31	2	-	168	723
% Buses	13.4	6.0	2.4	0.0	-	6.1	6.0	6.6	8.5	0.0	-	6.5	3.4	5.0	4.8	0.0	-	4.7	8.4	7.0	10.7	40.0	-	8.1	6.1
Trucks	16	15	8	0	-	39	58	28	15	1	-	102	6	10	52	0	-	68	7	12	6	0	-	25	234
% Trucks	6.0	2.2	1.6	0.0	-	2.7	2.0	4.5	2.2	33.3	-	2.4	1.3	1.2	1.9	0.0	-	1.7	1.0	1.1	2.1	0.0	-	1.2	2.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	106	-	-	-	-	27	-	-	-	-	-	-	95	-	-	-	-	-	120	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Turning Movement Peak Hour Data (8:45 AM)

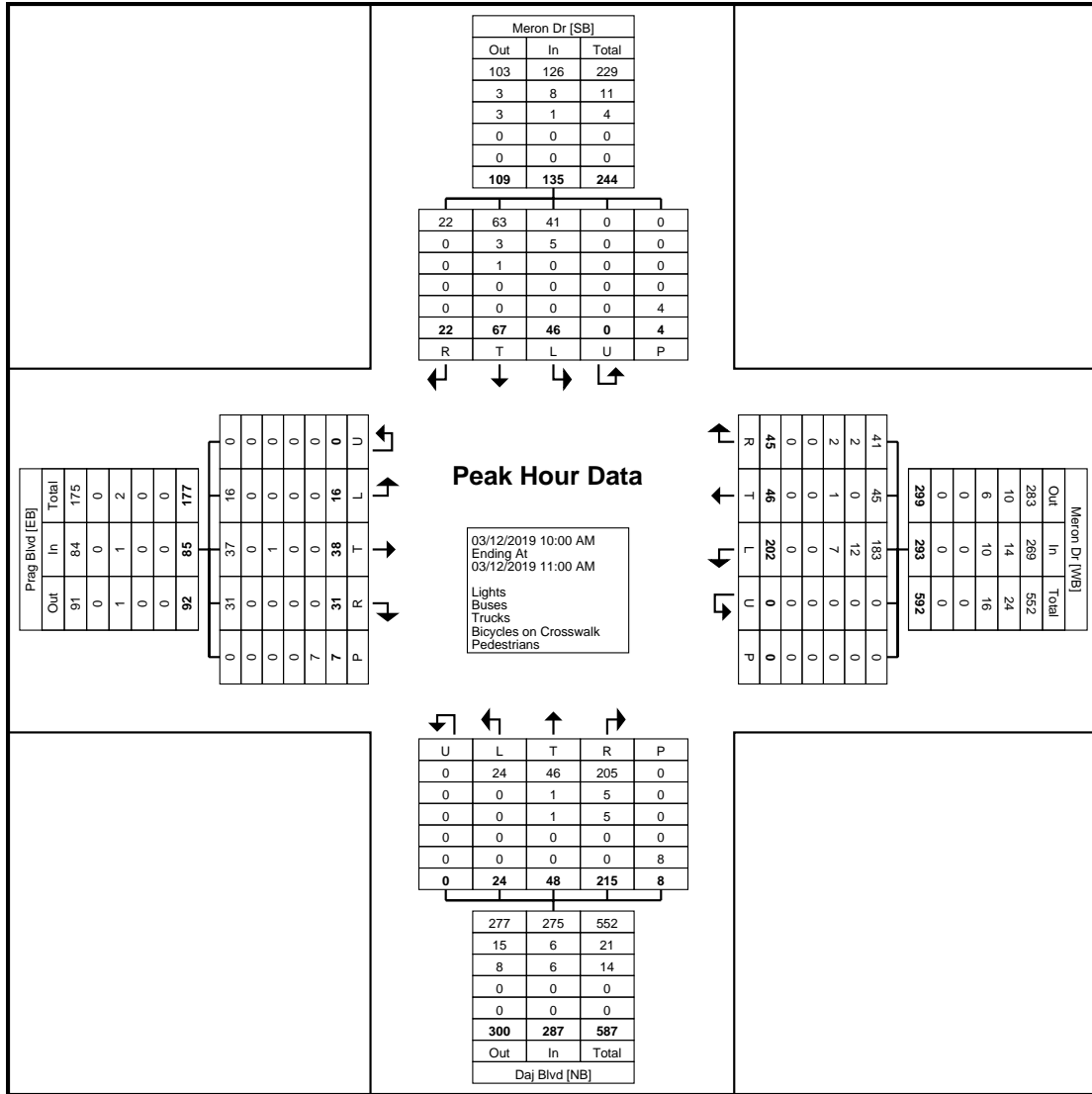
Start Time	Prag Blvd Eastbound						Meron Dr Westbound						Daj Blvd Northbound						Meron Dr Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:45 AM	5	10	6	0	2	21	62	8	12	0	0	82	4	18	68	0	0	90	9	25	2	0	0	36	229
9:00 AM	5	12	8	0	0	25	65	10	17	0	0	92	8	20	70	0	0	98	10	25	2	0	4	37	252
9:15 AM	5	9	5	0	0	19	56	15	11	0	0	82	4	20	62	0	0	86	10	19	8	0	0	37	224
9:30 AM	3	15	3	0	0	21	57	18	13	0	0	88	7	20	52	0	0	79	13	16	10	0	1	39	227
Total	18	46	22	0	2	86	240	51	53	0	0	344	23	78	252	0	0	353	42	85	22	0	5	149	932
Approach %	20.9	53.5	25.6	0.0	-	-	69.8	14.8	15.4	0.0	-	-	6.5	22.1	71.4	0.0	-	-	28.2	57.0	14.8	0.0	-	-	-
Total %	1.9	4.9	2.4	0.0	-	9.2	25.8	5.5	5.7	0.0	-	36.9	2.5	8.4	27.0	0.0	-	37.9	4.5	9.1	2.4	0.0	-	16.0	-
PHF	0.900	0.767	0.688	0.000	-	0.860	0.923	0.708	0.779	0.000	-	0.935	0.719	0.975	0.900	0.000	-	0.901	0.808	0.850	0.550	0.000	-	0.955	0.925
Lights	11	35	21	0	-	67	205	44	40	0	-	289	19	64	229	0	-	312	34	75	18	0	-	127	795
% Lights	61.1	76.1	95.5	-	-	77.9	85.4	86.3	75.5	-	-	84.0	82.6	82.1	90.9	-	-	88.4	81.0	88.2	81.8	-	-	85.2	85.3
Buses	6	8	0	0	-	14	31	5	12	0	-	48	3	14	19	0	-	36	7	9	3	0	-	19	117
% Buses	33.3	17.4	0.0	-	-	16.3	12.9	9.8	22.6	-	-	14.0	13.0	17.9	7.5	-	-	10.2	16.7	10.6	13.6	-	-	12.8	12.6
Trucks	1	3	1	0	-	5	4	2	1	0	-	7	1	0	4	0	-	5	1	1	1	0	-	3	20
% Trucks	5.6	6.5	4.5	-	-	5.8	1.7	3.9	1.9	-	-	2.0	4.3	0.0	1.6	-	-	1.4	2.4	1.2	4.5	-	-	2.0	2.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (8:45 AM)

Turning Movement Peak Hour Data (10:00 AM)

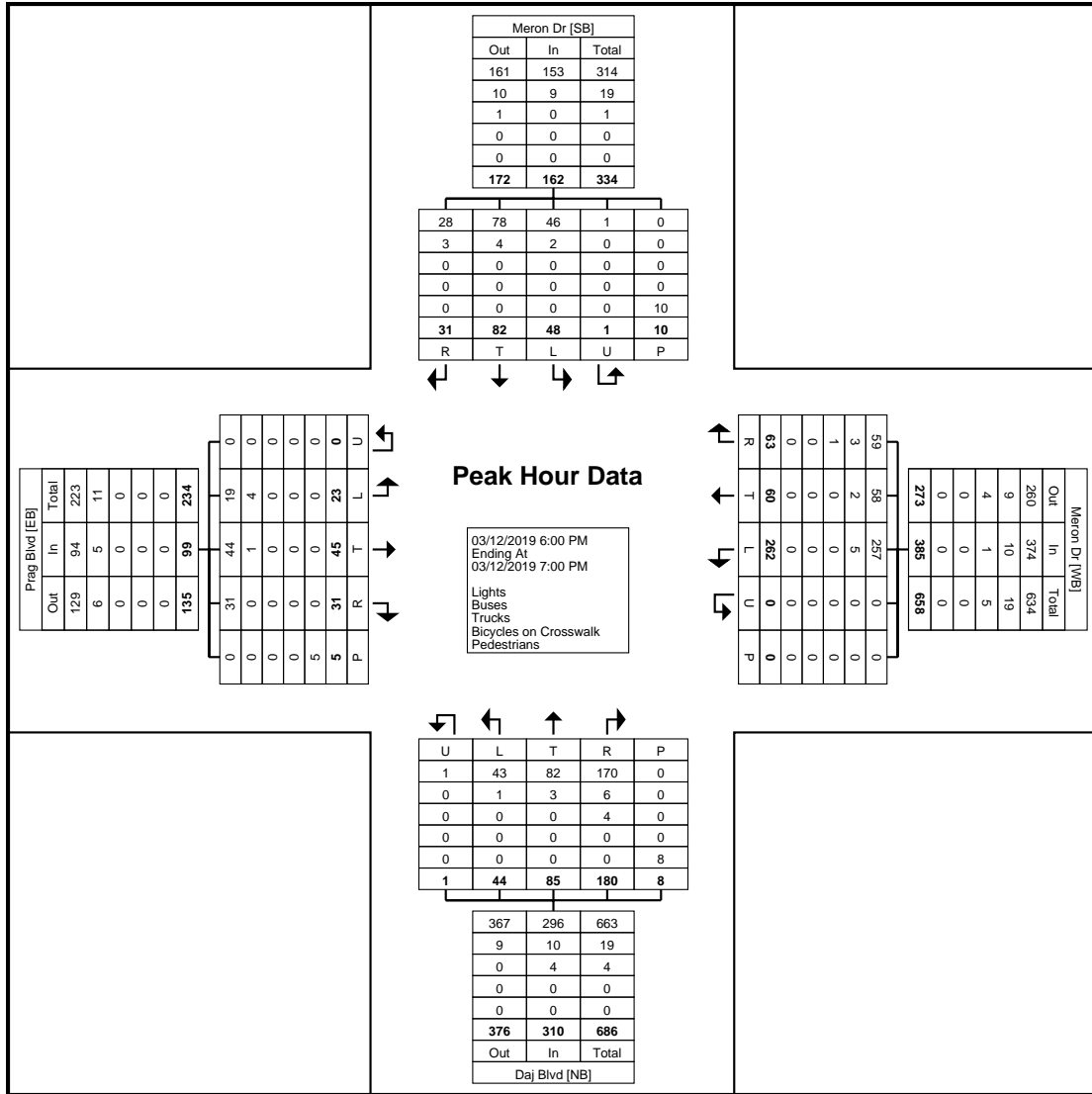
Start Time	Prag Blvd Eastbound						Meron Dr Westbound						Daj Blvd Northbound						Meron Dr Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
10:00 AM	3	14	13	0	1	30	46	17	17	0	0	80	5	10	54	0	1	69	12	20	5	0	1	37	216
10:15 AM	4	9	5	0	4	18	54	13	17	0	0	84	5	18	58	0	5	81	8	17	2	0	2	27	210
10:30 AM	3	11	6	0	1	20	43	9	8	0	0	60	5	7	42	0	2	54	9	18	10	0	0	37	171
10:45 AM	6	4	7	0	1	17	59	7	3	0	0	69	9	13	61	0	0	83	17	12	5	0	1	34	203
Total	16	38	31	0	7	85	202	46	45	0	0	293	24	48	215	0	8	287	46	67	22	0	4	135	800
Approach %	18.8	44.7	36.5	0.0	-	-	68.9	15.7	15.4	0.0	-	-	8.4	16.7	74.9	0.0	-	-	34.1	49.6	16.3	0.0	-	-	-
Total %	2.0	4.8	3.9	0.0	-	10.6	25.3	5.8	5.6	0.0	-	36.6	3.0	6.0	26.9	0.0	-	35.9	5.8	8.4	2.8	0.0	-	16.9	-
PHF	0.667	0.679	0.596	0.000	-	0.708	0.856	0.676	0.662	0.000	-	0.872	0.667	0.667	0.881	0.000	-	0.864	0.676	0.838	0.550	0.000	-	0.912	0.926
Lights	16	37	31	0	-	84	183	45	41	0	-	269	24	46	205	0	-	275	41	63	22	0	-	126	754
% Lights	100.0	97.4	100.0	-	-	98.8	90.6	97.8	91.1	-	-	91.8	100.0	95.8	95.3	-	-	95.8	89.1	94.0	100.0	-	-	93.3	94.3
Buses	0	0	0	0	-	0	12	0	2	0	-	14	0	1	5	0	-	6	5	3	0	0	-	8	28
% Buses	0.0	0.0	0.0	-	-	0.0	5.9	0.0	4.4	-	-	4.8	0.0	2.1	2.3	-	-	2.1	10.9	4.5	0.0	-	-	5.9	3.5
Trucks	0	1	0	0	-	1	7	1	2	0	-	10	0	1	5	0	-	6	0	1	0	0	-	1	18
% Trucks	0.0	2.6	0.0	-	-	1.2	3.5	2.2	4.4	-	-	3.4	0.0	2.1	2.3	-	-	2.1	0.0	1.5	0.0	-	-	0.7	2.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	8	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (10:00 AM)

Turning Movement Peak Hour Data (6:00 PM)

Start Time	Prag Blvd Eastbound						Meron Dr Westbound						Daj Blvd Northbound						Meron Dr Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 PM	8	11	7	0	2	26	63	14	16	0	0	93	6	16	49	0	2	71	18	19	8	0	7	45	235
6:15 PM	7	11	9	0	2	27	60	21	19	0	0	100	15	30	41	0	4	86	13	26	6	1	2	46	259
6:30 PM	3	9	6	0	0	18	70	17	14	0	0	101	10	22	53	0	0	85	8	20	7	0	0	35	239
6:45 PM	5	14	9	0	1	28	69	8	14	0	0	91	13	17	37	1	2	68	9	17	10	0	1	36	223
Total	23	45	31	0	5	99	262	60	63	0	0	385	44	85	180	1	8	310	48	82	31	1	10	162	956
Approach %	23.2	45.5	31.3	0.0	-	-	68.1	15.6	16.4	0.0	-	-	14.2	27.4	58.1	0.3	-	-	29.6	50.6	19.1	0.6	-	-	-
Total %	2.4	4.7	3.2	0.0	-	10.4	27.4	6.3	6.6	0.0	-	40.3	4.6	8.9	18.8	0.1	-	32.4	5.0	8.6	3.2	0.1	-	16.9	-
PHF	0.719	0.804	0.861	0.000	-	0.884	0.936	0.714	0.829	0.000	-	0.953	0.733	0.708	0.849	0.250	-	0.901	0.667	0.788	0.775	0.250	-	0.880	0.923
Lights	19	44	31	0	-	94	257	58	59	0	-	374	43	82	170	1	-	296	46	78	28	1	-	153	917
% Lights	82.6	97.8	100.0	-	-	94.9	98.1	96.7	93.7	-	-	97.1	97.7	96.5	94.4	100.0	-	95.5	95.8	95.1	90.3	100.0	-	94.4	95.9
Buses	4	1	0	0	-	5	5	2	3	0	-	10	1	3	6	0	-	10	2	4	3	0	-	9	34
% Buses	17.4	2.2	0.0	-	-	5.1	1.9	3.3	4.8	-	-	2.6	2.3	3.5	3.3	0.0	-	3.2	4.2	4.9	9.7	0.0	-	5.6	3.6
Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	4	0	-	4	0	0	0	0	-	0	5
% Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	1.6	-	-	0.3	0.0	0.0	2.2	0.0	-	1.3	0.0	0.0	0.0	0.0	-	0.0	0.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	8	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (6:00 PM)



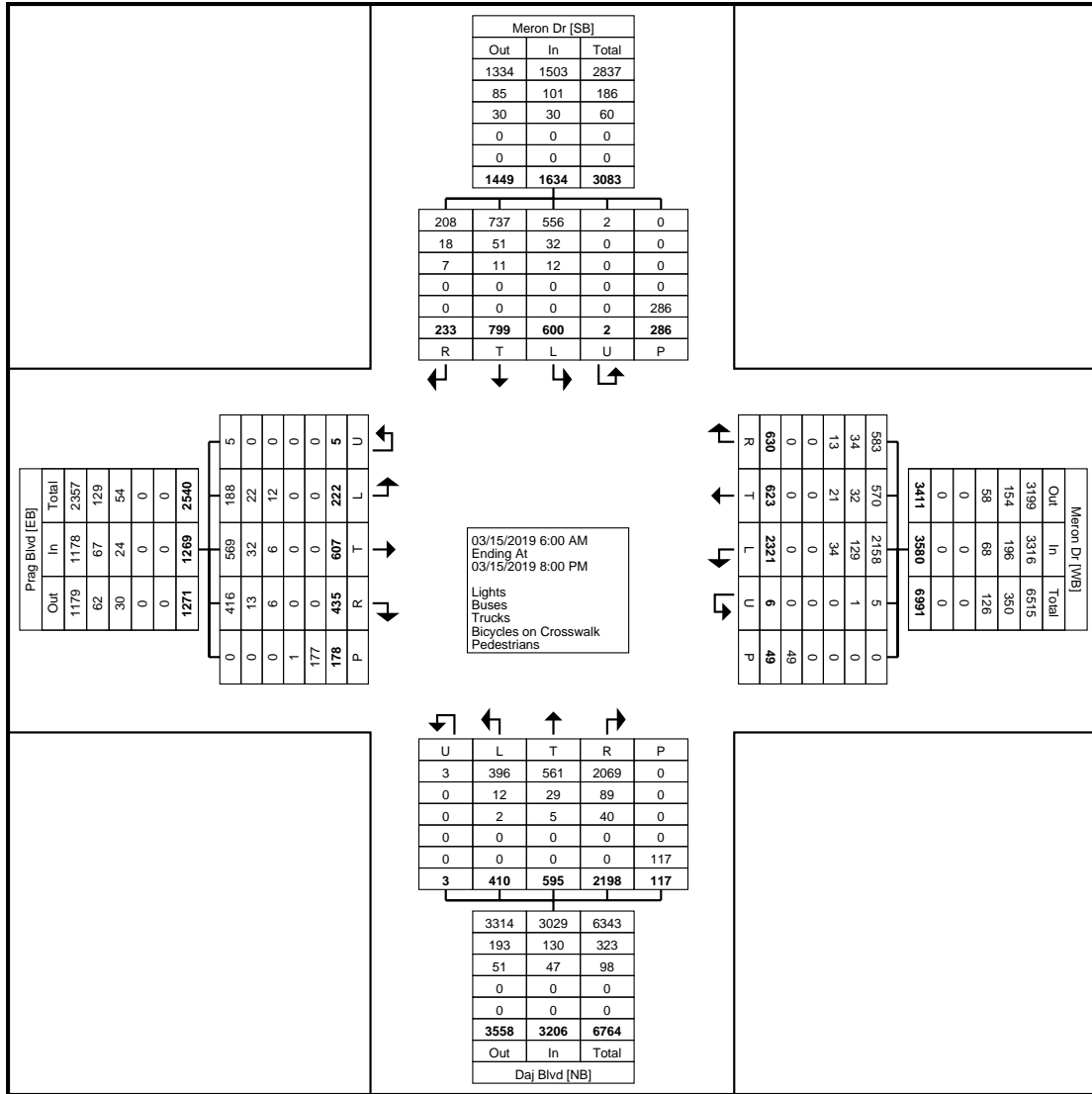
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Orange County, NY
Meron Dr & Prag blvd
Tuesday, March 12, 2019
Location: 41.335152, -
74.164556

Count Name: Meron Dr/Prag
Blvd 3-12
Site Code:
Start Date: 03/12/2019
Page No: 10

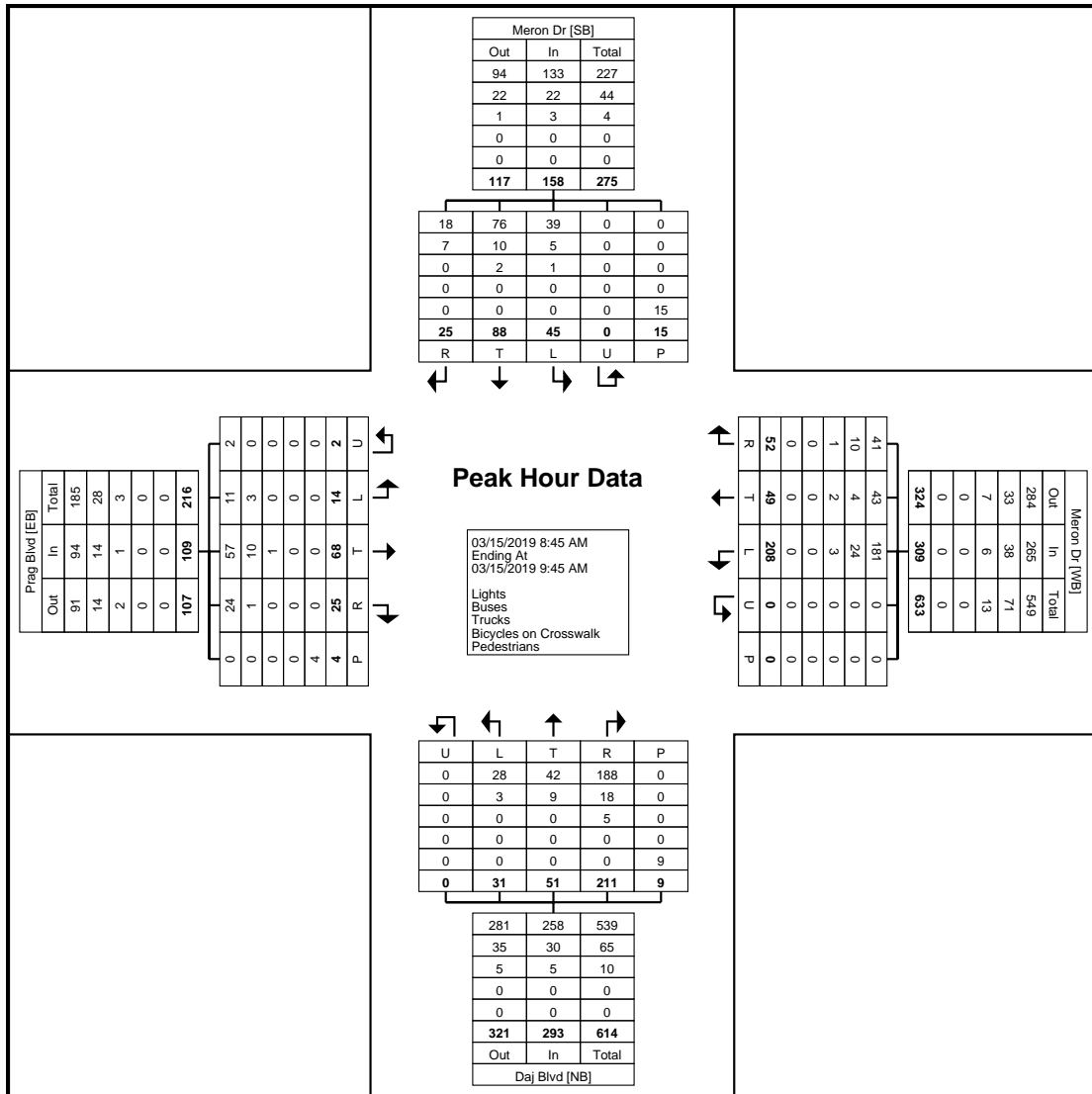
6:15 PM	4	11	3	0	1	18	26	8	10	0	1	44	3	13	23	0	1	39	6	10	6	1	5	23	124
6:30 PM	5	5	3	0	3	13	25	10	15	0	2	50	11	9	22	0	3	42	6	9	12	0	4	27	132
6:45 PM	0	6	5	0	1	11	11	12	10	0	0	33	3	6	14	0	1	23	3	7	2	0	2	12	79
Hourly Total	15	33	16	0	6	64	90	48	49	0	5	187	26	38	90	0	7	154	31	44	25	1	19	101	506
7:00 PM	0	0	1	0	0	1	5	1	0	0	0	6	1	0	2	0	0	3	1	1	0	0	6	2	12
7:15 PM	0	0	0	0	4	0	3	0	0	0	5	3	0	0	1	0	0	1	0	0	0	0	6	0	4
7:30 PM	0	0	0	0	2	0	0	0	0	0	5	0	0	0	0	0	10	0	0	0	0	0	1	0	0
7:45 PM	0	0	0	0	0	0	2	0	0	0	0	2	0	0	1	0	5	1	0	0	0	0	1	0	3
Hourly Total	0	0	1	0	6	1	10	1	0	0	10	11	1	0	4	0	15	5	1	1	0	0	14	2	19
Grand Total	222	607	435	5	178	1269	2321	623	630	6	49	3580	410	595	2198	3	117	3206	600	799	233	2	286	1634	9689
Approach %	17.5	47.8	34.3	0.4	-	-	64.8	17.4	17.6	0.2	-	-	12.8	18.6	68.6	0.1	-	-	36.7	48.9	14.3	0.1	-	-	-
Total %	2.3	6.3	4.5	0.1	-	13.1	24.0	6.4	6.5	0.1	-	36.9	4.2	6.1	22.7	0.0	-	33.1	6.2	8.2	2.4	0.0	-	16.9	-
Lights	188	569	416	5	-	1178	2158	570	583	5	-	3316	396	561	2069	3	-	3029	556	737	208	2	-	1503	9026
% Lights	84.7	93.7	95.6	100.0	-	92.8	93.0	91.5	92.5	83.3	-	92.6	96.6	94.3	94.1	100.0	-	94.5	92.7	92.2	89.3	100.0	-	92.0	93.2
Buses	22	32	13	0	-	67	129	32	34	1	-	196	12	29	89	0	-	130	32	51	18	0	-	101	494
% Buses	9.9	5.3	3.0	0.0	-	5.3	5.6	5.1	5.4	16.7	-	5.5	2.9	4.9	4.0	0.0	-	4.1	5.3	6.4	7.7	0.0	-	6.2	5.1
Trucks	12	6	6	0	-	24	34	21	13	0	-	68	2	5	40	0	-	47	12	11	7	0	-	30	169
% Trucks	5.4	1.0	1.4	0.0	-	1.9	1.5	3.4	2.1	0.0	-	1.9	0.5	0.8	1.8	0.0	-	1.5	2.0	1.4	3.0	0.0	-	1.8	1.7
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.6	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	177	-	-	-	-	49	-	-	-	-	-	117	-	-	-	-	-	-	286	-	-
% Pedestrians	-	-	-	-	99.4	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (8:45 AM)

Start Time	Prag Blvd Eastbound						Meron Dr Westbound						Daj Blvd Northbound						Meron Dr Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:45 AM	3	20	7	0	0	30	55	16	10	0	0	81	9	15	48	0	5	72	7	17	4	0	4	28	211
9:00 AM	4	13	4	2	1	23	63	11	14	0	0	88	5	17	56	0	3	78	13	28	4	0	4	45	234
9:15 AM	3	18	10	0	1	31	45	12	16	0	0	73	5	8	56	0	0	69	11	18	10	0	5	39	212
9:30 AM	4	17	4	0	2	25	45	10	12	0	0	67	12	11	51	0	1	74	14	25	7	0	2	46	212
Total	14	68	25	2	4	109	208	49	52	0	0	309	31	51	211	0	9	293	45	88	25	0	15	158	869
Approach %	12.8	62.4	22.9	1.8	-	-	67.3	15.9	16.8	0.0	-	-	10.6	17.4	72.0	0.0	-	-	28.5	55.7	15.8	0.0	-	-	-
Total %	1.6	7.8	2.9	0.2	-	12.5	23.9	5.6	6.0	0.0	-	35.6	3.6	5.9	24.3	0.0	-	33.7	5.2	10.1	2.9	0.0	-	18.2	-
PHF	0.875	0.850	0.625	0.250	-	0.879	0.825	0.766	0.813	0.000	-	0.878	0.646	0.750	0.942	0.000	-	0.939	0.804	0.786	0.625	0.000	-	0.859	0.928
Lights	11	57	24	2	-	94	181	43	41	0	-	265	28	42	188	0	-	258	39	76	18	0	-	133	750
% Lights	78.6	83.8	96.0	100.0	-	86.2	87.0	87.8	78.8	-	-	85.8	90.3	82.4	89.1	-	-	88.1	86.7	86.4	72.0	-	-	84.2	86.3
Buses	3	10	1	0	-	14	24	4	10	0	-	38	3	9	18	0	-	30	5	10	7	0	-	22	104
% Buses	21.4	14.7	4.0	0.0	-	12.8	11.5	8.2	19.2	-	-	12.3	9.7	17.6	8.5	-	-	10.2	11.1	11.4	28.0	-	-	13.9	12.0
Trucks	0	1	0	0	-	1	3	2	1	0	-	6	0	0	5	0	-	5	1	2	0	0	-	3	15
% Trucks	0.0	1.5	0.0	0.0	-	0.9	1.4	4.1	1.9	-	-	1.9	0.0	0.0	2.4	-	-	1.7	2.2	2.3	0.0	-	-	1.9	1.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	9	-	-	-	-	-	15	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



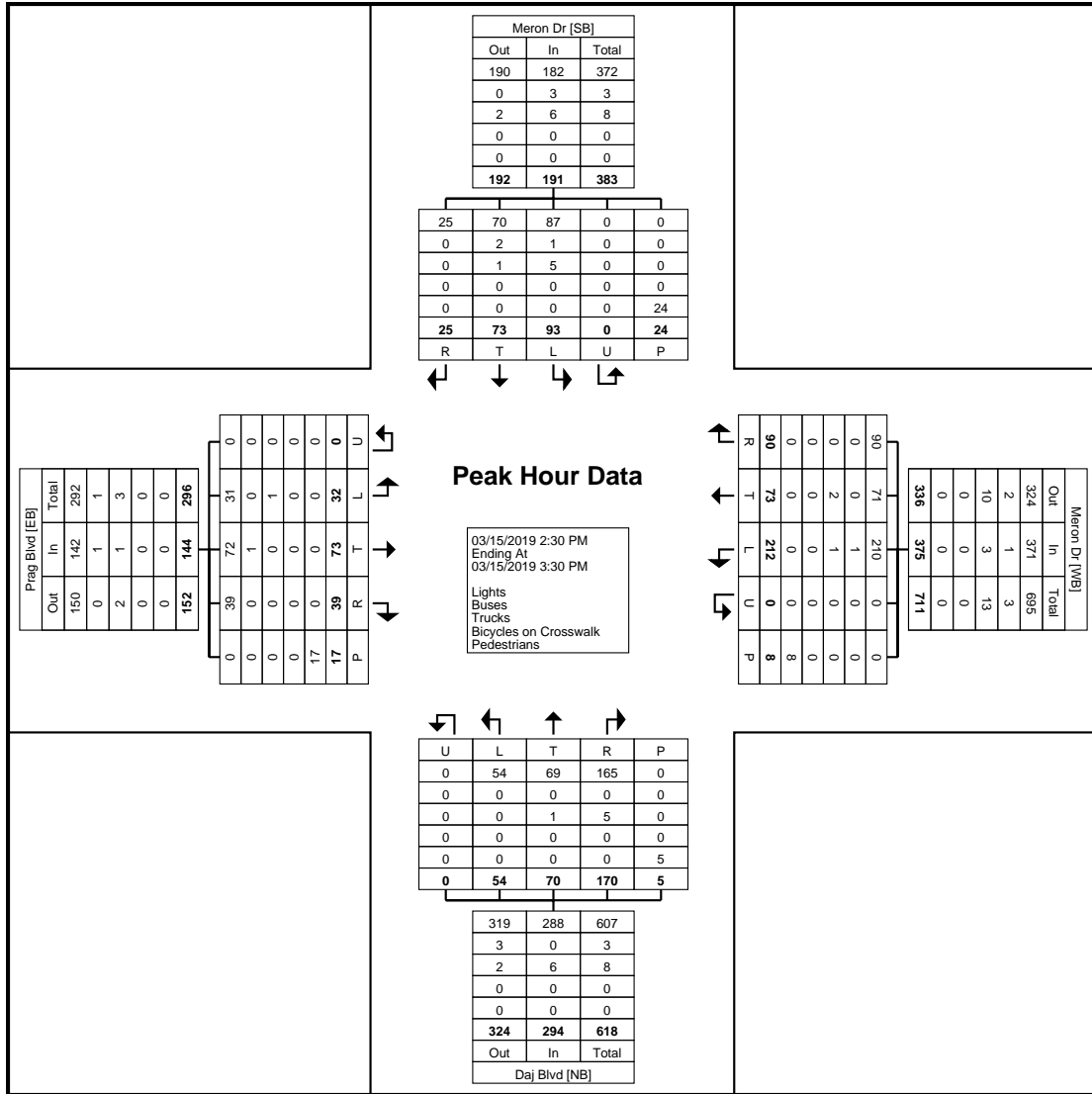
Turning Movement Peak Hour Data Plot (8:45 AM)

Turning Movement Peak Hour Data (11:45 AM)

Start Time	Prag Blvd Eastbound						Meron Dr Westbound						Daj Blvd Northbound						Meron Dr Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:45 AM	4	9	14	0	2	27	49	8	24	0	0	81	7	24	50	0	4	81	22	21	11	0	3	54	243
12:00 PM	7	10	8	0	5	25	72	9	11	0	8	92	7	13	64	0	9	84	16	28	7	0	10	51	252
12:15 PM	3	14	22	0	5	39	57	23	7	0	2	87	16	18	50	0	6	84	10	15	8	0	3	33	243
12:30 PM	12	8	9	0	9	29	68	10	24	0	3	102	8	11	51	0	4	70	10	20	7	0	5	37	238
Total	26	41	53	0	21	120	246	50	66	0	13	362	38	66	215	0	23	319	58	84	33	0	21	175	976
Approach %	21.7	34.2	44.2	0.0	-	-	68.0	13.8	18.2	0.0	-	-	11.9	20.7	67.4	0.0	-	-	33.1	48.0	18.9	0.0	-	-	-
Total %	2.7	4.2	5.4	0.0	-	12.3	25.2	5.1	6.8	0.0	-	37.1	3.9	6.8	22.0	0.0	-	32.7	5.9	8.6	3.4	0.0	-	17.9	-
PHF	0.542	0.732	0.602	0.000	-	0.769	0.854	0.543	0.688	0.000	-	0.887	0.594	0.688	0.840	0.000	-	0.949	0.659	0.750	0.750	0.000	-	0.810	0.968
Lights	17	37	47	0	-	101	220	41	55	0	-	316	36	60	190	0	-	286	50	74	28	0	-	152	855
% Lights	65.4	90.2	88.7	-	-	84.2	89.4	82.0	83.3	-	-	87.3	94.7	90.9	88.4	-	-	89.7	86.2	88.1	84.8	-	-	86.9	87.6
Buses	6	4	5	0	-	15	22	8	9	0	-	39	2	6	21	0	-	29	8	8	3	0	-	19	102
% Buses	23.1	9.8	9.4	-	-	12.5	8.9	16.0	13.6	-	-	10.8	5.3	9.1	9.8	-	-	9.1	13.8	9.5	9.1	-	-	10.9	10.5
Trucks	3	0	1	0	-	4	4	1	2	0	-	7	0	0	4	0	-	4	0	2	2	0	-	4	19
% Trucks	11.5	0.0	1.9	-	-	3.3	1.6	2.0	3.0	-	-	1.9	0.0	0.0	1.9	-	-	1.3	0.0	2.4	6.1	-	-	2.3	1.9
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	21	-	-	-	-	-	13	-	-	-	-	-	23	-	-	-	-	-	21	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Turning Movement Peak Hour Data (2:30 PM)

Start Time	Prag Blvd Eastbound						Meron Dr Westbound						Daj Blvd Northbound						Meron Dr Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
2:30 PM	8	17	7	0	5	32	65	15	21	0	1	101	11	18	45	0	1	74	18	21	6	0	6	45	252
2:45 PM	7	20	10	0	4	37	61	18	22	0	0	101	14	15	31	0	0	60	21	17	9	0	9	47	245
3:00 PM	7	21	18	0	5	46	40	19	28	0	7	87	13	22	44	0	0	79	32	15	4	0	6	51	263
3:15 PM	10	15	4	0	3	29	46	21	19	0	0	86	16	15	50	0	4	81	22	20	6	0	3	48	244
Total	32	73	39	0	17	144	212	73	90	0	8	375	54	70	170	0	5	294	93	73	25	0	24	191	1004
Approach %	22.2	50.7	27.1	0.0	-	-	56.5	19.5	24.0	0.0	-	-	18.4	23.8	57.8	0.0	-	-	48.7	38.2	13.1	0.0	-	-	-
Total %	3.2	7.3	3.9	0.0	-	14.3	21.1	7.3	9.0	0.0	-	37.4	5.4	7.0	16.9	0.0	-	29.3	9.3	7.3	2.5	0.0	-	19.0	-
PHF	0.800	0.869	0.542	0.000	-	0.783	0.815	0.869	0.804	0.000	-	0.928	0.844	0.795	0.850	0.000	-	0.907	0.727	0.869	0.694	0.000	-	0.936	0.954
Lights	31	72	39	0	-	142	210	71	90	0	-	371	54	69	165	0	-	288	87	70	25	0	-	182	983
% Lights	96.9	98.6	100.0	-	-	98.6	99.1	97.3	100.0	-	-	98.9	100.0	98.6	97.1	-	-	98.0	93.5	95.9	100.0	-	-	95.3	97.9
Buses	0	1	0	0	-	1	1	0	0	0	-	1	0	0	0	0	-	0	1	2	0	0	-	3	5
% Buses	0.0	1.4	0.0	-	-	0.7	0.5	0.0	0.0	-	-	0.3	0.0	0.0	0.0	-	-	0.0	1.1	2.7	0.0	-	-	1.6	0.5
Trucks	1	0	0	0	-	1	1	2	0	0	-	3	0	1	5	0	-	6	5	1	0	0	-	6	16
% Trucks	3.1	0.0	0.0	-	-	0.7	0.5	2.7	0.0	-	-	0.8	0.0	1.4	2.9	-	-	2.0	5.4	1.4	0.0	-	-	3.1	1.6
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	17	-	-	-	-	-	8	-	-	-	-	-	5	-	-	-	-	-	24	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (2:30 PM)



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Orange County, NY
Meron Dr & Prag Blvd
Friday, March 15, 2109
Location: 41.335152, -
74.164556

Count Name: Meron Dr/Prag
Blvd 3-15
Site Code:
Start Date: 03/15/2019
Page No: 10



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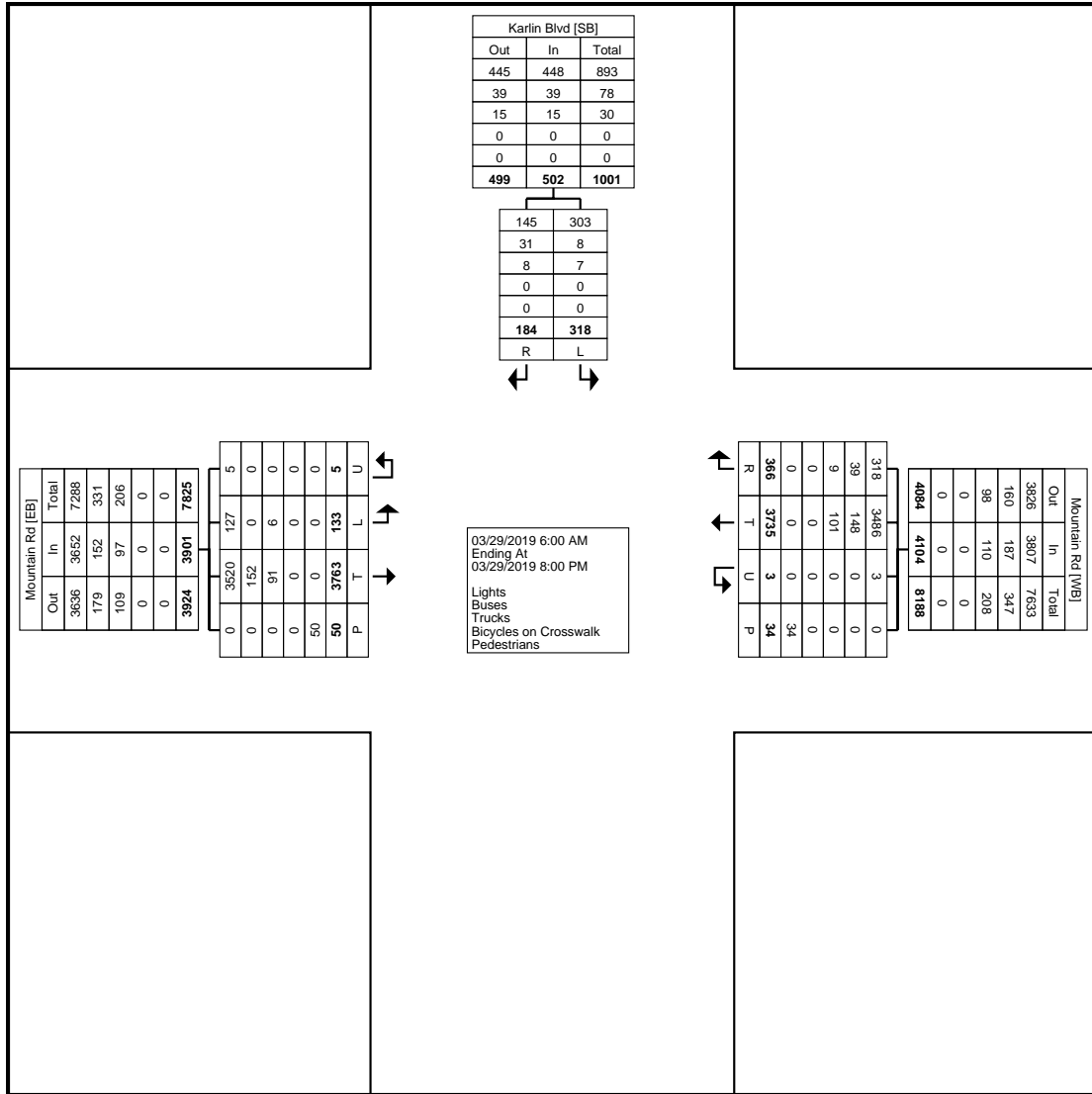
Count Name: Mountain Rd/Karlin Blvd 3-29
Site Code:
Start Date: 03/29/2019
Page No: 1

Kiryas Joel, NY
Mountain Rd/Karlin Blvd
Friday, March 29, 2019
Location: 41.347837, -74.168496

Turning Movement Data

Start Time	Mountain Rd Eastbound					Mountain Rd Westbound					Karlin Blvd Southbound			Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	App. Total	
6:00 AM	0	24	0	0	24	10	0	0	0	10	1	1	2	36
6:15 AM	0	24	0	0	24	12	1	0	2	13	3	1	4	41
6:30 AM	0	28	0	0	28	14	0	0	0	14	4	0	4	46
6:45 AM	1	37	0	0	38	20	1	0	5	21	2	2	4	63
Hourly Total	1	113	0	0	114	56	2	0	7	58	10	4	14	186
7:00 AM	0	40	0	1	40	27	2	0	1	29	1	0	1	70
7:15 AM	0	31	0	0	31	27	1	0	0	28	3	2	5	64
7:30 AM	0	44	0	6	44	34	1	0	1	35	1	2	3	82
7:45 AM	0	60	0	2	60	39	2	0	0	41	3	2	5	106
Hourly Total	0	175	0	9	175	127	6	0	2	133	8	6	14	322
8:00 AM	0	74	0	0	74	44	2	0	1	46	2	5	7	127
8:15 AM	1	77	0	2	78	43	10	0	0	53	5	4	9	140
8:30 AM	1	76	0	2	77	56	6	0	0	62	9	5	14	153
8:45 AM	3	89	0	1	92	66	9	0	1	75	8	4	12	179
Hourly Total	5	316	0	5	321	209	27	0	2	236	24	18	42	599
9:00 AM	2	91	0	0	93	89	9	0	0	98	6	7	13	204
9:15 AM	4	71	1	3	76	81	8	0	1	89	6	6	12	177
9:30 AM	1	69	0	0	70	69	5	0	0	74	9	2	11	155
9:45 AM	1	69	1	0	71	69	6	0	0	75	2	5	7	153
Hourly Total	8	300	2	3	310	308	28	0	1	336	23	20	43	689
10:00 AM	2	69	0	2	71	67	6	0	2	73	3	2	5	149
10:15 AM	1	55	0	0	56	49	7	0	1	56	3	0	3	115
10:30 AM	0	66	0	0	66	50	7	0	1	57	5	3	8	131
10:45 AM	3	74	1	1	78	63	9	0	1	72	6	3	9	159
Hourly Total	6	264	1	3	271	229	29	0	5	258	17	8	25	554
11:00 AM	3	58	0	0	61	66	13	0	0	79	5	10	15	155
11:15 AM	0	85	0	1	85	58	5	0	0	63	9	1	10	158
11:30 AM	1	68	0	1	69	81	10	0	1	91	8	7	15	175
11:45 AM	3	82	0	0	85	65	13	0	0	78	8	7	15	178
Hourly Total	7	293	0	2	300	270	41	0	1	311	30	25	55	666
12:00 PM	2	79	0	0	81	92	9	0	0	101	7	3	10	192
12:15 PM	0	72	0	1	72	97	9	0	1	106	7	1	8	186
12:30 PM	2	82	0	0	84	90	9	0	2	99	9	3	12	195
12:45 PM	5	111	0	0	116	90	9	1	1	100	6	2	8	224
Hourly Total	9	344	0	1	353	369	36	1	4	406	29	9	38	797
1:00 PM	4	91	0	0	95	93	11	0	0	104	12	3	15	214
1:15 PM	2	94	0	0	96	109	9	0	0	118	7	3	10	224
1:30 PM	6	89	0	0	95	112	12	0	0	124	5	3	8	227
1:45 PM	3	113	0	0	116	89	9	0	0	98	8	8	16	230
Hourly Total	15	387	0	0	402	403	41	0	0	444	32	17	49	895
2:00 PM	6	98	1	0	105	125	11	0	0	136	10	11	21	262
2:15 PM	9	86	0	1	95	95	12	0	0	107	11	4	15	217
2:30 PM	6	93	0	0	99	106	16	0	0	122	14	5	19	240
2:45 PM	5	83	0	0	88	86	5	0	0	91	7	6	13	192
Hourly Total	26	360	1	1	387	412	44	0	0	456	42	26	68	911
3:00 PM	4	92	0	0	96	92	10	0	0	102	8	6	14	212
3:15 PM	2	79	0	0	81	103	5	0	0	108	4	1	5	194
3:30 PM	4	70	0	0	74	89	5	0	0	94	6	2	8	176
3:45 PM	4	87	0	0	91	74	8	0	0	82	8	4	12	185
Hourly Total	14	328	0	0	342	358	28	0	0	386	26	13	39	767
4:00 PM	3	81	1	0	85	96	13	0	0	109	10	3	13	207
4:15 PM	0	68	0	0	68	86	5	0	0	91	4	2	6	165
4:30 PM	6	77	0	1	83	85	7	0	0	92	6	6	12	187
4:45 PM	7	74	0	0	81	81	8	0	1	89	8	7	15	185
Hourly Total	16	300	1	1	317	348	33	0	1	381	28	18	46	744
5:00 PM	2	81	0	1	83	83	5	0	0	88	7	3	10	181
5:15 PM	3	75	0	0	78	78	6	1	0	85	4	4	8	171
5:30 PM	5	61	0	0	66	78	7	1	0	86	5	2	7	159
5:45 PM	4	72	0	0	76	78	5	0	0	83	2	4	6	165
Hourly Total	14	289	0	1	303	317	23	2	0	342	18	13	31	676
6:00 PM	6	74	0	0	80	82	5	0	0	87	8	1	9	176
6:15 PM	2	54	0	0	56	69	5	0	0	74	10	2	12	142

6:30 PM	1	44	0	0	45	69	6	0	0	75	4	0	4	124
6:45 PM	3	72	0	0	75	70	9	0	0	79	8	4	12	166
Hourly Total	12	244	0	0	256	290	25	0	0	315	30	7	37	608
7:00 PM	0	35	0	0	35	25	2	0	2	27	0	0	0	62
7:15 PM	0	7	0	2	7	6	1	0	1	7	0	0	0	14
7:30 PM	0	5	0	16	5	6	0	0	2	6	1	0	1	12
7:45 PM	0	3	0	6	3	2	0	0	6	2	0	0	0	5
Hourly Total	0	50	0	24	50	39	3	0	11	42	1	0	1	93
Grand Total	133	3763	5	50	3901	3735	366	3	34	4104	318	184	502	8507
Approach %	3.4	96.5	0.1	-	-	91.0	8.9	0.1	-	-	63.3	36.7	-	-
Total %	1.6	44.2	0.1	-	45.9	43.9	4.3	0.0	-	48.2	3.7	2.2	5.9	-
Lights	127	3520	5	-	3652	3486	318	3	-	3807	303	145	448	7907
% Lights	95.5	93.5	100.0	-	93.6	93.3	86.9	100.0	-	92.8	95.3	78.8	89.2	92.9
Buses	0	152	0	-	152	148	39	0	-	187	8	31	39	378
% Buses	0.0	4.0	0.0	-	3.9	4.0	10.7	0.0	-	4.6	2.5	16.8	7.8	4.4
Trucks	6	91	0	-	97	101	9	0	-	110	7	8	15	222
% Trucks	4.5	2.4	0.0	-	2.5	2.7	2.5	0.0	-	2.7	2.2	4.3	3.0	2.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-
Pedestrians	-	-	-	50	-	-	-	-	34	-	-	-	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-



Turning Movement Data Plot



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184 Baker Rd

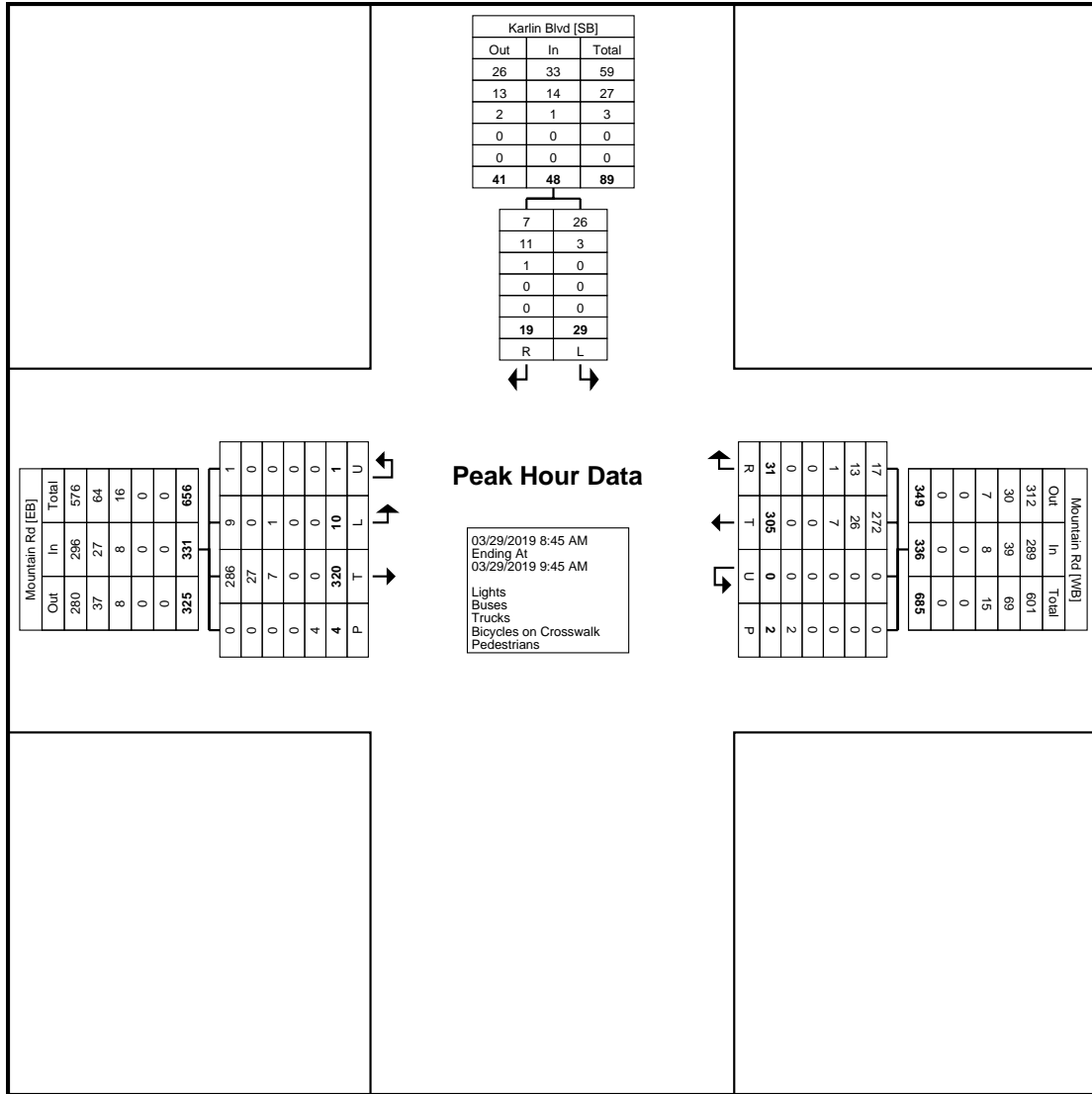
Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Count Name: Mountain Rd/Karlin Blvd 3-29
Site Code:
Start Date: 03/29/2019
Page No: 4

Turning Movement Peak Hour Data (8:45 AM)

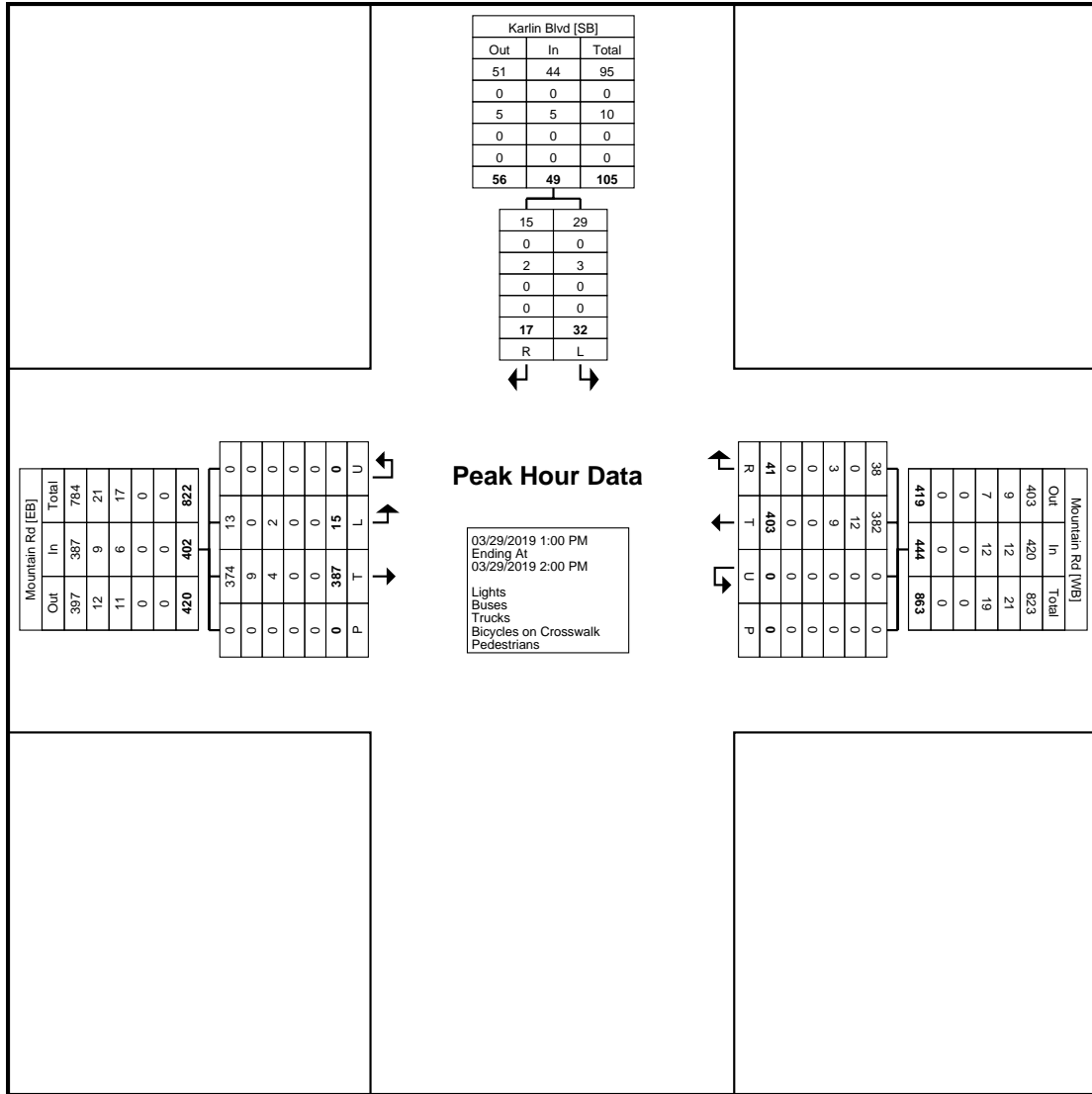
Start Time	Mountain Rd Eastbound					Mountain Rd Westbound					Karlin Blvd Southbound			Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	App. Total	
8:45 AM	3	89	0	1	92	66	9	0	1	75	8	4	12	179
9:00 AM	2	91	0	0	93	89	9	0	0	98	6	7	13	204
9:15 AM	4	71	1	3	76	81	8	0	1	89	6	6	12	177
9:30 AM	1	69	0	0	70	69	5	0	0	74	9	2	11	155
Total	10	320	1	4	331	305	31	0	2	336	29	19	48	715
Approach %	3.0	96.7	0.3	-	-	90.8	9.2	0.0	-	-	60.4	39.6	-	-
Total %	1.4	44.8	0.1	-	46.3	42.7	4.3	0.0	-	47.0	4.1	2.7	6.7	-
PHF	0.625	0.879	0.250	-	0.890	0.857	0.861	0.000	-	0.857	0.806	0.679	0.923	0.876
Lights	9	286	1	-	296	272	17	0	-	289	26	7	33	618
% Lights	90.0	89.4	100.0	-	89.4	89.2	54.8	-	-	86.0	89.7	36.8	68.8	86.4
Buses	0	27	0	-	27	26	13	0	-	39	3	11	14	80
% Buses	0.0	8.4	0.0	-	8.2	8.5	41.9	-	-	11.6	10.3	57.9	29.2	11.2
Trucks	1	7	0	-	8	7	1	0	-	8	0	1	1	17
% Trucks	10.0	2.2	0.0	-	2.4	2.3	3.2	-	-	2.4	0.0	5.3	2.1	2.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-
Pedestrians	-	-	-	4	-	-	-	-	2	-	-	-	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-

Kiryas Joel, NY
Mountain Rd/Karlin Blvd
Friday, March 29, 2019
Location: 41.347837, -
74.168496



Turning Movement Peak Hour Data Plot (8:45 AM)

Kiryas Joel, NY
Mountain Rd/Karlin Blvd
Friday, March 29, 2019
Location: 41.347837, -
74.168496

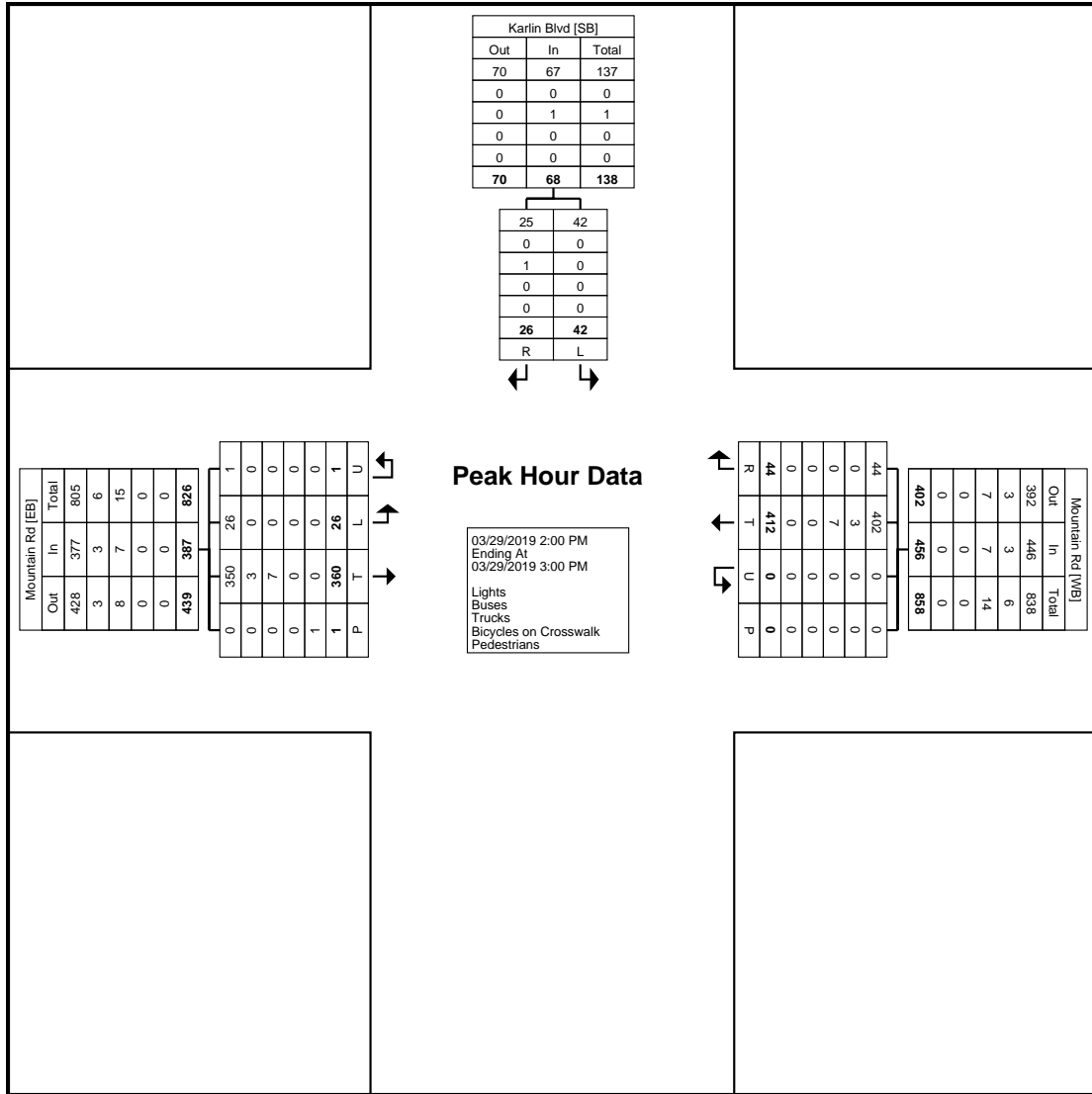


Turning Movement Peak Hour Data Plot (1:00 PM)

Kiryas Joel, NY
Mountain Rd/Karlin Blvd
Friday, March 29, 2019
Location: 41.347837, -
74.168496

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Count Name: Mountain
Rd/Karlin Blvd 3-29
Site Code:
Start Date: 03/29/2019
Page No: 9



Turning Movement Peak Hour Data Plot (2:00 PM)



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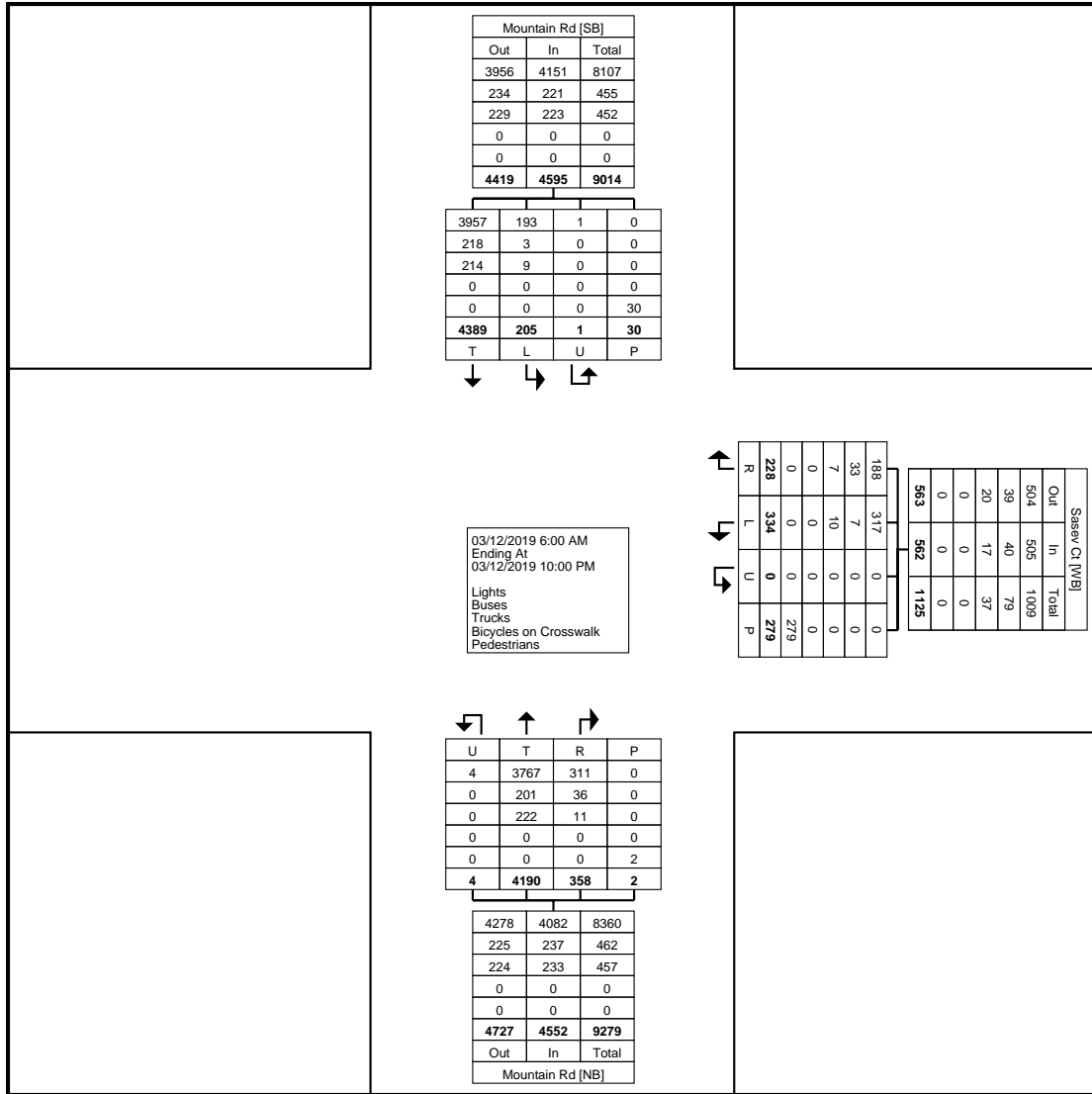
Kiryas Joel, NY
Mountain Rd/Karlin Blvd
Friday, March 29, 2019
Location: 41.347837, -
74.168496

Count Name: Mountain
Rd/Karlin Blvd 3-29
Site Code:
Start Date: 03/29/2019
Page No: 10

Turning Movement Data

Start Time	Sasev Ct Westbound					Mountain Rd Northbound					Mountain Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
6:00 AM	4	0	0	2	4	10	1	0	0	11	2	19	0	0	21	36
6:15 AM	4	1	0	1	5	10	2	0	0	12	0	19	0	1	19	36
6:30 AM	4	3	0	4	7	16	5	0	0	21	7	43	0	3	50	78
6:45 AM	3	1	0	3	4	14	1	0	0	15	3	44	1	3	48	67
Hourly Total	15	5	0	10	20	50	9	0	0	59	12	125	1	7	138	217
7:00 AM	2	1	0	0	3	20	3	0	0	23	3	34	0	1	37	63
7:15 AM	3	1	0	0	4	35	4	0	0	39	3	37	0	0	40	83
7:30 AM	3	1	0	0	4	31	5	0	0	36	6	49	0	0	55	95
7:45 AM	4	2	0	2	6	56	4	0	0	60	2	60	0	0	62	128
Hourly Total	12	5	0	2	17	142	16	0	0	158	14	180	0	1	194	369
8:00 AM	6	3	0	3	9	55	5	1	0	61	5	74	0	0	79	149
8:15 AM	5	6	0	5	11	54	4	0	0	58	7	82	0	0	89	158
8:30 AM	10	2	0	3	12	61	8	0	0	69	3	85	0	0	88	169
8:45 AM	7	15	0	4	22	62	12	1	0	75	5	91	0	0	96	193
Hourly Total	28	26	0	15	54	232	29	2	0	263	20	332	0	0	352	669
9:00 AM	10	5	0	4	15	79	5	0	0	84	6	92	0	0	98	197
9:15 AM	9	15	0	2	24	81	15	0	0	96	3	63	0	1	66	186
9:30 AM	10	8	0	4	18	54	8	0	0	62	5	83	0	1	88	168
9:45 AM	9	5	0	4	14	69	5	0	0	74	4	67	0	2	71	159
Hourly Total	38	33	0	14	71	283	33	0	0	316	18	305	0	4	323	710
10:00 AM	3	3	0	4	6	53	1	0	0	54	1	90	0	0	91	151
10:15 AM	6	3	0	1	9	77	3	0	0	80	4	61	0	0	65	154
10:30 AM	7	4	0	2	11	68	5	0	0	73	5	65	0	0	70	154
10:45 AM	3	6	0	11	9	64	7	0	0	71	2	60	0	3	62	142
Hourly Total	19	16	0	18	35	262	16	0	0	278	12	276	0	3	288	601
11:00 AM	7	3	0	6	10	67	8	0	0	75	2	79	0	0	81	166
11:15 AM	9	4	0	4	13	59	7	0	0	66	3	78	0	0	81	160
11:30 AM	4	5	0	5	9	46	6	0	0	52	4	65	0	0	69	130
11:45 AM	4	2	0	2	6	62	4	0	0	66	2	49	0	0	51	123
Hourly Total	24	14	0	17	38	234	25	0	0	259	11	271	0	0	282	579
12:00 PM	3	5	0	2	8	68	3	0	0	71	1	56	0	0	57	136
12:15 PM	4	0	0	1	4	57	5	0	0	62	0	59	0	1	59	125
12:30 PM	6	1	0	2	7	55	0	0	0	55	6	62	0	0	68	130
12:45 PM	3	0	0	2	3	59	3	0	0	62	0	58	0	1	58	123
Hourly Total	16	6	0	7	22	239	11	0	0	250	7	235	0	2	242	514
1:00 PM	2	0	0	2	2	64	3	1	0	68	3	50	0	0	53	123
1:15 PM	5	3	0	5	8	54	4	0	0	58	3	61	0	0	64	130
1:30 PM	2	1	0	4	3	60	2	0	0	62	0	59	0	0	59	124
1:45 PM	2	2	0	2	4	68	3	0	0	71	3	46	0	0	49	124
Hourly Total	11	6	0	13	17	246	12	1	0	259	9	216	0	0	225	501
2:00 PM	7	2	0	1	9	87	4	0	0	91	3	73	0	0	76	176
2:15 PM	8	3	0	4	11	77	8	0	0	85	3	76	0	2	79	175
2:30 PM	6	6	0	2	12	58	5	0	0	63	2	72	0	1	74	149
2:45 PM	9	3	0	6	12	73	12	0	0	85	1	64	0	0	65	162
Hourly Total	30	14	0	13	44	295	29	0	0	324	9	285	0	3	294	662
3:00 PM	3	6	0	3	9	87	8	0	0	95	1	71	0	0	72	176
3:15 PM	6	3	0	3	9	61	7	0	0	68	1	66	0	0	67	144
3:30 PM	3	5	0	4	8	63	6	0	0	69	2	62	0	0	64	141
3:45 PM	8	4	0	2	12	80	10	0	0	90	6	71	0	0	77	179
Hourly Total	20	18	0	12	38	291	31	0	0	322	10	270	0	0	280	640
4:00 PM	4	4	0	1	8	61	6	0	0	67	2	63	0	1	65	140
4:15 PM	6	4	0	3	10	66	8	0	0	74	1	63	0	0	64	148
4:30 PM	4	2	0	14	6	73	4	0	0	77	1	77	0	0	78	161
4:45 PM	4	4	0	1	8	60	6	0	0	66	3	61	0	1	64	138
Hourly Total	18	14	0	19	32	260	24	0	0	284	7	264	0	2	271	587
5:00 PM	6	2	0	10	8	72	7	0	0	79	0	88	0	1	88	175
5:15 PM	2	4	0	12	6	89	5	0	0	94	2	71	0	0	73	173
5:30 PM	4	4	0	9	8	75	6	0	0	81	4	73	0	0	77	166
5:45 PM	8	1	0	7	9	65	7	0	0	72	1	73	0	0	74	155
Hourly Total	20	11	0	38	31	301	25	0	0	326	7	305	0	1	312	669
6:00 PM	5	1	0	14	6	101	4	0	0	105	3	90	0	0	93	204

6:15 PM	6	5	0	14	11	98	6	1	2	105	0	65	0	1	65	181
6:30 PM	4	3	0	9	7	94	9	0	0	103	3	97	0	3	100	210
6:45 PM	1	5	0	7	6	77	7	0	0	84	5	98	0	2	103	193
Hourly Total	16	14	0	44	30	370	26	1	2	397	11	350	0	6	361	788
7:00 PM	5	6	0	7	11	107	4	0	0	111	2	83	0	0	85	207
7:15 PM	8	3	0	2	11	99	7	0	0	106	1	88	0	0	89	206
7:30 PM	3	2	0	1	5	84	5	0	0	89	4	74	0	0	78	172
7:45 PM	3	1	0	7	4	98	7	0	0	105	11	84	0	0	95	204
Hourly Total	19	12	0	17	31	388	23	0	0	411	18	329	0	0	347	789
8:00 PM	6	3	0	9	9	71	5	0	0	76	8	73	0	0	81	166
8:15 PM	6	5	0	4	11	73	4	0	0	77	7	73	0	0	80	168
8:30 PM	5	5	0	6	10	102	6	0	0	108	3	107	0	0	110	228
8:45 PM	6	4	0	4	10	94	8	0	0	102	2	85	0	0	87	199
Hourly Total	23	17	0	23	40	340	23	0	0	363	20	338	0	0	358	761
9:00 PM	5	0	0	9	5	63	5	0	0	68	6	81	0	0	87	160
9:15 PM	5	1	0	4	6	63	3	0	0	66	7	74	0	0	81	153
9:30 PM	9	6	0	1	15	66	8	0	0	74	4	75	0	0	79	168
9:45 PM	6	10	0	3	16	65	10	0	0	75	3	78	0	1	81	172
Hourly Total	25	17	0	17	42	257	26	0	0	283	20	308	0	1	328	653
Grand Total	334	228	0	279	562	4190	358	4	2	4552	205	4389	1	30	4595	9709
Approach %	59.4	40.6	0.0	-	-	92.0	7.9	0.1	-	-	4.5	95.5	0.0	-	-	-
Total %	3.4	2.3	0.0	-	5.8	43.2	3.7	0.0	-	46.9	2.1	45.2	0.0	-	47.3	-
Lights	317	188	0	-	505	3767	311	4	-	4082	193	3957	1	-	4151	8738
% Lights	94.9	82.5	-	-	89.9	89.9	86.9	100.0	-	89.7	94.1	90.2	100.0	-	90.3	90.0
Buses	7	33	0	-	40	201	36	0	-	237	3	218	0	-	221	498
% Buses	2.1	14.5	-	-	7.1	4.8	10.1	0.0	-	5.2	1.5	5.0	0.0	-	4.8	5.1
Trucks	10	7	0	-	17	222	11	0	-	233	9	214	0	-	223	473
% Trucks	3.0	3.1	-	-	3.0	5.3	3.1	0.0	-	5.1	4.4	4.9	0.0	-	4.9	4.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	279	-	-	-	-	2	-	-	-	-	30	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Data Plot



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184 Baker Rd

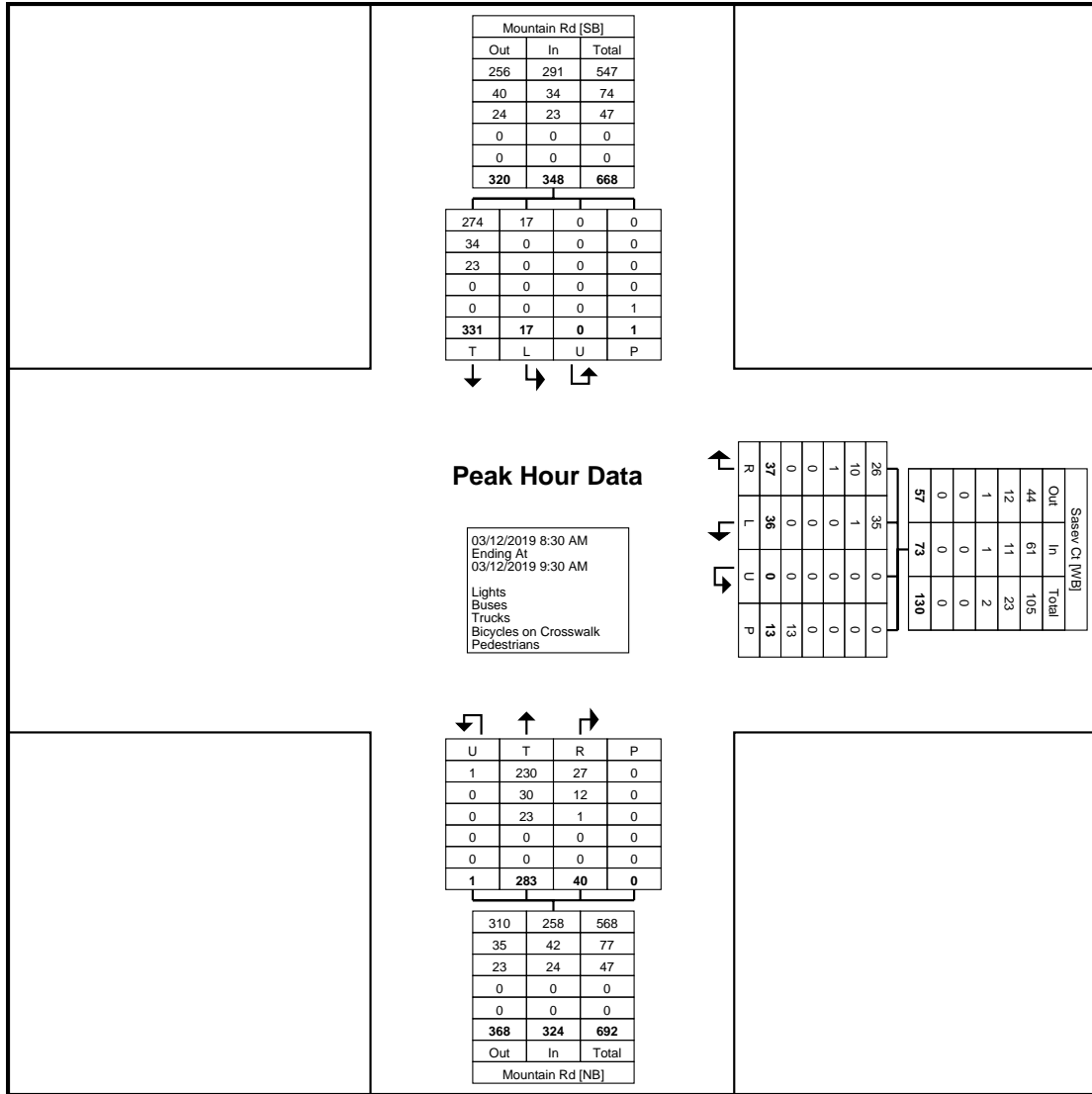
Coatesville, Pennsylvania, United States 19320
610-466-1469
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Count Name: Mountain Rd/Sasev Ct 3-12
Site Code:
Start Date: 03/12/2019
Page No: 4

Orange County, NY
Mountain Rd & Sasev Ct
Tuesday, March 12, 2019
Location: 41.348616, -74.169946

Turning Movement Peak Hour Data (8:30 AM)

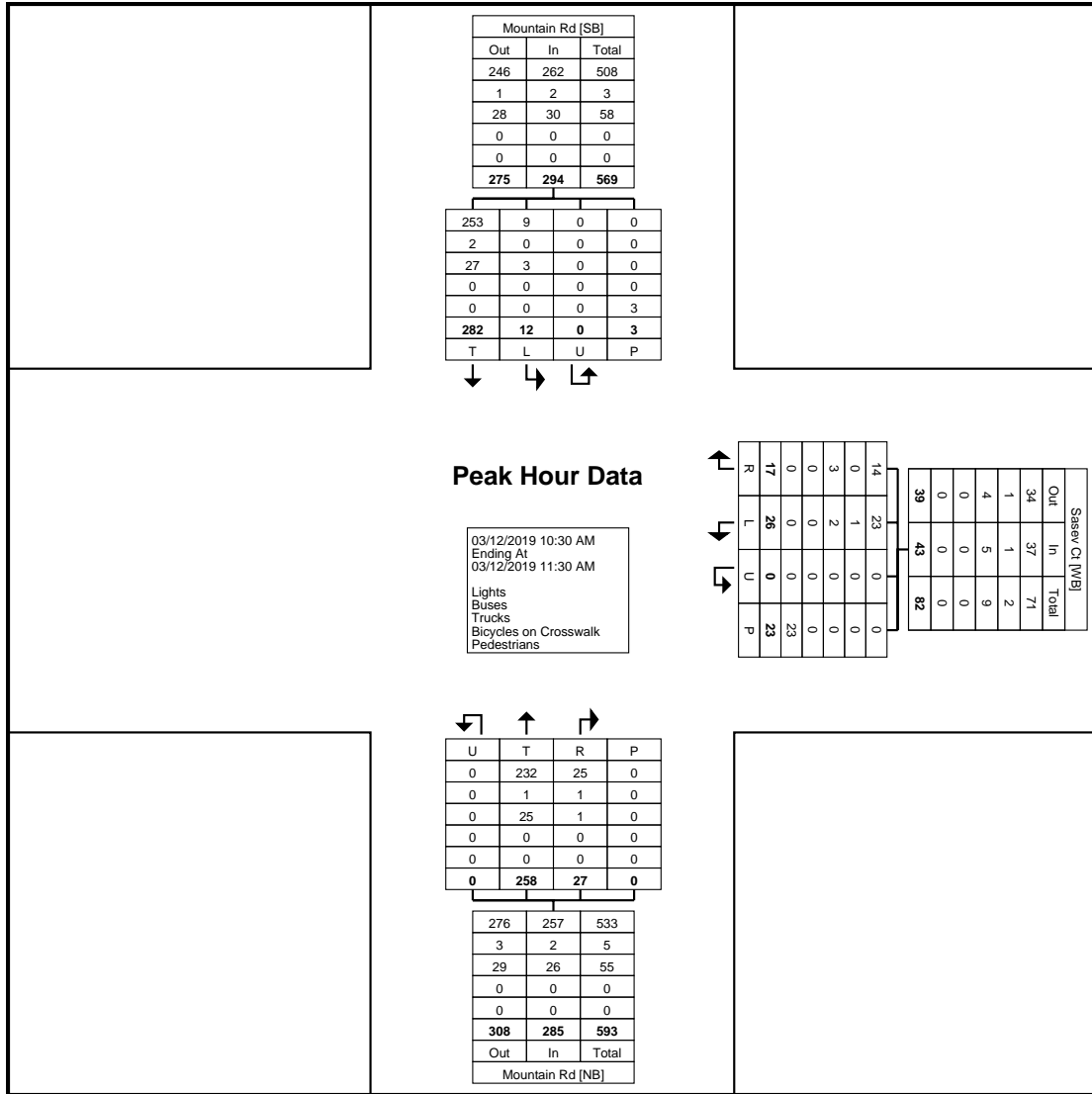
Start Time	Sasev Ct Westbound					Mountain Rd Northbound					Mountain Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
8:30 AM	10	2	0	3	12	61	8	0	0	69	3	85	0	0	88	169
8:45 AM	7	15	0	4	22	62	12	1	0	75	5	91	0	0	96	193
9:00 AM	10	5	0	4	15	79	5	0	0	84	6	92	0	0	98	197
9:15 AM	9	15	0	2	24	81	15	0	0	96	3	63	0	1	66	186
Total	36	37	0	13	73	283	40	1	0	324	17	331	0	1	348	745
Approach %	49.3	50.7	0.0	-	-	87.3	12.3	0.3	-	-	4.9	95.1	0.0	-	-	-
Total %	4.8	5.0	0.0	-	9.8	38.0	5.4	0.1	-	43.5	2.3	44.4	0.0	-	46.7	-
PHF	0.900	0.617	0.000	-	0.760	0.873	0.667	0.250	-	0.844	0.708	0.899	0.000	-	0.888	0.945
Lights	35	26	0	-	61	230	27	1	-	258	17	274	0	-	291	610
% Lights	97.2	70.3	-	-	83.6	81.3	67.5	100.0	-	79.6	100.0	82.8	-	-	83.6	81.9
Buses	1	10	0	-	11	30	12	0	-	42	0	34	0	-	34	87
% Buses	2.8	27.0	-	-	15.1	10.6	30.0	0.0	-	13.0	0.0	10.3	-	-	9.8	11.7
Trucks	0	1	0	-	1	23	1	0	-	24	0	23	0	-	23	48
% Trucks	0.0	2.7	-	-	1.4	8.1	2.5	0.0	-	7.4	0.0	6.9	-	-	6.6	6.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	13	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (8:30 AM)

Turning Movement Peak Hour Data (10:30 AM)

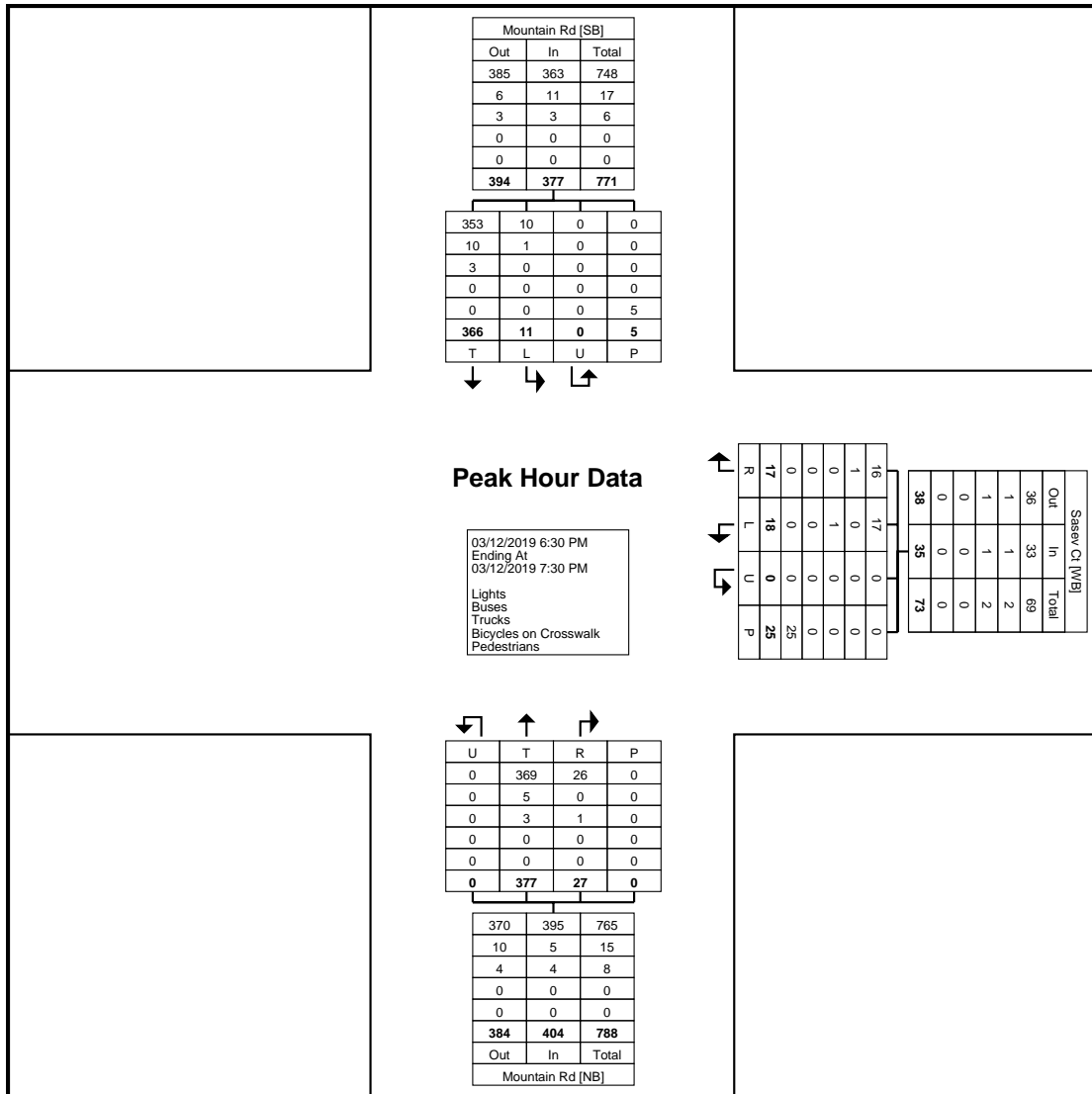
Start Time	Sasev Ct Westbound					Mountain Rd Northbound					Mountain Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
10:30 AM	7	4	0	2	11	68	5	0	0	73	5	65	0	0	70	154
10:45 AM	3	6	0	11	9	64	7	0	0	71	2	60	0	3	62	142
11:00 AM	7	3	0	6	10	67	8	0	0	75	2	79	0	0	81	166
11:15 AM	9	4	0	4	13	59	7	0	0	66	3	78	0	0	81	160
Total	26	17	0	23	43	258	27	0	0	285	12	282	0	3	294	622
Approach %	60.5	39.5	0.0	-	-	90.5	9.5	0.0	-	-	4.1	95.9	0.0	-	-	-
Total %	4.2	2.7	0.0	-	6.9	41.5	4.3	0.0	-	45.8	1.9	45.3	0.0	-	47.3	-
PHF	0.722	0.708	0.000	-	0.827	0.949	0.844	0.000	-	0.950	0.600	0.892	0.000	-	0.907	0.937
Lights	23	14	0	-	37	232	25	0	-	257	9	253	0	-	262	556
% Lights	88.5	82.4	-	-	86.0	89.9	92.6	-	-	90.2	75.0	89.7	-	-	89.1	89.4
Buses	1	0	0	-	1	1	1	0	-	2	0	2	0	-	2	5
% Buses	3.8	0.0	-	-	2.3	0.4	3.7	-	-	0.7	0.0	0.7	-	-	0.7	0.8
Trucks	2	3	0	-	5	25	1	0	-	26	3	27	0	-	30	61
% Trucks	7.7	17.6	-	-	11.6	9.7	3.7	-	-	9.1	25.0	9.6	-	-	10.2	9.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	23	-	-	-	-	0	-	-	-	-	3	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (10:30 AM)

Turning Movement Peak Hour Data (6:30 PM)

Start Time	Sasev Ct Westbound					Mountain Rd Northbound					Mountain Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
6:30 PM	4	3	0	9	7	94	9	0	0	103	3	97	0	3	100	210
6:45 PM	1	5	0	7	6	77	7	0	0	84	5	98	0	2	103	193
7:00 PM	5	6	0	7	11	107	4	0	0	111	2	83	0	0	85	207
7:15 PM	8	3	0	2	11	99	7	0	0	106	1	88	0	0	89	206
Total	18	17	0	25	35	377	27	0	0	404	11	366	0	5	377	816
Approach %	51.4	48.6	0.0	-	-	93.3	6.7	0.0	-	-	2.9	97.1	0.0	-	-	-
Total %	2.2	2.1	0.0	-	4.3	46.2	3.3	0.0	-	49.5	1.3	44.9	0.0	-	46.2	-
PHF	0.563	0.708	0.000	-	0.795	0.881	0.750	0.000	-	0.910	0.550	0.934	0.000	-	0.915	0.971
Lights	17	16	0	-	33	369	26	0	-	395	10	353	0	-	363	791
% Lights	94.4	94.1	-	-	94.3	97.9	96.3	-	-	97.8	90.9	96.4	-	-	96.3	96.9
Buses	0	1	0	-	1	5	0	0	-	5	1	10	0	-	11	17
% Buses	0.0	5.9	-	-	2.9	1.3	0.0	-	-	1.2	9.1	2.7	-	-	2.9	2.1
Trucks	1	0	0	-	1	3	1	0	-	4	0	3	0	-	3	8
% Trucks	5.6	0.0	-	-	2.9	0.8	3.7	-	-	1.0	0.0	0.8	-	-	0.8	1.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	25	-	-	-	-	0	-	-	-	-	5	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (6:30 PM)



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Orange County, NY
Mountain Rd & Sasev Ct
Tuesday, March 12, 2019
Location: 41.348616, -
74.169946

Count Name: Mountain
Rd/Sasev Ct 3-12
Site Code:
Start Date: 03/12/2019
Page No: 10



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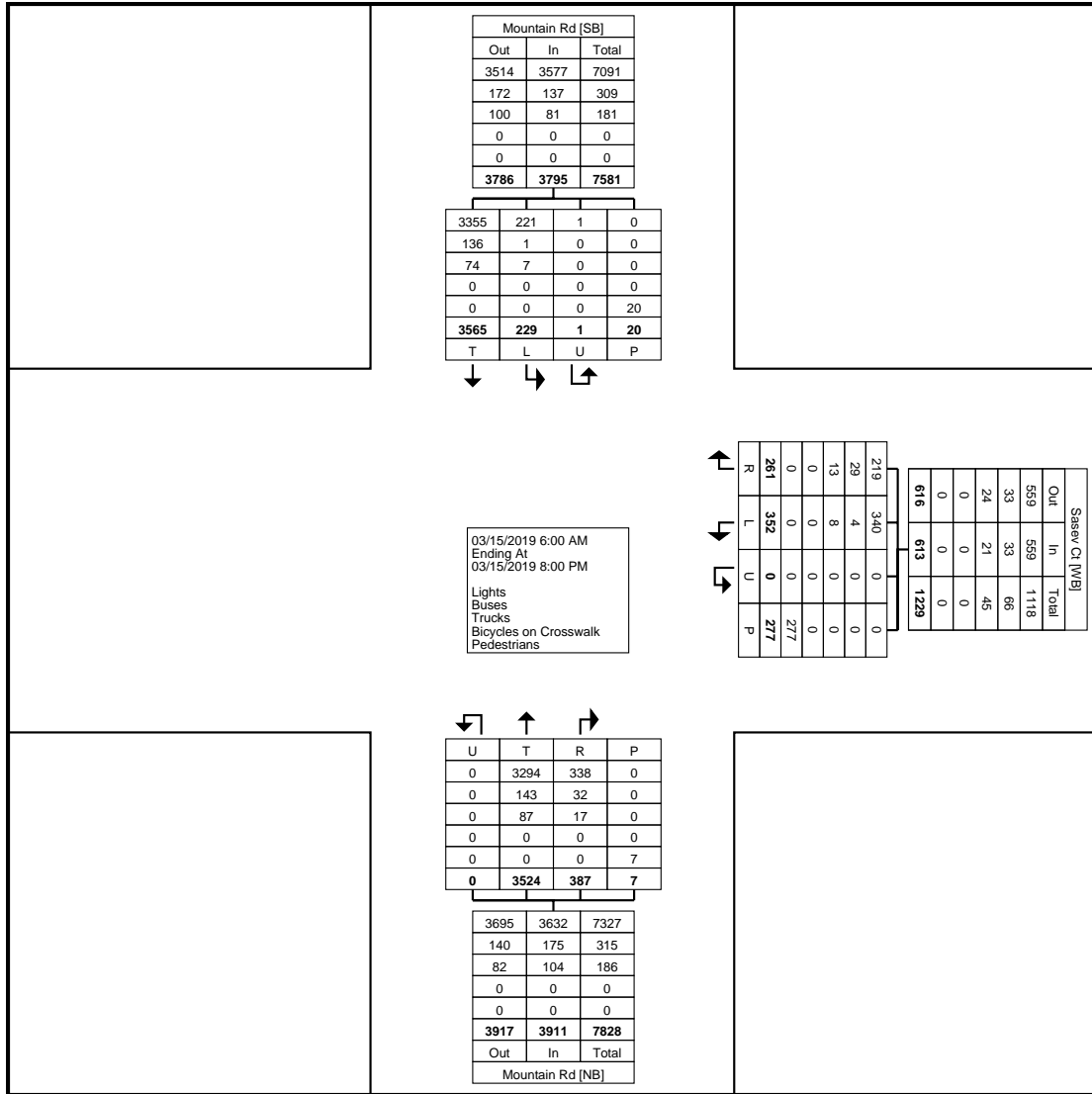
Orange County, NY
Mountain Rd & Sasev Ct
Friday, March 15, 2109
Location: 41.348616, -
74.169946

Count Name: Mountain
Rd/Sasev Ct 3-15
Site Code:
Start Date: 03/15/2019
Page No: 1

Turning Movement Data

Start Time	Sasev Ct Westbound					Mountain Rd Northbound					Mountain Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
6:00 AM	4	0	0	0	4	9	3	0	0	12	3	11	0	0	14	30
6:15 AM	2	1	0	0	3	14	2	0	0	16	0	19	0	0	19	38
6:30 AM	0	0	0	1	0	14	3	0	0	17	2	31	0	1	33	50
6:45 AM	2	2	0	2	4	19	3	0	0	22	3	36	0	0	39	65
Hourly Total	8	3	0	3	11	56	11	0	0	67	8	97	0	1	105	183
7:00 AM	1	1	0	2	2	20	6	0	0	26	1	37	0	1	38	66
7:15 AM	3	2	0	3	5	22	2	0	0	24	3	33	0	0	36	65
7:30 AM	4	3	0	1	7	31	3	0	0	34	10	48	0	3	58	99
7:45 AM	7	1	0	0	8	31	10	0	0	41	2	47	0	0	49	98
Hourly Total	15	7	0	6	22	104	21	0	0	125	16	165	0	4	181	328
8:00 AM	7	6	0	3	13	45	11	0	1	56	6	77	0	0	83	152
8:15 AM	9	8	0	3	17	56	5	0	0	61	7	61	0	0	68	146
8:30 AM	6	2	0	9	8	31	4	0	0	35	8	60	0	0	68	111
8:45 AM	10	7	0	10	17	73	8	0	1	81	6	85	0	0	91	189
Hourly Total	32	23	0	25	55	205	28	0	2	233	27	283	0	0	310	598
9:00 AM	9	9	0	1	18	72	10	0	0	82	3	98	0	0	101	201
9:15 AM	5	10	0	1	15	57	12	0	0	69	3	71	0	0	74	158
9:30 AM	16	7	0	3	23	55	10	0	0	65	7	86	0	0	93	181
9:45 AM	11	4	0	4	15	64	4	0	0	68	5	61	0	2	66	149
Hourly Total	41	30	0	9	71	248	36	0	0	284	18	316	0	2	334	689
10:00 AM	4	6	0	3	10	53	6	0	0	59	1	67	0	0	68	137
10:15 AM	6	7	0	4	13	43	6	0	1	49	4	58	0	0	62	124
10:30 AM	5	6	0	3	11	43	4	0	0	47	4	62	0	0	66	124
10:45 AM	4	3	0	4	7	69	3	0	0	72	3	69	0	0	72	151
Hourly Total	19	22	0	14	41	208	19	0	1	227	12	256	0	0	268	536
11:00 AM	6	8	0	3	14	63	11	0	0	74	2	68	0	0	70	158
11:15 AM	8	4	0	4	12	60	7	0	0	67	2	57	0	1	59	138
11:30 AM	5	3	0	8	8	75	3	0	0	78	1	75	0	3	76	162
11:45 AM	7	7	0	12	14	76	10	0	0	86	1	77	0	2	78	178
Hourly Total	26	22	0	27	48	274	31	0	0	305	6	277	0	6	283	636
12:00 PM	5	5	0	5	10	83	7	0	0	90	3	74	0	0	77	177
12:15 PM	7	1	0	14	8	93	2	0	0	95	4	69	0	0	73	176
12:30 PM	7	8	0	5	15	91	16	0	0	107	3	77	0	0	80	202
12:45 PM	10	5	0	10	15	68	6	0	0	74	8	111	0	0	119	208
Hourly Total	29	19	0	34	48	335	31	0	0	366	18	331	0	0	349	763
1:00 PM	7	2	0	15	9	87	11	0	0	98	3	113	0	1	116	223
1:15 PM	10	8	0	10	18	90	9	0	1	99	6	93	0	0	99	216
1:30 PM	6	2	0	10	8	104	7	0	0	111	3	96	0	0	99	218
1:45 PM	6	2	0	7	8	120	9	0	0	129	5	91	0	0	96	233
Hourly Total	29	14	0	42	43	401	36	0	1	437	17	393	0	1	410	890
2:00 PM	6	6	0	4	12	120	15	0	0	135	1	84	0	0	85	232
2:15 PM	7	5	0	18	12	102	10	0	0	112	4	87	0	1	91	215
2:30 PM	6	9	0	9	15	91	6	0	0	97	1	84	0	0	85	197
2:45 PM	5	3	0	12	8	86	7	0	0	93	5	93	0	0	98	199
Hourly Total	24	23	0	43	47	399	38	0	0	437	11	348	0	1	359	843
3:00 PM	14	5	0	12	19	101	13	0	0	114	4	73	0	0	77	210
3:15 PM	4	4	0	5	8	108	7	0	0	115	0	77	0	0	77	200
3:30 PM	4	5	0	0	9	82	6	0	0	88	5	83	0	1	88	185
3:45 PM	7	4	0	10	11	83	9	0	0	92	5	68	1	1	74	177
Hourly Total	29	18	0	27	47	374	35	0	0	409	14	301	1	2	316	772
4:00 PM	11	5	0	2	16	78	10	0	0	88	7	86	0	0	93	197
4:15 PM	6	11	0	2	17	98	12	0	0	110	3	87	0	0	90	217
4:30 PM	6	5	0	0	11	83	14	0	0	97	6	71	0	0	77	185
4:45 PM	7	4	0	0	11	81	11	0	0	92	5	69	0	0	74	177
Hourly Total	30	25	0	4	55	340	47	0	0	387	21	313	0	0	334	776
5:00 PM	7	12	0	6	19	80	7	0	0	87	10	68	0	3	78	184
5:15 PM	15	5	0	3	20	72	8	0	0	80	9	61	0	0	70	170
5:30 PM	9	4	0	2	13	78	7	0	0	85	11	64	0	0	75	173
5:45 PM	4	6	0	5	10	78	8	0	0	86	16	71	0	0	87	183
Hourly Total	35	27	0	16	62	308	30	0	0	338	46	264	0	3	310	710
6:00 PM	9	8	0	3	17	77	8	0	0	85	7	64	0	0	71	173

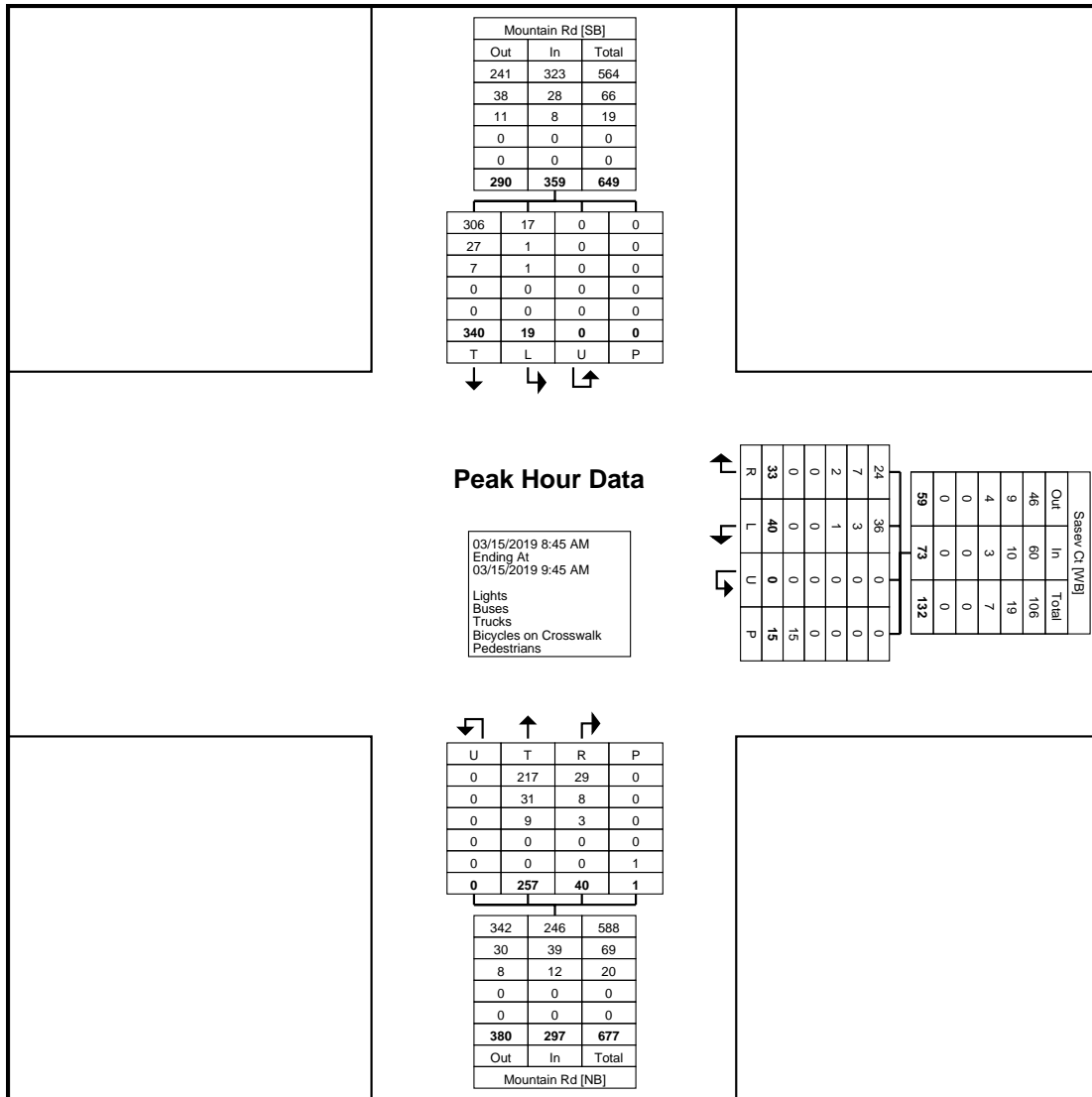
6:15 PM	10	4	0	0	14	70	5	0	1	75	0	48	0	0	48	137
6:30 PM	7	11	0	0	18	70	8	0	0	78	7	59	0	0	66	162
6:45 PM	8	4	0	2	12	41	3	0	0	44	0	36	0	0	36	92
Hourly Total	34	27	0	5	61	258	24	0	1	282	14	207	0	0	221	564
7:00 PM	0	1	0	1	1	10	0	0	0	10	0	5	0	0	5	16
7:15 PM	0	0	0	7	0	2	0	0	0	2	0	4	0	0	4	6
7:30 PM	0	0	0	5	0	2	0	0	0	2	0	2	0	0	2	4
7:45 PM	1	0	0	9	1	0	0	0	2	0	1	3	0	0	4	5
Hourly Total	1	1	0	22	2	14	0	0	2	14	1	14	0	0	15	31
Grand Total	352	261	0	277	613	3524	387	0	7	3911	229	3565	1	20	3795	8319
Approach %	57.4	42.6	0.0	-	-	90.1	9.9	0.0	-	-	6.0	93.9	0.0	-	-	-
Total %	4.2	3.1	0.0	-	7.4	42.4	4.7	0.0	-	47.0	2.8	42.9	0.0	-	45.6	-
Lights	340	219	0	-	559	3294	338	0	-	3632	221	3355	1	-	3577	7768
% Lights	96.6	83.9	-	-	91.2	93.5	87.3	-	-	92.9	96.5	94.1	100.0	-	94.3	93.4
Buses	4	29	0	-	33	143	32	0	-	175	1	136	0	-	137	345
% Buses	1.1	11.1	-	-	5.4	4.1	8.3	-	-	4.5	0.4	3.8	0.0	-	3.6	4.1
Trucks	8	13	0	-	21	87	17	0	-	104	7	74	0	-	81	206
% Trucks	2.3	5.0	-	-	3.4	2.5	4.4	-	-	2.7	3.1	2.1	0.0	-	2.1	2.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	277	-	-	-	-	7	-	-	-	-	20	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (8:45 AM)

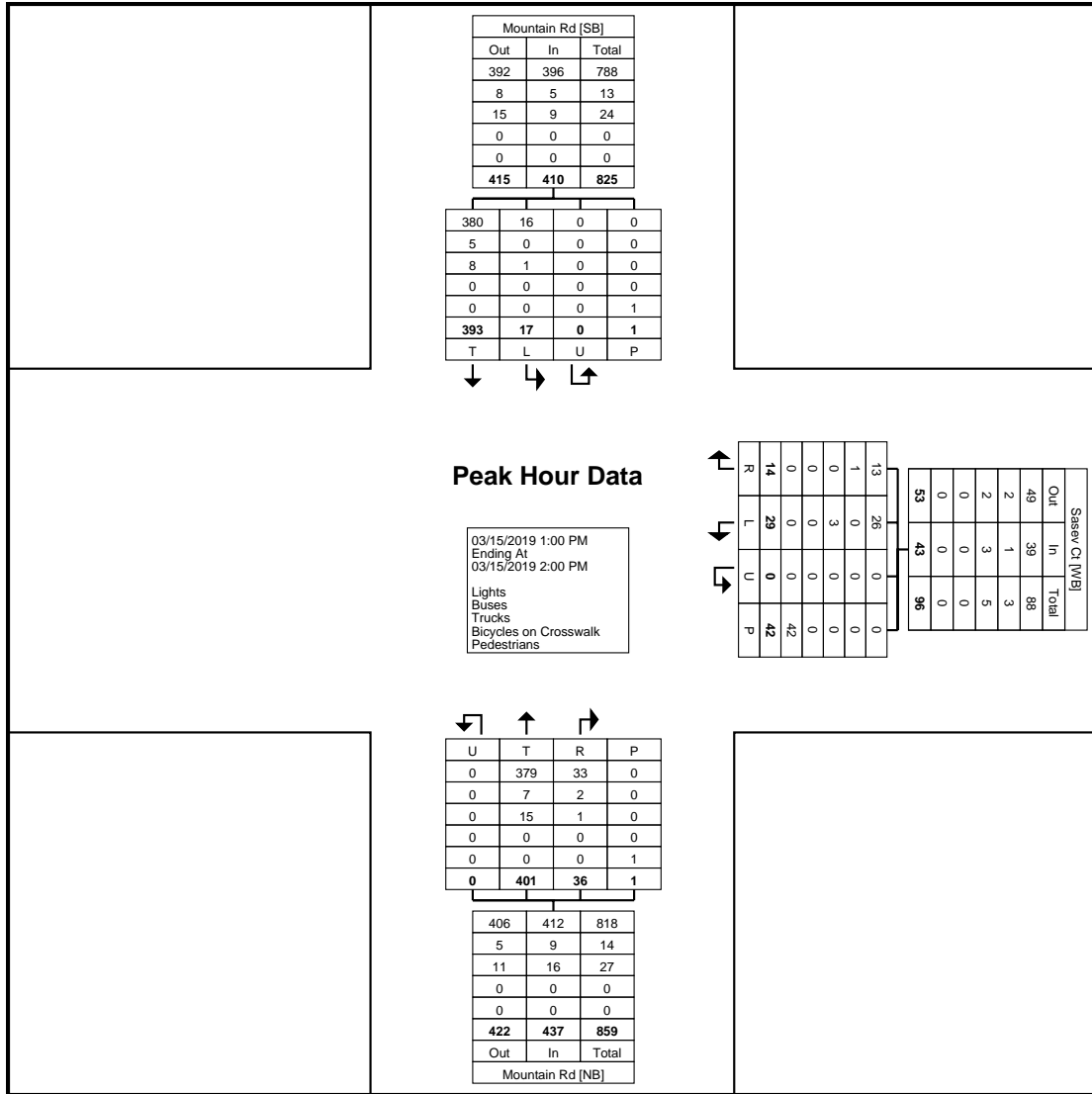
Start Time	Sasev Ct Westbound					Mountain Rd Northbound					Mountain Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
8:45 AM	10	7	0	10	17	73	8	0	1	81	6	85	0	0	91	189
9:00 AM	9	9	0	1	18	72	10	0	0	82	3	98	0	0	101	201
9:15 AM	5	10	0	1	15	57	12	0	0	69	3	71	0	0	74	158
9:30 AM	16	7	0	3	23	55	10	0	0	65	7	86	0	0	93	181
Total	40	33	0	15	73	257	40	0	1	297	19	340	0	0	359	729
Approach %	54.8	45.2	0.0	-	-	86.5	13.5	0.0	-	-	5.3	94.7	0.0	-	-	-
Total %	5.5	4.5	0.0	-	10.0	35.3	5.5	0.0	-	40.7	2.6	46.6	0.0	-	49.2	-
PHF	0.625	0.825	0.000	-	0.793	0.880	0.833	0.000	-	0.905	0.679	0.867	0.000	-	0.889	0.907
Lights	36	24	0	-	60	217	29	0	-	246	17	306	0	-	323	629
% Lights	90.0	72.7	-	-	82.2	84.4	72.5	-	-	82.8	89.5	90.0	-	-	90.0	86.3
Buses	3	7	0	-	10	31	8	0	-	39	1	27	0	-	28	77
% Buses	7.5	21.2	-	-	13.7	12.1	20.0	-	-	13.1	5.3	7.9	-	-	7.8	10.6
Trucks	1	2	0	-	3	9	3	0	-	12	1	7	0	-	8	23
% Trucks	2.5	6.1	-	-	4.1	3.5	7.5	-	-	4.0	5.3	2.1	-	-	2.2	3.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	15	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (8:45 AM)

Turning Movement Peak Hour Data (1:00 PM)

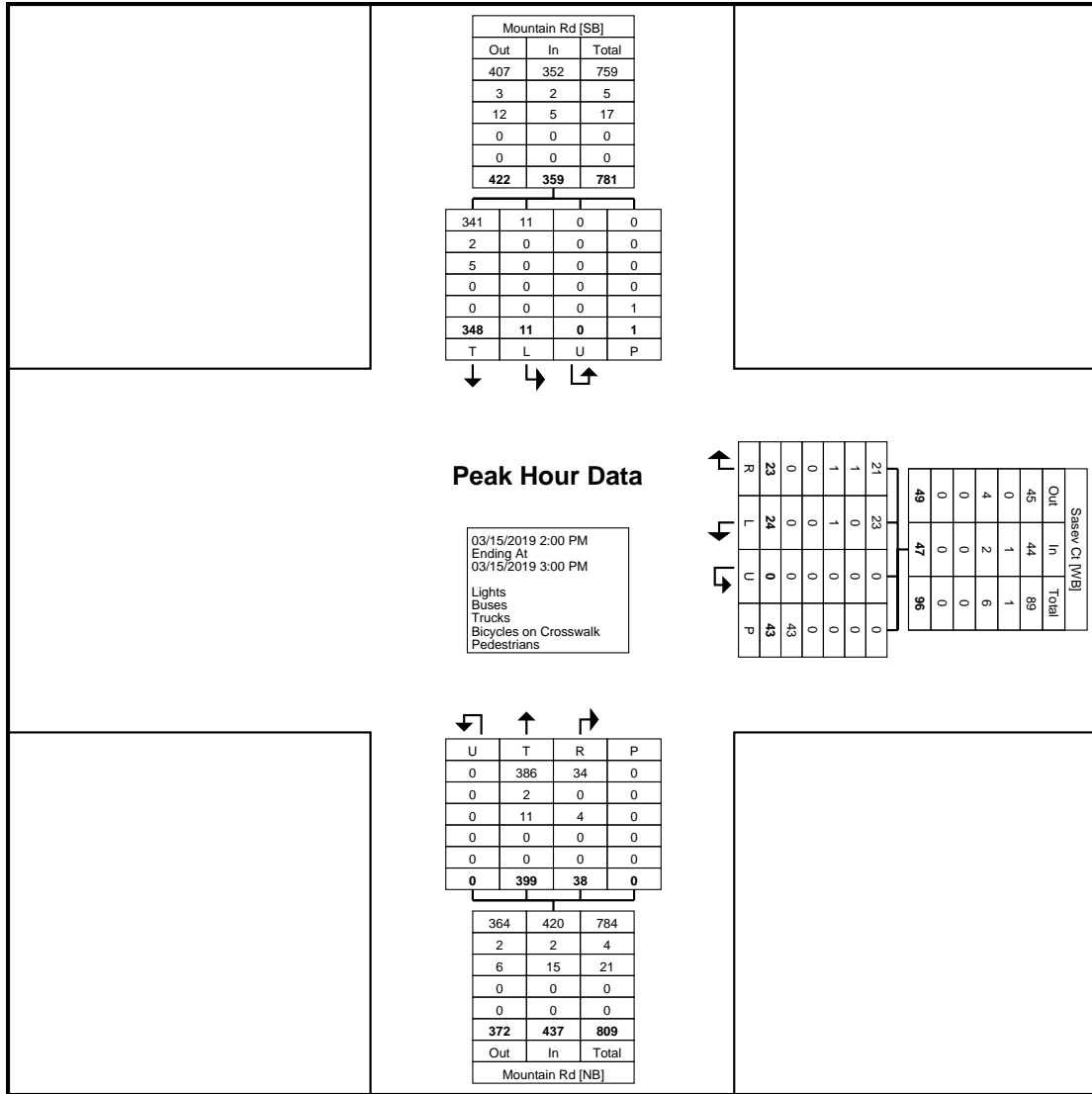
Start Time	Sasev Ct Westbound					Mountain Rd Northbound					Mountain Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
1:00 PM	7	2	0	15	9	87	11	0	0	98	3	113	0	1	116	223
1:15 PM	10	8	0	10	18	90	9	0	1	99	6	93	0	0	99	216
1:30 PM	6	2	0	10	8	104	7	0	0	111	3	96	0	0	99	218
1:45 PM	6	2	0	7	8	120	9	0	0	129	5	91	0	0	96	233
Total	29	14	0	42	43	401	36	0	1	437	17	393	0	1	410	890
Approach %	67.4	32.6	0.0	-	-	91.8	8.2	0.0	-	-	4.1	95.9	0.0	-	-	-
Total %	3.3	1.6	0.0	-	4.8	45.1	4.0	0.0	-	49.1	1.9	44.2	0.0	-	46.1	-
PHF	0.725	0.438	0.000	-	0.597	0.835	0.818	0.000	-	0.847	0.708	0.869	0.000	-	0.884	0.955
Lights	26	13	0	-	39	379	33	0	-	412	16	380	0	-	396	847
% Lights	89.7	92.9	-	-	90.7	94.5	91.7	-	-	94.3	94.1	96.7	-	-	96.6	95.2
Buses	0	1	0	-	1	7	2	0	-	9	0	5	0	-	5	15
% Buses	0.0	7.1	-	-	2.3	1.7	5.6	-	-	2.1	0.0	1.3	-	-	1.2	1.7
Trucks	3	0	0	-	3	15	1	0	-	16	1	8	0	-	9	28
% Trucks	10.3	0.0	-	-	7.0	3.7	2.8	-	-	3.7	5.9	2.0	-	-	2.2	3.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	42	-	-	-	-	1	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (1:00 PM)

Turning Movement Peak Hour Data (2:00 PM)

Start Time	Sasev Ct Westbound					Mountain Rd Northbound					Mountain Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
2:00 PM	6	6	0	4	12	120	15	0	0	135	1	84	0	0	85	232
2:15 PM	7	5	0	18	12	102	10	0	0	112	4	87	0	1	91	215
2:30 PM	6	9	0	9	15	91	6	0	0	97	1	84	0	0	85	197
2:45 PM	5	3	0	12	8	86	7	0	0	93	5	93	0	0	98	199
Total	24	23	0	43	47	399	38	0	0	437	11	348	0	1	359	843
Approach %	51.1	48.9	0.0	-	-	91.3	8.7	0.0	-	-	3.1	96.9	0.0	-	-	-
Total %	2.8	2.7	0.0	-	5.6	47.3	4.5	0.0	-	51.8	1.3	41.3	0.0	-	42.6	-
PHF	0.857	0.639	0.000	-	0.783	0.831	0.633	0.000	-	0.809	0.550	0.935	0.000	-	0.916	0.908
Lights	23	21	0	-	44	386	34	0	-	420	11	341	0	-	352	816
% Lights	95.8	91.3	-	-	93.6	96.7	89.5	-	-	96.1	100.0	98.0	-	-	98.1	96.8
Buses	0	1	0	-	1	2	0	0	-	2	0	2	0	-	2	5
% Buses	0.0	4.3	-	-	2.1	0.5	0.0	-	-	0.5	0.0	0.6	-	-	0.6	0.6
Trucks	1	1	0	-	2	11	4	0	-	15	0	5	0	-	5	22
% Trucks	4.2	4.3	-	-	4.3	2.8	10.5	-	-	3.4	0.0	1.4	-	-	1.4	2.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	43	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (2:00 PM)



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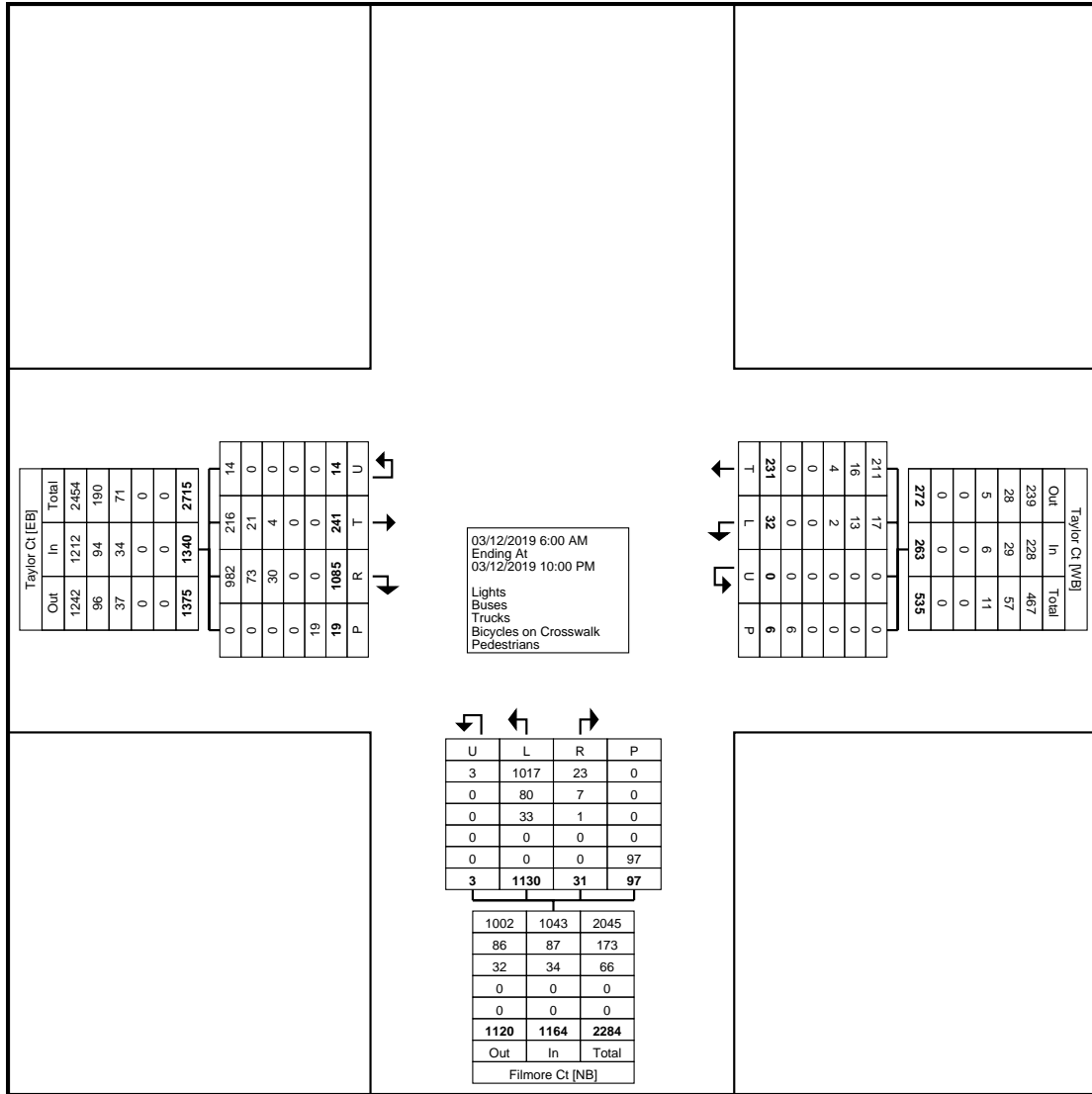
Orange County, NY
Mountain Rd & Sasev Ct
Friday, March 15, 2109
Location: 41.348616, -
74.169946

Count Name: Mountain
Rd/Sasev Ct 3-15
Site Code:
Start Date: 03/15/2019
Page No: 10

Turning Movement Data

Start Time	Taylor Ct Eastbound					Taylor Ct Westbound					Filmore Ct Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
6:15 AM	0	2	0	0	2	0	0	0	0	0	5	0	0	1	5	7
6:30 AM	5	2	0	0	7	0	5	0	0	5	7	0	0	1	7	19
6:45 AM	4	3	0	0	7	0	2	0	0	2	11	0	0	0	11	20
Hourly Total	9	7	0	0	16	0	7	0	0	7	26	0	0	2	26	49
7:00 AM	2	2	0	0	4	0	0	0	0	0	4	0	0	0	4	8
7:15 AM	2	4	0	0	6	0	2	0	0	2	5	0	0	1	5	13
7:30 AM	0	7	0	0	7	0	0	0	0	0	14	0	0	3	14	21
7:45 AM	3	8	0	0	11	0	2	0	0	2	13	0	0	8	13	26
Hourly Total	7	21	0	0	28	0	4	0	0	4	36	0	0	12	36	68
8:00 AM	7	11	0	0	18	0	7	0	0	7	18	2	0	2	20	45
8:15 AM	7	11	1	0	19	1	6	0	0	7	16	0	0	4	16	42
8:30 AM	2	7	0	0	9	0	4	0	0	4	20	1	0	0	21	34
8:45 AM	6	21	0	0	27	2	6	0	0	8	23	2	0	0	25	60
Hourly Total	22	50	1	0	73	3	23	0	0	26	77	5	0	6	82	181
9:00 AM	3	20	0	0	23	1	1	0	1	2	18	0	0	1	18	43
9:15 AM	4	19	1	0	24	2	4	0	0	6	17	1	1	3	19	49
9:30 AM	10	22	0	0	32	1	6	0	1	7	30	1	0	1	31	70
9:45 AM	4	22	1	1	27	0	7	0	0	7	20	0	0	3	20	54
Hourly Total	21	83	2	1	106	4	18	0	2	22	85	2	1	8	88	216
10:00 AM	5	13	0	0	18	0	5	0	0	5	14	1	0	5	15	38
10:15 AM	7	11	0	0	18	0	7	0	0	7	19	1	0	0	20	45
10:30 AM	5	11	0	0	16	0	4	0	0	4	14	0	0	2	14	34
10:45 AM	3	12	0	0	15	0	5	0	0	5	12	0	0	2	12	32
Hourly Total	20	47	0	0	67	0	21	0	0	21	59	2	0	9	61	149
11:00 AM	7	14	0	0	21	0	6	0	0	6	14	1	0	0	15	42
11:15 AM	4	9	0	0	13	1	1	0	0	2	9	0	0	2	9	24
11:30 AM	6	14	0	0	20	1	4	0	0	5	14	1	0	0	15	40
11:45 AM	4	18	0	0	22	1	7	0	0	8	20	0	0	1	20	50
Hourly Total	21	55	0	0	76	3	18	0	0	21	57	2	0	3	59	156
12:00 PM	5	20	0	1	25	0	5	0	0	5	10	1	0	1	11	41
12:15 PM	3	20	0	0	23	0	5	0	0	5	25	0	0	0	25	53
12:30 PM	2	8	1	1	11	0	1	0	0	1	15	0	0	1	15	27
12:45 PM	6	15	0	0	21	0	4	0	0	4	10	0	0	2	10	35
Hourly Total	16	63	1	2	80	0	15	0	0	15	60	1	0	4	61	156
1:00 PM	3	17	2	0	22	1	3	0	0	4	16	1	0	2	17	43
1:15 PM	3	13	0	0	16	0	6	0	0	6	13	0	0	1	13	35
1:30 PM	1	15	0	0	16	1	1	0	0	2	17	1	0	0	18	36
1:45 PM	4	13	1	1	18	1	2	0	0	3	12	0	0	4	12	33
Hourly Total	11	58	3	1	72	3	12	0	0	15	58	2	0	7	60	147
2:00 PM	4	20	0	0	24	0	2	0	0	2	20	0	0	1	20	46
2:15 PM	5	17	0	0	22	2	3	0	0	5	19	0	0	0	19	46
2:30 PM	10	17	0	0	27	2	6	0	0	8	16	0	0	1	16	51
2:45 PM	5	14	0	0	19	1	8	0	2	9	14	3	0	3	17	45
Hourly Total	24	68	0	0	92	5	19	0	2	24	69	3	0	5	72	188
3:00 PM	6	21	0	0	27	1	7	0	0	8	22	1	0	7	23	58
3:15 PM	2	17	0	1	19	1	3	0	0	4	22	0	0	1	22	45
3:30 PM	6	17	1	0	24	2	5	0	0	7	16	0	0	0	16	47
3:45 PM	2	21	0	2	23	1	2	0	0	3	22	0	0	0	22	48
Hourly Total	16	76	1	3	93	5	17	0	0	22	82	1	0	8	83	198
4:00 PM	4	28	0	1	32	1	3	0	1	4	28	2	0	1	30	66
4:15 PM	7	19	1	2	27	1	6	0	0	7	23	1	0	0	24	58
4:30 PM	4	20	0	0	24	0	9	0	0	9	19	1	0	0	20	53
4:45 PM	2	12	1	2	15	2	2	0	0	4	12	2	0	1	14	33
Hourly Total	17	79	2	5	98	4	20	0	1	24	82	6	0	2	88	210
5:00 PM	4	23	0	1	27	1	6	0	0	7	28	1	0	1	29	63
5:15 PM	3	25	0	1	28	0	2	0	0	2	17	0	0	0	17	47
5:30 PM	2	19	2	0	23	0	2	0	0	2	11	0	0	1	11	36
5:45 PM	7	23	0	0	30	0	7	0	0	7	19	0	0	0	19	56
Hourly Total	16	90	2	2	108	1	17	0	0	18	75	1	0	2	76	202
6:00 PM	3	23	0	1	26	0	7	0	0	7	23	1	0	0	24	57

6:15 PM	3	28	0	1	31	1	4	0	0	5	25	0	0	3	25	61
6:30 PM	3	34	0	0	37	0	0	0	0	0	23	0	0	3	23	60
6:45 PM	3	35	0	1	38	1	1	0	0	2	18	0	0	1	18	58
Hourly Total	12	120	0	3	132	2	12	0	0	14	89	1	0	7	90	236
7:00 PM	5	31	0	0	36	1	2	0	1	3	26	1	0	3	27	66
7:15 PM	1	27	0	1	28	0	4	0	0	4	22	0	0	3	22	54
7:30 PM	4	19	0	0	23	0	3	0	0	3	21	0	0	4	21	47
7:45 PM	1	16	0	1	17	0	0	0	0	0	28	0	1	6	29	46
Hourly Total	11	93	0	2	104	1	9	0	1	10	97	1	1	16	99	213
8:00 PM	3	31	0	0	34	0	4	0	0	4	28	2	0	0	30	68
8:15 PM	1	21	0	0	22	0	2	0	0	2	20	2	0	0	22	46
8:30 PM	2	30	2	0	34	0	3	0	0	3	28	0	1	0	29	66
8:45 PM	0	21	0	0	21	0	2	0	0	2	33	0	0	1	33	56
Hourly Total	6	103	2	0	111	0	11	0	0	11	109	4	1	1	114	236
9:00 PM	1	16	0	0	17	0	0	0	0	0	17	0	0	3	17	34
9:15 PM	2	11	0	0	13	0	2	0	0	2	17	0	0	0	17	32
9:30 PM	4	24	0	0	28	0	5	0	0	5	21	0	0	1	21	54
9:45 PM	5	21	0	0	26	1	1	0	0	2	14	0	0	1	14	42
Hourly Total	12	72	0	0	84	1	8	0	0	9	69	0	0	5	69	162
Grand Total	241	1085	14	19	1340	32	231	0	6	263	1130	31	3	97	1164	2767
Approach %	18.0	81.0	1.0	-	-	12.2	87.8	0.0	-	-	97.1	2.7	0.3	-	-	-
Total %	8.7	39.2	0.5	-	48.4	1.2	8.3	0.0	-	9.5	40.8	1.1	0.1	-	42.1	-
Lights	216	982	14	-	1212	17	211	0	-	228	1017	23	3	-	1043	2483
% Lights	89.6	90.5	100.0	-	90.4	53.1	91.3	-	-	86.7	90.0	74.2	100.0	-	89.6	89.7
Buses	21	73	0	-	94	13	16	0	-	29	80	7	0	-	87	210
% Buses	8.7	6.7	0.0	-	7.0	40.6	6.9	-	-	11.0	7.1	22.6	0.0	-	7.5	7.6
Trucks	4	30	0	-	34	2	4	0	-	6	33	1	0	-	34	74
% Trucks	1.7	2.8	0.0	-	2.5	6.3	1.7	-	-	2.3	2.9	3.2	0.0	-	2.9	2.7
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	19	-	-	-	-	6	-	-	-	-	97	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Data Plot



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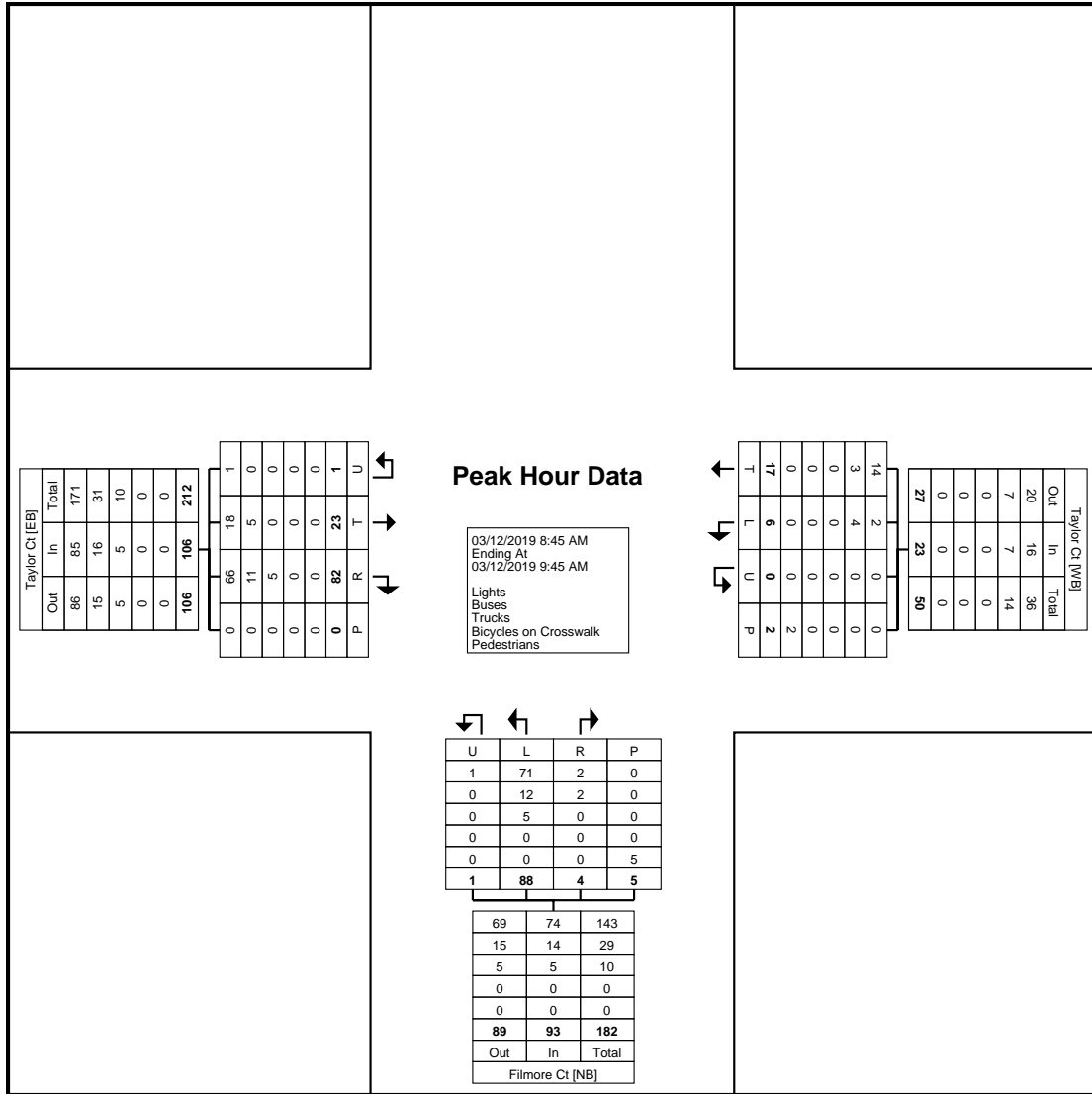
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Count Name: Taylor Ct/Filmore Ct 3-12
Site Code:
Start Date: 03/12/2019
Page No: 4

Orange County, NY
Taylor Ct & Filmore Ct
Tuesday, March 12, 2019
Location: 41.342252, -74.166118

Turning Movement Peak Hour Data (8:45 AM)

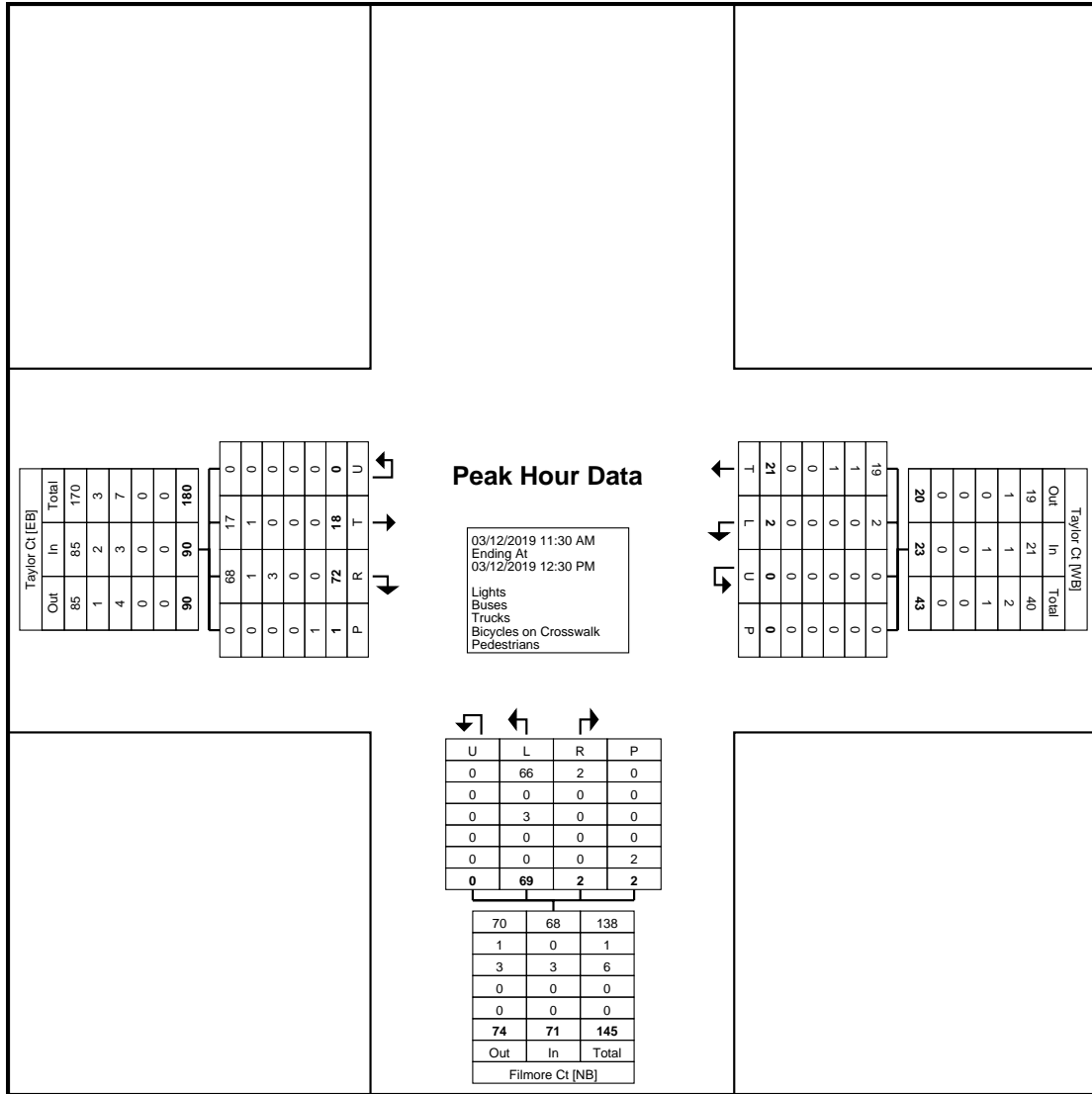
Start Time	Taylor Ct Eastbound					Taylor Ct Westbound					Filmore Ct Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:45 AM	6	21	0	0	27	2	6	0	0	8	23	2	0	0	25	60
9:00 AM	3	20	0	0	23	1	1	0	1	2	18	0	0	1	18	43
9:15 AM	4	19	1	0	24	2	4	0	0	6	17	1	1	3	19	49
9:30 AM	10	22	0	0	32	1	6	0	1	7	30	1	0	1	31	70
Total	23	82	1	0	106	6	17	0	2	23	88	4	1	5	93	222
Approach %	21.7	77.4	0.9	-	-	26.1	73.9	0.0	-	-	94.6	4.3	1.1	-	-	-
Total %	10.4	36.9	0.5	-	47.7	2.7	7.7	0.0	-	10.4	39.6	1.8	0.5	-	41.9	-
PHF	0.575	0.932	0.250	-	0.828	0.750	0.708	0.000	-	0.719	0.733	0.500	0.250	-	0.750	0.793
Lights	18	66	1	-	85	2	14	0	-	16	71	2	1	-	74	175
% Lights	78.3	80.5	100.0	-	80.2	33.3	82.4	-	-	69.6	80.7	50.0	100.0	-	79.6	78.8
Buses	5	11	0	-	16	4	3	0	-	7	12	2	0	-	14	37
% Buses	21.7	13.4	0.0	-	15.1	66.7	17.6	-	-	30.4	13.6	50.0	0.0	-	15.1	16.7
Trucks	0	5	0	-	5	0	0	0	-	0	5	0	0	-	5	10
% Trucks	0.0	6.1	0.0	-	4.7	0.0	0.0	-	-	0.0	5.7	0.0	0.0	-	5.4	4.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (8:45 AM)

Turning Movement Peak Hour Data (11:30 AM)

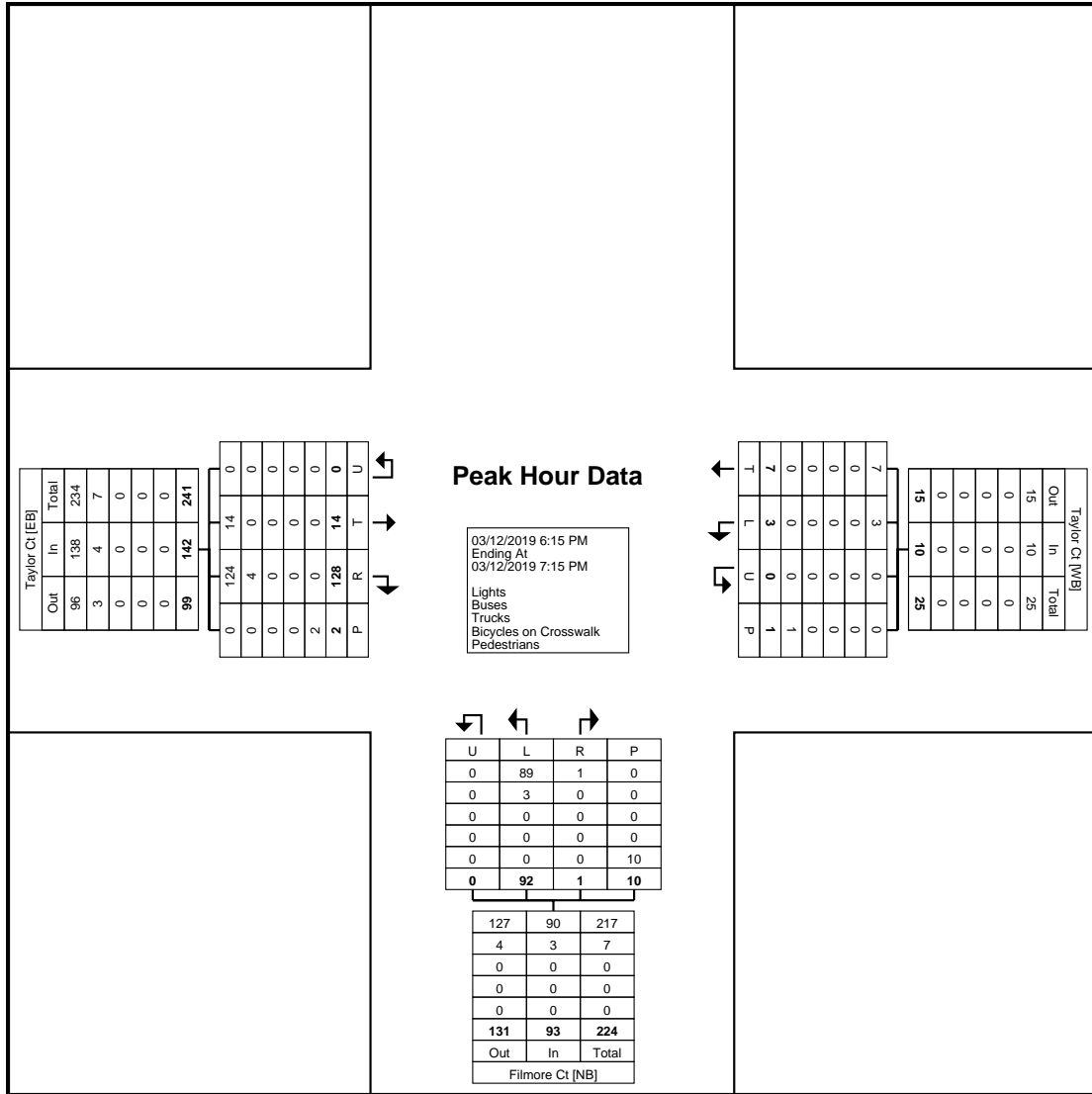
Start Time	Taylor Ct Eastbound					Taylor Ct Westbound					Filmore Ct Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
11:30 AM	6	14	0	0	20	1	4	0	0	5	14	1	0	0	15	40
11:45 AM	4	18	0	0	22	1	7	0	0	8	20	0	0	1	20	50
12:00 PM	5	20	0	1	25	0	5	0	0	5	10	1	0	1	11	41
12:15 PM	3	20	0	0	23	0	5	0	0	5	25	0	0	0	25	53
Total	18	72	0	1	90	2	21	0	0	23	69	2	0	2	71	184
Approach %	20.0	80.0	0.0	-	-	8.7	91.3	0.0	-	-	97.2	2.8	0.0	-	-	-
Total %	9.8	39.1	0.0	-	48.9	1.1	11.4	0.0	-	12.5	37.5	1.1	0.0	-	38.6	-
PHF	0.750	0.900	0.000	-	0.900	0.500	0.750	0.000	-	0.719	0.690	0.500	0.000	-	0.710	0.868
Lights	17	68	0	-	85	2	19	0	-	21	66	2	0	-	68	174
% Lights	94.4	94.4	-	-	94.4	100.0	90.5	-	-	91.3	95.7	100.0	-	-	95.8	94.6
Buses	1	1	0	-	2	0	1	0	-	1	0	0	0	-	0	3
% Buses	5.6	1.4	-	-	2.2	0.0	4.8	-	-	4.3	0.0	0.0	-	-	0.0	1.6
Trucks	0	3	0	-	3	0	1	0	-	1	3	0	0	-	3	7
% Trucks	0.0	4.2	-	-	3.3	0.0	4.8	-	-	4.3	4.3	0.0	-	-	4.2	3.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (11:30 AM)

Turning Movement Peak Hour Data (6:15 PM)

Start Time	Taylor Ct Eastbound					Taylor Ct Westbound					Filmore Ct Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
6:15 PM	3	28	0	1	31	1	4	0	0	5	25	0	0	3	25	61
6:30 PM	3	34	0	0	37	0	0	0	0	0	23	0	0	3	23	60
6:45 PM	3	35	0	1	38	1	1	0	0	2	18	0	0	1	18	58
7:00 PM	5	31	0	0	36	1	2	0	1	3	26	1	0	3	27	66
Total	14	128	0	2	142	3	7	0	1	10	92	1	0	10	93	245
Approach %	9.9	90.1	0.0	-	-	30.0	70.0	0.0	-	-	98.9	1.1	0.0	-	-	-
Total %	5.7	52.2	0.0	-	58.0	1.2	2.9	0.0	-	4.1	37.6	0.4	0.0	-	38.0	-
PHF	0.700	0.914	0.000	-	0.934	0.750	0.438	0.000	-	0.500	0.885	0.250	0.000	-	0.861	0.928
Lights	14	124	0	-	138	3	7	0	-	10	89	1	0	-	90	238
% Lights	100.0	96.9	-	-	97.2	100.0	100.0	-	-	100.0	96.7	100.0	-	-	96.8	97.1
Buses	0	4	0	-	4	0	0	0	-	0	3	0	0	-	3	7
% Buses	0.0	3.1	-	-	2.8	0.0	0.0	-	-	0.0	3.3	0.0	-	-	3.2	2.9
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	2	-	-	-	-	1	-	-	-	-	10	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (6:15 PM)



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Orange County, NY
Taylor Ct & Filmore Ct
Tuesday, March 12, 2019
Location: 41.342252, -
74.166118

Count Name: Taylor Ct/Filmore
Ct 3-12
Site Code:
Start Date: 03/12/2019
Page No: 10



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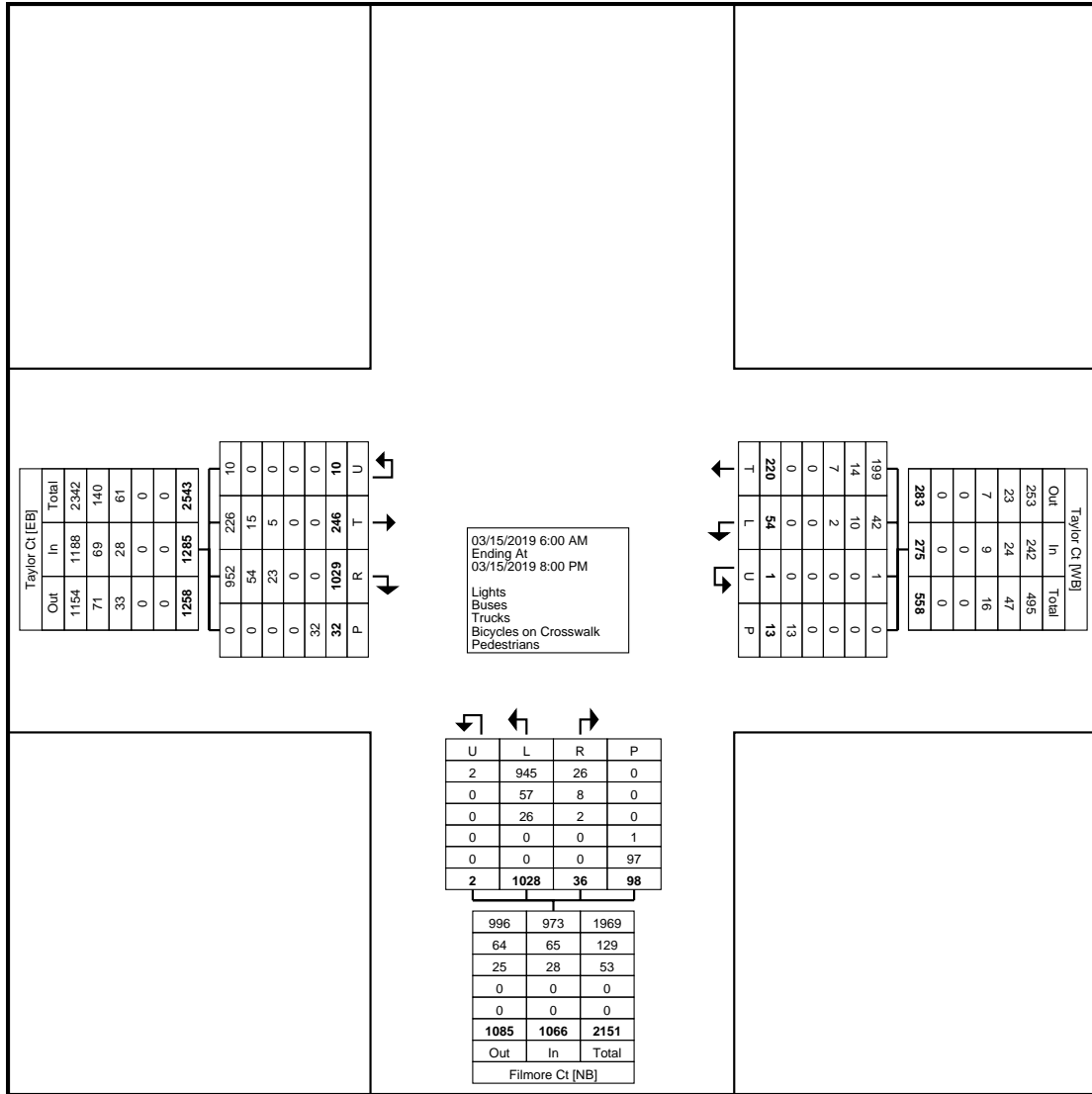
Orange County, NY
Taylor Ct & Filmore Ct
Friday, March 15, 2109
Location: 41.342252, -
74.166118

Count Name: Taylor Ct/Filmore
Ct 3-15
Site Code:
Start Date: 03/15/2019
Page No: 1

Turning Movement Data

Start Time	Taylor Ct Eastbound					Taylor Ct Westbound					Filmore Ct Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	1	4	4
6:15 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	1	7	7
6:30 AM	2	1	0	0	3	0	3	0	0	3	3	0	1	1	4	10
6:45 AM	1	3	0	1	4	0	0	0	0	0	7	0	0	2	7	11
Hourly Total	3	4	0	1	7	0	3	0	0	3	21	0	1	5	22	32
7:00 AM	1	6	0	0	7	0	1	0	0	1	11	0	0	0	11	19
7:15 AM	1	5	0	0	6	0	1	0	0	1	9	0	0	1	9	16
7:30 AM	1	6	0	0	7	0	0	0	0	0	13	0	0	1	13	20
7:45 AM	1	9	0	0	10	0	1	0	0	1	19	0	0	3	19	30
Hourly Total	4	26	0	0	30	0	3	0	0	3	52	0	0	5	52	85
8:00 AM	2	12	0	0	14	0	5	0	0	5	16	1	0	0	17	36
8:15 AM	4	13	0	0	17	1	2	0	0	3	16	1	0	0	17	37
8:30 AM	5	12	0	0	17	0	4	0	0	4	15	2	0	0	17	38
8:45 AM	8	12	0	1	20	1	8	0	0	9	14	3	0	3	17	46
Hourly Total	19	49	0	1	68	2	19	0	0	21	61	7	0	3	68	157
9:00 AM	3	13	1	0	17	0	5	0	0	5	23	0	0	2	23	45
9:15 AM	8	18	0	0	26	1	5	0	0	6	16	0	0	2	16	48
9:30 AM	5	14	0	3	19	2	6	0	0	8	26	1	0	4	27	54
9:45 AM	5	16	0	0	21	1	4	0	0	5	22	1	0	1	23	49
Hourly Total	21	61	1	3	83	4	20	0	0	24	87	2	0	9	89	196
10:00 AM	5	19	0	0	24	1	3	0	0	4	16	1	0	1	17	45
10:15 AM	7	14	0	1	21	1	6	0	0	7	16	0	0	3	16	44
10:30 AM	5	20	1	0	26	2	3	0	1	5	15	1	0	0	16	47
10:45 AM	4	15	0	0	19	0	3	0	0	3	14	2	0	2	16	38
Hourly Total	21	68	1	1	90	4	15	0	1	19	61	4	0	6	65	174
11:00 AM	8	19	0	1	27	1	8	0	0	9	17	1	0	0	18	54
11:15 AM	4	17	0	0	21	1	2	0	0	3	20	1	0	2	21	45
11:30 AM	6	24	0	1	30	5	9	0	0	14	21	1	0	1	22	66
11:45 AM	5	30	1	2	36	3	5	0	0	8	24	1	0	3	25	69
Hourly Total	23	90	1	4	114	10	24	0	0	34	82	4	0	6	86	234
12:00 PM	6	23	0	3	29	5	4	0	0	9	30	1	0	8	31	69
12:15 PM	9	25	1	0	35	0	12	0	0	12	29	1	0	7	30	77
12:30 PM	10	26	1	0	37	0	9	0	0	9	25	2	0	2	27	73
12:45 PM	4	23	0	3	27	1	5	0	0	6	17	0	0	0	17	50
Hourly Total	29	97	2	6	128	6	30	0	0	36	101	4	0	17	105	269
1:00 PM	7	30	0	2	37	2	8	0	0	10	24	1	0	3	25	72
1:15 PM	6	31	2	1	39	3	4	0	0	7	24	0	0	3	24	70
1:30 PM	8	44	0	1	52	1	5	0	1	6	40	1	0	2	41	99
1:45 PM	11	36	0	0	47	2	8	0	3	10	32	1	0	5	33	90
Hourly Total	32	141	2	4	175	8	25	0	4	33	120	3	0	13	123	331
2:00 PM	6	27	1	0	34	0	7	0	0	7	25	0	0	1	25	66
2:15 PM	4	24	1	1	29	3	6	0	2	9	24	2	0	3	26	64
2:30 PM	7	23	0	0	30	1	7	0	2	8	33	2	0	4	35	73
2:45 PM	3	28	0	0	31	0	3	0	0	3	27	1	0	5	28	62
Hourly Total	20	102	2	1	124	4	23	0	4	27	109	5	0	13	114	265
3:00 PM	4	34	0	0	38	3	2	0	0	5	22	2	0	1	24	67
3:15 PM	3	20	0	0	23	0	4	0	0	4	25	0	0	1	25	52
3:30 PM	9	23	0	1	32	4	2	0	0	6	25	0	0	4	25	63
3:45 PM	8	27	0	0	35	0	7	0	0	7	27	1	0	0	28	70
Hourly Total	24	104	0	1	128	7	15	0	0	22	99	3	0	6	102	252
4:00 PM	6	29	0	0	35	1	9	0	0	10	16	1	1	1	18	63
4:15 PM	5	25	0	1	30	0	5	0	0	5	25	2	0	0	27	62
4:30 PM	4	17	0	0	21	2	5	0	0	7	25	0	0	3	25	53
4:45 PM	5	27	0	0	32	0	2	0	1	2	23	0	0	0	23	57
Hourly Total	20	98	0	1	118	3	21	0	1	24	89	3	1	4	93	235
5:00 PM	3	29	1	0	33	0	3	1	1	4	19	1	0	0	20	57
5:15 PM	1	29	0	0	30	1	4	0	0	5	26	0	0	0	26	61
5:30 PM	5	22	0	0	27	1	1	0	0	2	25	0	0	2	25	54
5:45 PM	5	22	0	0	27	0	3	0	0	3	18	0	0	1	18	48
Hourly Total	14	102	1	0	117	2	11	1	1	14	88	1	0	3	89	220
6:00 PM	4	21	0	0	25	2	4	0	0	6	17	0	0	0	17	48

6:15 PM	2	23	0	1	25	2	1	0	0	3	20	0	0	0	20	48
6:30 PM	4	20	0	1	24	0	5	0	0	5	14	0	0	1	14	43
6:45 PM	5	18	0	0	23	0	1	0	0	1	7	0	0	0	7	31
Hourly Total	15	82	0	2	97	4	11	0	0	15	58	0	0	1	58	170
7:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 PM	0	0	0	6	0	0	0	0	0	0	0	0	0	3	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:45 PM	0	5	0	1	5	0	0	0	2	0	0	0	0	3	0	5
Hourly Total	1	5	0	7	6	0	0	0	2	0	0	0	0	7	0	6
Grand Total	246	1029	10	32	1285	54	220	1	13	275	1028	36	2	98	1066	2626
Approach %	19.1	80.1	0.8	-	-	19.6	80.0	0.4	-	-	96.4	3.4	0.2	-	-	-
Total %	9.4	39.2	0.4	-	48.9	2.1	8.4	0.0	-	10.5	39.1	1.4	0.1	-	40.6	-
Lights	226	952	10	-	1188	42	199	1	-	242	945	26	2	-	973	2403
% Lights	91.9	92.5	100.0	-	92.5	77.8	90.5	100.0	-	88.0	91.9	72.2	100.0	-	91.3	91.5
Buses	15	54	0	-	69	10	14	0	-	24	57	8	0	-	65	158
% Buses	6.1	5.2	0.0	-	5.4	18.5	6.4	0.0	-	8.7	5.5	22.2	0.0	-	6.1	6.0
Trucks	5	23	0	-	28	2	7	0	-	9	26	2	0	-	28	65
% Trucks	2.0	2.2	0.0	-	2.2	3.7	3.2	0.0	-	3.3	2.5	5.6	0.0	-	2.6	2.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	1.0	-	-
Pedestrians	-	-	-	32	-	-	-	-	13	-	-	-	-	97	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	99.0	-	-



Turning Movement Data Plot



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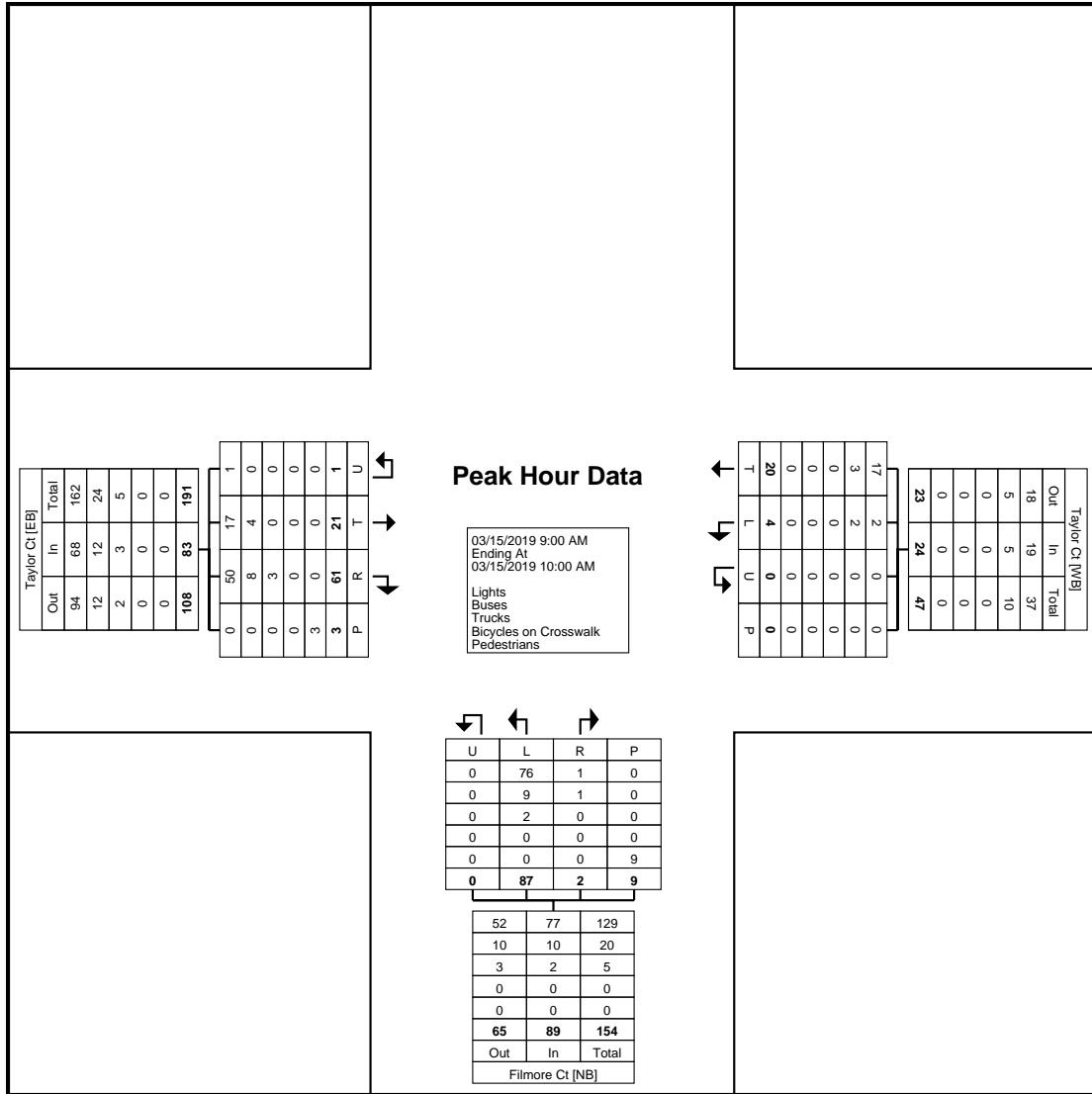
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Orange County, NY
Taylor Ct & Filmore Ct
Friday, March 15, 2109
Location: 41.342252, -
74.166118

Count Name: Taylor Ct/Filmore
Ct 3-15
Site Code:
Start Date: 03/15/2019
Page No: 4

Turning Movement Peak Hour Data (9:00 AM)

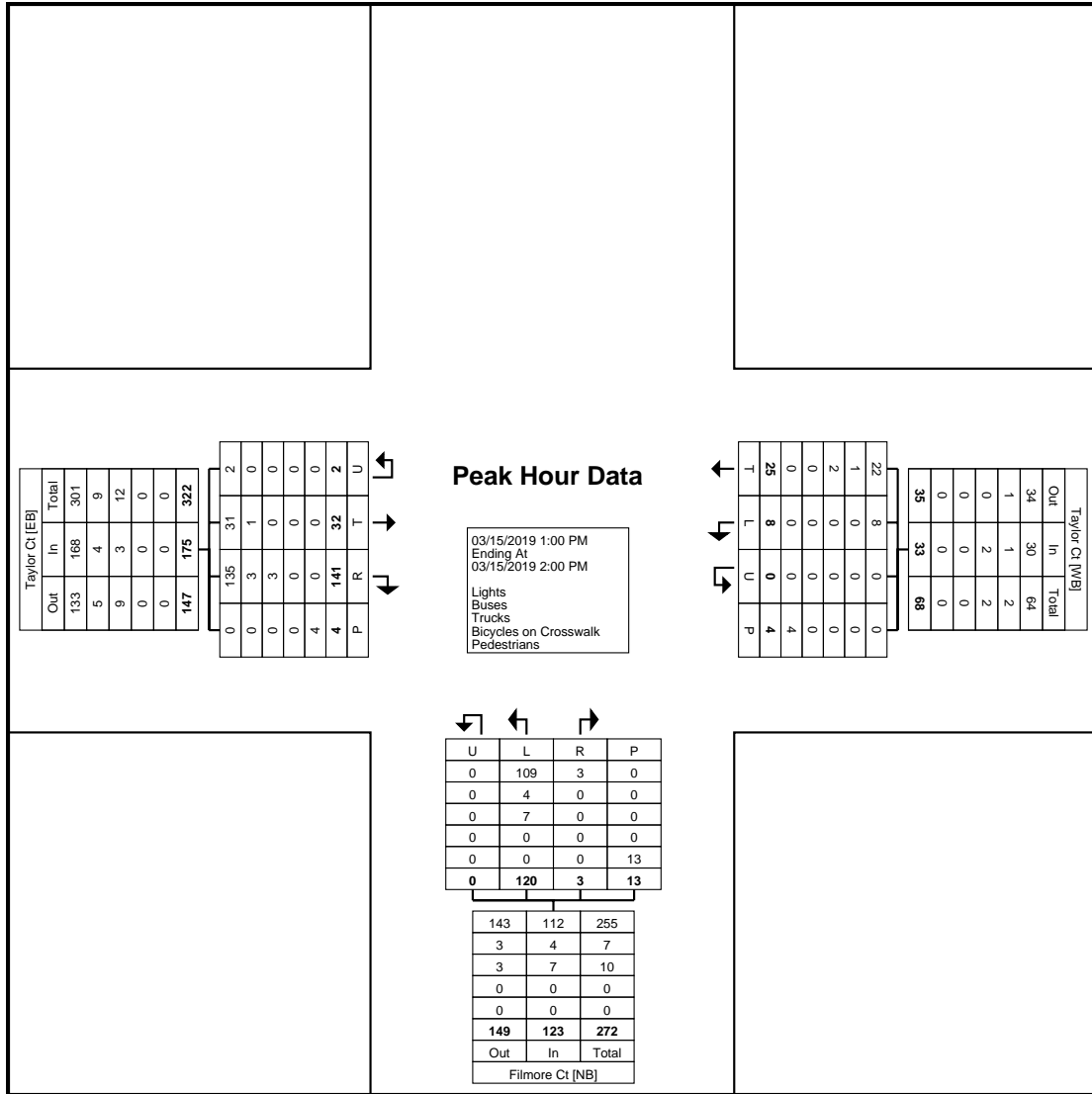
Start Time	Taylor Ct Eastbound					Taylor Ct Westbound					Filmore Ct Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
9:00 AM	3	13	1	0	17	0	5	0	0	5	23	0	0	2	23	45
9:15 AM	8	18	0	0	26	1	5	0	0	6	16	0	0	2	16	48
9:30 AM	5	14	0	3	19	2	6	0	0	8	26	1	0	4	27	54
9:45 AM	5	16	0	0	21	1	4	0	0	5	22	1	0	1	23	49
Total	21	61	1	3	83	4	20	0	0	24	87	2	0	9	89	196
Approach %	25.3	73.5	1.2	-	-	16.7	83.3	0.0	-	-	97.8	2.2	0.0	-	-	-
Total %	10.7	31.1	0.5	-	42.3	2.0	10.2	0.0	-	12.2	44.4	1.0	0.0	-	45.4	-
PHF	0.656	0.847	0.250	-	0.798	0.500	0.833	0.000	-	0.750	0.837	0.500	0.000	-	0.824	0.907
Lights	17	50	1	-	68	2	17	0	-	19	76	1	0	-	77	164
% Lights	81.0	82.0	100.0	-	81.9	50.0	85.0	-	-	79.2	87.4	50.0	-	-	86.5	83.7
Buses	4	8	0	-	12	2	3	0	-	5	9	1	0	-	10	27
% Buses	19.0	13.1	0.0	-	14.5	50.0	15.0	-	-	20.8	10.3	50.0	-	-	11.2	13.8
Trucks	0	3	0	-	3	0	0	0	-	0	2	0	0	-	2	5
% Trucks	0.0	4.9	0.0	-	3.6	0.0	0.0	-	-	0.0	2.3	0.0	-	-	2.2	2.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	3	-	-	-	-	0	-	-	-	-	9	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (9:00 AM)

Turning Movement Peak Hour Data (1:00 PM)

Start Time	Taylor Ct Eastbound					Taylor Ct Westbound					Filmore Ct Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
1:00 PM	7	30	0	2	37	2	8	0	0	10	24	1	0	3	25	72
1:15 PM	6	31	2	1	39	3	4	0	0	7	24	0	0	3	24	70
1:30 PM	8	44	0	1	52	1	5	0	1	6	40	1	0	2	41	99
1:45 PM	11	36	0	0	47	2	8	0	3	10	32	1	0	5	33	90
Total	32	141	2	4	175	8	25	0	4	33	120	3	0	13	123	331
Approach %	18.3	80.6	1.1	-	-	24.2	75.8	0.0	-	-	97.6	2.4	0.0	-	-	-
Total %	9.7	42.6	0.6	-	52.9	2.4	7.6	0.0	-	10.0	36.3	0.9	0.0	-	37.2	-
PHF	0.727	0.801	0.250	-	0.841	0.667	0.781	0.000	-	0.825	0.750	0.750	0.000	-	0.750	0.836
Lights	31	135	2	-	168	8	22	0	-	30	109	3	0	-	112	310
% Lights	96.9	95.7	100.0	-	96.0	100.0	88.0	-	-	90.9	90.8	100.0	-	-	91.1	93.7
Buses	1	3	0	-	4	0	1	0	-	1	4	0	0	-	4	9
% Buses	3.1	2.1	0.0	-	2.3	0.0	4.0	-	-	3.0	3.3	0.0	-	-	3.3	2.7
Trucks	0	3	0	-	3	0	2	0	-	2	7	0	0	-	7	12
% Trucks	0.0	2.1	0.0	-	1.7	0.0	8.0	-	-	6.1	5.8	0.0	-	-	5.7	3.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	4	-	-	-	-	4	-	-	-	-	13	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (1:00 PM)



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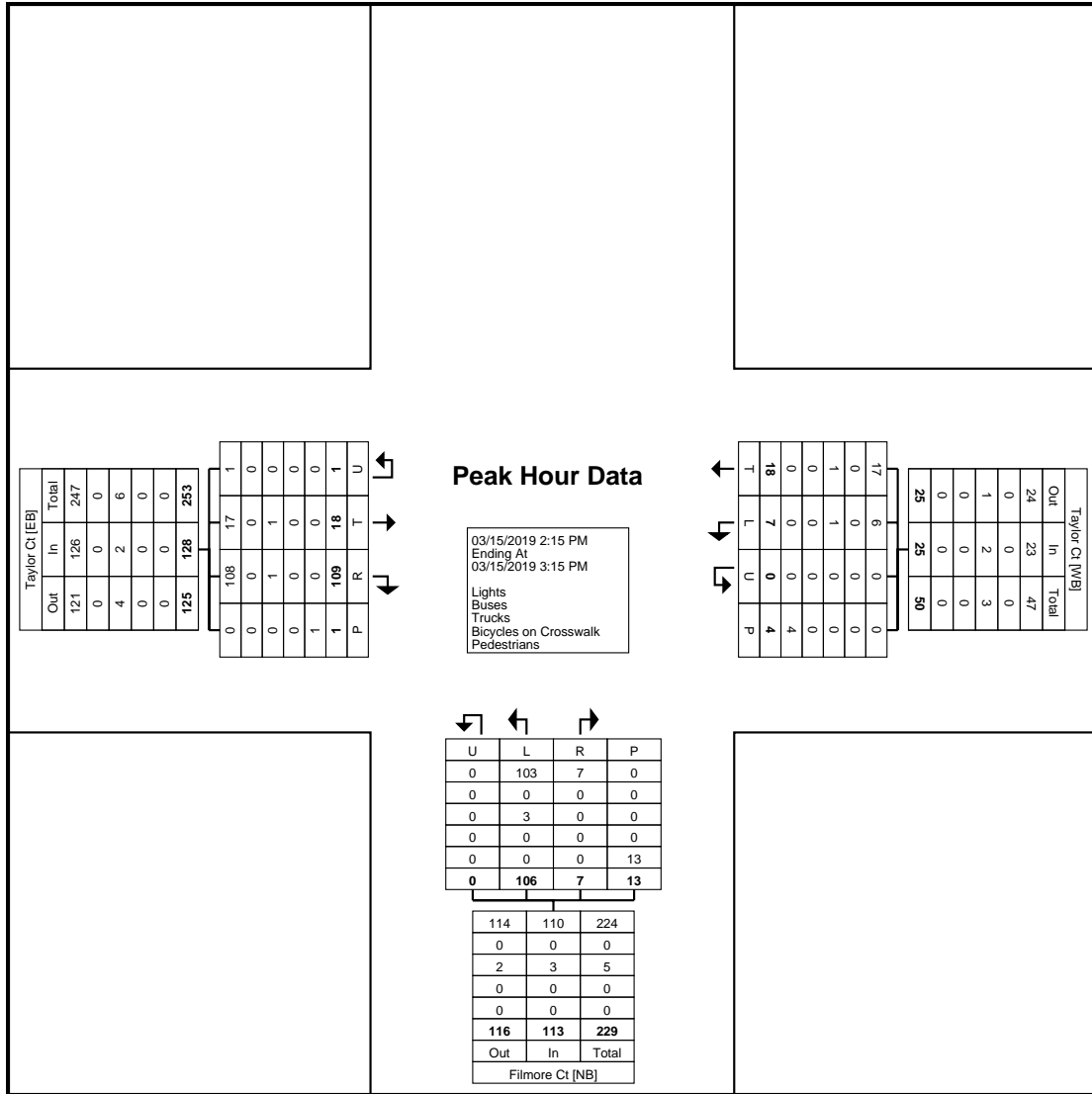
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Orange County, NY
Taylor Ct & Filmore Ct
Friday, March 15, 2109
Location: 41.342252, -
74.166118

Count Name: Taylor Ct/Filmore
Ct 3-15
Site Code:
Start Date: 03/15/2019
Page No: 8

Turning Movement Peak Hour Data (2:15 PM)

Start Time	Taylor Ct Eastbound					Taylor Ct Westbound					Filmore Ct Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
2:15 PM	4	24	1	1	29	3	6	0	2	9	24	2	0	3	26	64
2:30 PM	7	23	0	0	30	1	7	0	2	8	33	2	0	4	35	73
2:45 PM	3	28	0	0	31	0	3	0	0	3	27	1	0	5	28	62
3:00 PM	4	34	0	0	38	3	2	0	0	5	22	2	0	1	24	67
Total	18	109	1	1	128	7	18	0	4	25	106	7	0	13	113	266
Approach %	14.1	85.2	0.8	-	-	28.0	72.0	0.0	-	-	93.8	6.2	0.0	-	-	-
Total %	6.8	41.0	0.4	-	48.1	2.6	6.8	0.0	-	9.4	39.8	2.6	0.0	-	42.5	-
PHF	0.643	0.801	0.250	-	0.842	0.583	0.643	0.000	-	0.694	0.803	0.875	0.000	-	0.807	0.911
Lights	17	108	1	-	126	6	17	0	-	23	103	7	0	-	110	259
% Lights	94.4	99.1	100.0	-	98.4	85.7	94.4	-	-	92.0	97.2	100.0	-	-	97.3	97.4
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	1	1	0	-	2	1	1	0	-	2	3	0	0	-	3	7
% Trucks	5.6	0.9	0.0	-	1.6	14.3	5.6	-	-	8.0	2.8	0.0	-	-	2.7	2.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	4	-	-	-	-	13	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (2:15 PM)



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Orange County, NY
Taylor Ct & Filmore Ct
Friday, March 15, 2109
Location: 41.342252, -
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Count Name: Taylor Ct/Filmore
Ct 3-15
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Orange County, NY
Van Buren Dr & Quickway Rd
Tuesday, March 12, 2019
Location: 41.338122, -
74.168519

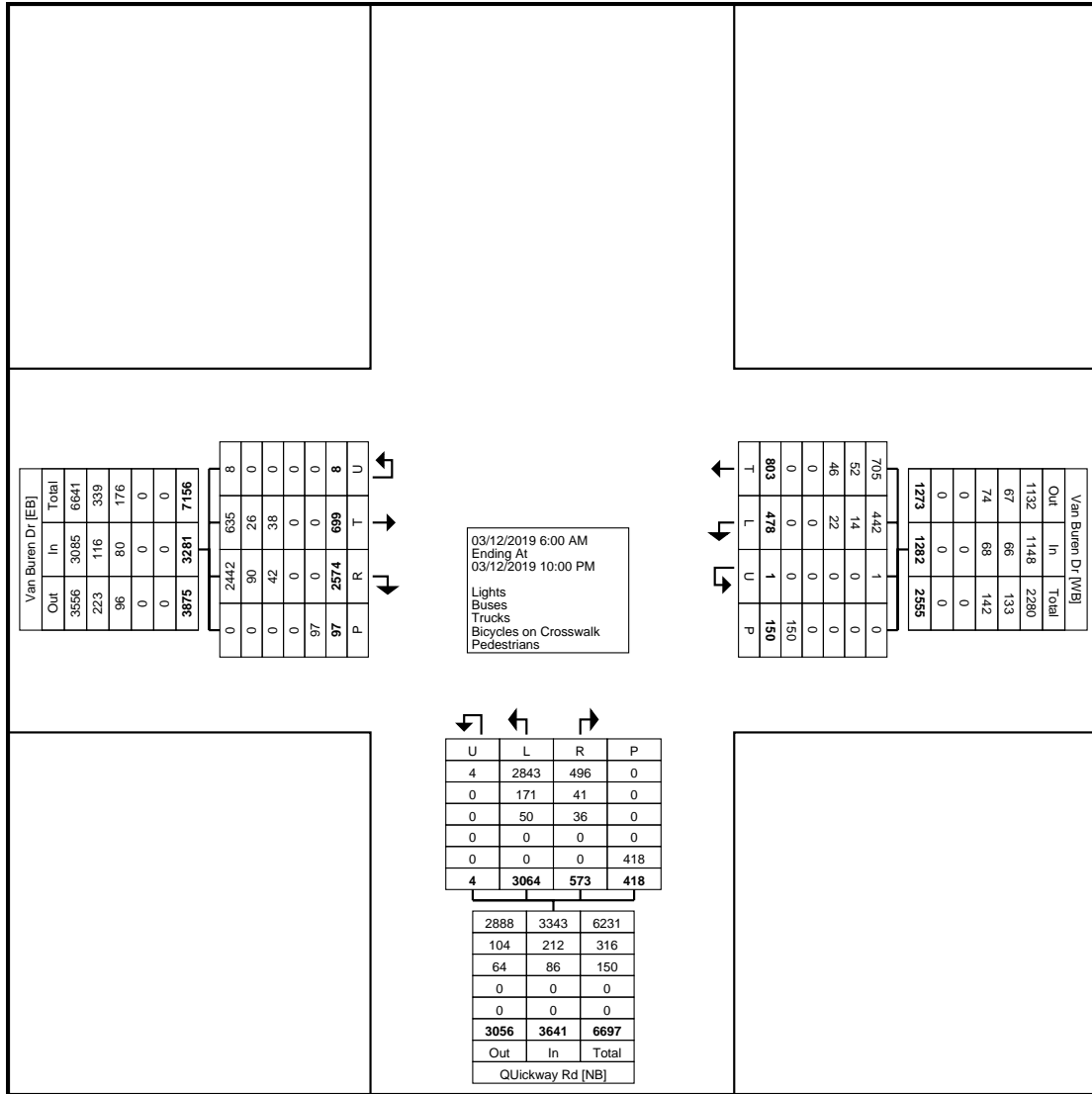
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Count Name: Van Buren
Dr/Quickway Rd 3-12
Site Code:
Start Date: 03/12/2019
Page No: 1

Turning Movement Data

Start Time	Van Buren Dr Eastbound					Van Buren Dr Westbound					Quickway Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
6:00 AM	1	9	0	0	10	0	4	0	2	4	18	0	0	4	18	32
6:15 AM	0	8	0	1	8	0	4	0	2	4	19	1	0	1	20	32
6:30 AM	2	14	0	0	16	1	0	0	2	1	16	0	0	2	16	33
6:45 AM	1	13	0	0	14	2	3	0	3	5	30	6	0	4	36	55
Hourly Total	4	44	0	1	48	3	11	0	9	14	83	7	0	11	90	152
7:00 AM	6	15	0	1	21	4	5	0	1	9	28	3	0	2	31	61
7:15 AM	5	18	0	2	23	2	7	0	2	9	28	2	0	3	30	62
7:30 AM	6	21	0	0	27	2	6	0	2	8	26	3	0	3	29	64
7:45 AM	11	32	0	4	43	6	9	0	6	15	38	5	0	1	43	101
Hourly Total	28	86	0	7	114	14	27	0	11	41	120	13	0	9	133	288
8:00 AM	10	46	0	3	56	10	12	0	2	22	35	7	0	3	42	120
8:15 AM	13	39	1	1	53	4	16	0	3	20	40	5	0	4	45	118
8:30 AM	6	33	0	2	39	7	15	0	1	22	42	10	1	3	53	114
8:45 AM	13	50	0	3	63	8	7	0	0	15	53	9	0	13	62	140
Hourly Total	42	168	1	9	211	29	50	0	6	79	170	31	1	23	202	492
9:00 AM	18	56	0	1	74	5	19	0	5	24	48	12	0	11	60	158
9:15 AM	15	44	0	1	59	11	15	0	4	26	52	15	1	9	68	153
9:30 AM	12	37	0	2	49	9	18	0	1	27	37	18	0	4	55	131
9:45 AM	15	40	0	0	55	9	17	0	2	26	53	15	0	3	68	149
Hourly Total	60	177	0	4	237	34	69	0	12	103	190	60	1	27	251	591
10:00 AM	18	50	0	0	68	18	15	0	3	33	56	11	0	5	67	168
10:15 AM	10	47	0	0	57	5	7	0	2	12	51	6	0	6	57	126
10:30 AM	21	41	0	1	62	6	19	0	1	25	42	9	0	4	51	138
10:45 AM	10	45	0	0	55	11	12	0	1	23	49	12	0	7	61	139
Hourly Total	59	183	0	1	242	40	53	0	7	93	198	38	0	22	236	571
11:00 AM	13	43	0	0	56	13	24	0	1	37	40	14	0	6	54	147
11:15 AM	12	33	0	0	45	13	14	0	0	27	36	12	0	4	48	120
11:30 AM	17	41	1	0	59	6	13	0	2	19	54	11	0	5	65	143
11:45 AM	9	30	0	0	39	7	12	0	1	19	46	8	0	3	54	112
Hourly Total	51	147	1	0	199	39	63	0	4	102	176	45	0	18	221	522
12:00 PM	14	37	0	1	51	4	9	0	2	13	40	14	0	9	54	118
12:15 PM	7	37	0	0	44	10	21	1	3	32	47	14	0	5	61	137
12:30 PM	10	34	0	1	44	10	11	0	2	21	36	9	0	5	45	110
12:45 PM	5	45	0	1	50	8	9	0	1	17	44	9	0	2	53	120
Hourly Total	36	153	0	3	189	32	50	1	8	83	167	46	0	21	213	485
1:00 PM	9	29	0	0	38	10	14	0	2	24	47	11	0	5	58	120
1:15 PM	14	38	0	0	52	10	14	0	2	24	59	7	0	9	66	142
1:30 PM	10	45	0	1	55	8	6	0	1	14	44	8	0	9	52	121
1:45 PM	5	31	0	0	36	7	15	0	1	22	59	5	0	5	64	122
Hourly Total	38	143	0	1	181	35	49	0	6	84	209	31	0	28	240	505
2:00 PM	10	52	0	2	62	7	11	0	2	18	50	10	0	11	60	140
2:15 PM	15	53	1	2	69	13	11	0	1	24	47	9	0	6	56	149
2:30 PM	8	43	0	3	51	3	6	0	2	9	36	7	0	4	43	103
2:45 PM	13	37	0	1	50	9	15	0	1	24	51	10	0	8	61	135
Hourly Total	46	185	1	8	232	32	43	0	6	75	184	36	0	29	220	527
3:00 PM	15	49	0	1	64	9	16	0	2	25	55	13	0	5	68	157
3:15 PM	11	54	0	5	65	11	17	0	3	28	53	12	0	12	65	158
3:30 PM	14	43	0	1	57	10	17	0	7	27	50	13	0	9	63	147
3:45 PM	9	39	0	1	48	10	12	0	6	22	39	9	0	4	48	118
Hourly Total	49	185	0	8	234	40	62	0	18	102	197	47	0	30	244	580
4:00 PM	11	42	0	3	53	9	18	0	3	27	46	22	0	8	68	148
4:15 PM	12	41	0	3	53	7	23	0	2	30	53	12	0	11	65	148
4:30 PM	11	43	0	1	54	8	11	0	2	19	50	9	0	3	59	132
4:45 PM	11	42	0	1	53	13	15	0	2	28	50	11	0	8	61	142
Hourly Total	45	168	0	8	213	37	67	0	9	104	199	54	0	30	253	570
5:00 PM	8	49	0	5	57	6	12	0	0	18	58	6	1	10	65	140
5:15 PM	16	31	1	4	48	12	18	0	2	30	60	12	0	6	72	150
5:30 PM	15	46	1	1	62	7	16	0	2	23	64	8	1	10	73	158
5:45 PM	21	53	1	1	75	6	23	0	1	29	49	10	0	7	59	163
Hourly Total	60	179	3	11	242	31	69	0	5	100	231	36	2	33	269	611
6:00 PM	9	42	0	4	51	7	10	0	0	17	65	7	0	14	72	140

6:15 PM	8	64	1	3	73	7	13	0	1	20	68	9	0	12	77	170
6:30 PM	16	54	0	4	70	8	11	0	5	19	72	5	0	8	77	166
6:45 PM	12	56	0	10	68	5	14	0	3	19	66	10	0	14	76	163
Hourly Total	45	216	1	21	262	27	48	0	9	75	271	31	0	48	302	639
7:00 PM	12	46	0	2	58	10	15	0	4	25	46	12	0	9	58	141
7:15 PM	16	38	0	0	54	12	11	0	5	23	64	4	0	6	68	145
7:30 PM	7	48	0	0	55	7	14	0	1	21	60	9	0	15	69	145
7:45 PM	9	40	0	0	49	9	12	0	4	21	79	17	0	6	96	166
Hourly Total	44	172	0	2	216	38	52	0	14	90	249	42	0	36	291	597
8:00 PM	13	54	0	3	67	5	14	0	3	19	47	7	0	7	54	140
8:15 PM	10	46	0	4	56	6	10	0	2	16	50	9	0	9	59	131
8:30 PM	19	56	0	2	75	6	17	0	9	23	63	7	0	7	70	168
8:45 PM	13	39	0	0	52	6	13	0	3	19	57	11	0	4	68	139
Hourly Total	55	195	0	9	250	23	54	0	17	77	217	34	0	27	251	578
9:00 PM	7	46	0	2	53	5	11	0	1	16	58	8	0	5	66	135
9:15 PM	11	39	0	0	50	8	11	0	4	19	56	3	0	6	59	128
9:30 PM	9	34	1	1	44	4	6	0	2	10	48	5	0	8	53	107
9:45 PM	10	54	0	1	64	7	8	0	2	15	41	6	0	7	47	126
Hourly Total	37	173	1	4	211	24	36	0	9	60	203	22	0	26	225	496
Grand Total	699	2574	8	97	3281	478	803	1	150	1282	3064	573	4	418	3641	8204
Approach %	21.3	78.5	0.2	-	-	37.3	62.6	0.1	-	-	84.2	15.7	0.1	-	-	-
Total %	8.5	31.4	0.1	-	40.0	5.8	9.8	0.0	-	15.6	37.3	7.0	0.0	-	44.4	-
Lights	635	2442	8	-	3085	442	705	1	-	1148	2843	496	4	-	3343	7576
% Lights	90.8	94.9	100.0	-	94.0	92.5	87.8	100.0	-	89.5	92.8	86.6	100.0	-	91.8	92.3
Buses	26	90	0	-	116	14	52	0	-	66	171	41	0	-	212	394
% Buses	3.7	3.5	0.0	-	3.5	2.9	6.5	0.0	-	5.1	5.6	7.2	0.0	-	5.8	4.8
Trucks	38	42	0	-	80	22	46	0	-	68	50	36	0	-	86	234
% Trucks	5.4	1.6	0.0	-	2.4	4.6	5.7	0.0	-	5.3	1.6	6.3	0.0	-	2.4	2.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	97	-	-	-	-	150	-	-	-	-	418	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Data Plot



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184 Baker Rd

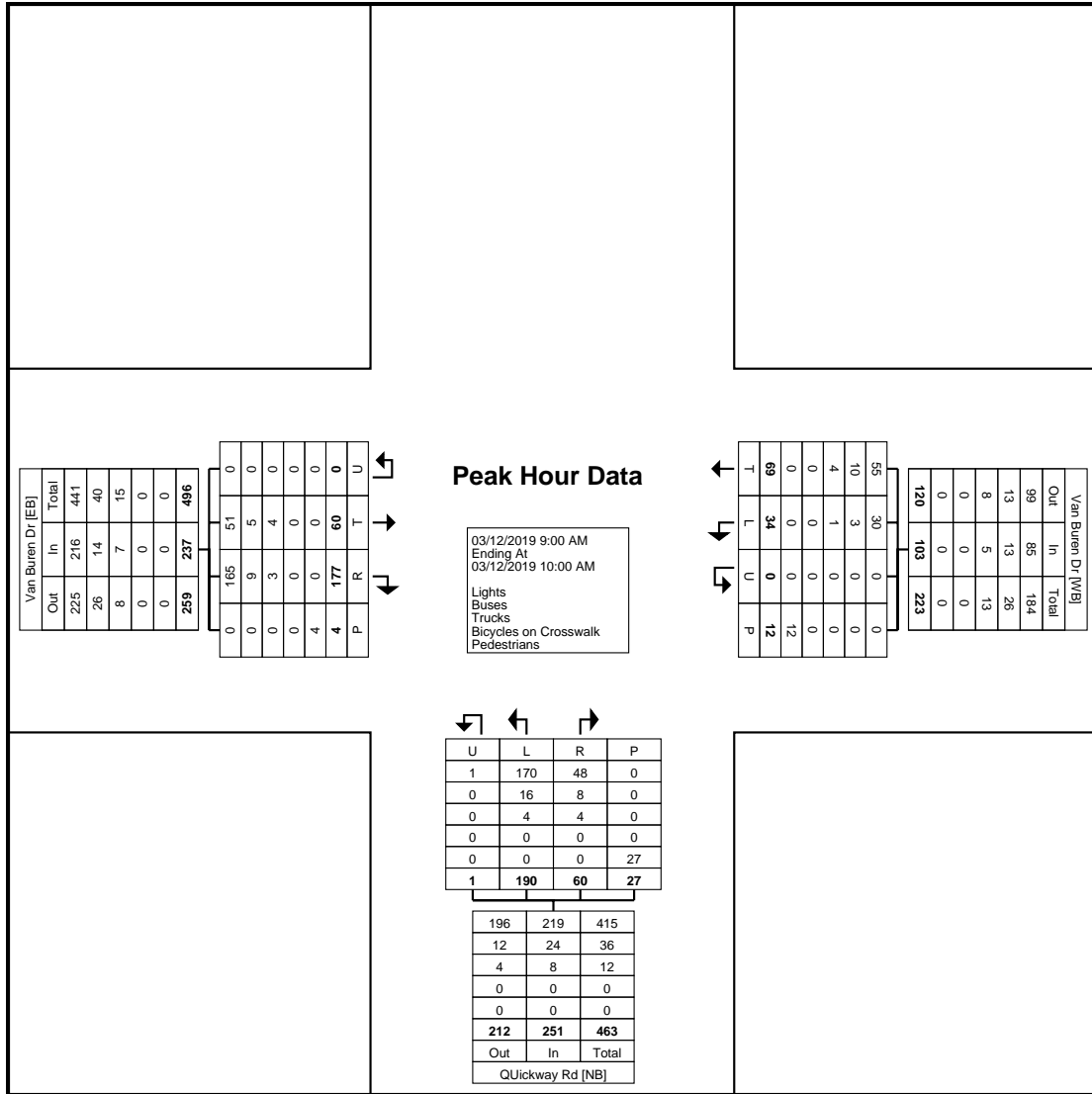
Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Orange County, NY
Van Buren Dr & Quickway Rd
Tuesday, March 12, 2019
Location: 41.338122, -
74.168519

Count Name: Van Buren
Dr/Quickway Rd 3-12
Site Code:
Start Date: 03/12/2019
Page No: 4

Turning Movement Peak Hour Data (9:00 AM)

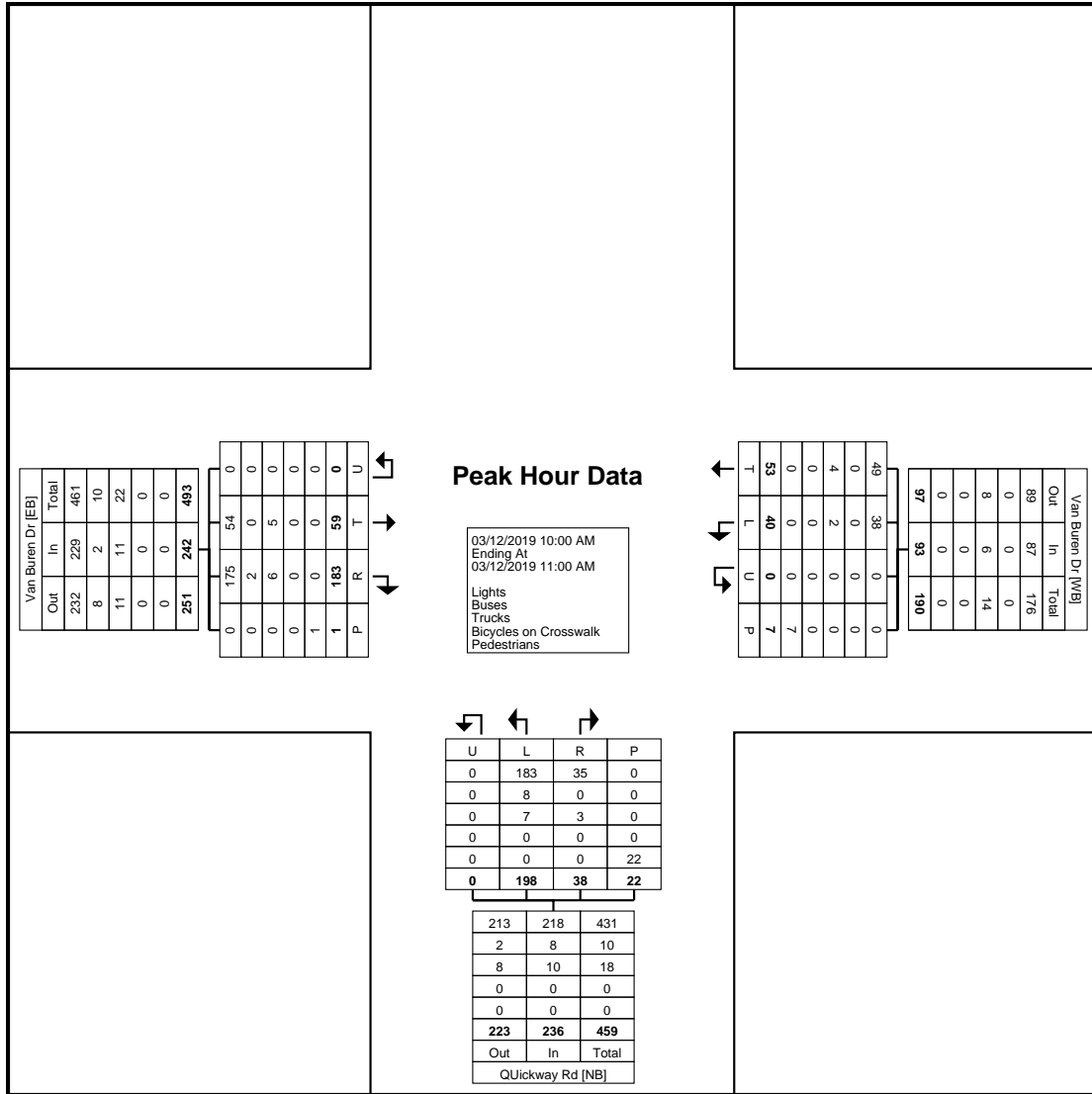
Start Time	Van Buren Dr Eastbound					Van Buren Dr Westbound					Quickway Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
9:00 AM	18	56	0	1	74	5	19	0	5	24	48	12	0	11	60	158
9:15 AM	15	44	0	1	59	11	15	0	4	26	52	15	1	9	68	153
9:30 AM	12	37	0	2	49	9	18	0	1	27	37	18	0	4	55	131
9:45 AM	15	40	0	0	55	9	17	0	2	26	53	15	0	3	68	149
Total	60	177	0	4	237	34	69	0	12	103	190	60	1	27	251	591
Approach %	25.3	74.7	0.0	-	-	33.0	67.0	0.0	-	-	75.7	23.9	0.4	-	-	-
Total %	10.2	29.9	0.0	-	40.1	5.8	11.7	0.0	-	17.4	32.1	10.2	0.2	-	42.5	-
PHF	0.833	0.790	0.000	-	0.801	0.773	0.908	0.000	-	0.954	0.896	0.833	0.250	-	0.923	0.935
Lights	51	165	0	-	216	30	55	0	-	85	170	48	1	-	219	520
% Lights	85.0	93.2	-	-	91.1	88.2	79.7	-	-	82.5	89.5	80.0	100.0	-	87.3	88.0
Buses	5	9	0	-	14	3	10	0	-	13	16	8	0	-	24	51
% Buses	8.3	5.1	-	-	5.9	8.8	14.5	-	-	12.6	8.4	13.3	0.0	-	9.6	8.6
Trucks	4	3	0	-	7	1	4	0	-	5	4	4	0	-	8	20
% Trucks	6.7	1.7	-	-	3.0	2.9	5.8	-	-	4.9	2.1	6.7	0.0	-	3.2	3.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	4	-	-	-	-	12	-	-	-	-	27	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (9:00 AM)

Turning Movement Peak Hour Data (10:00 AM)

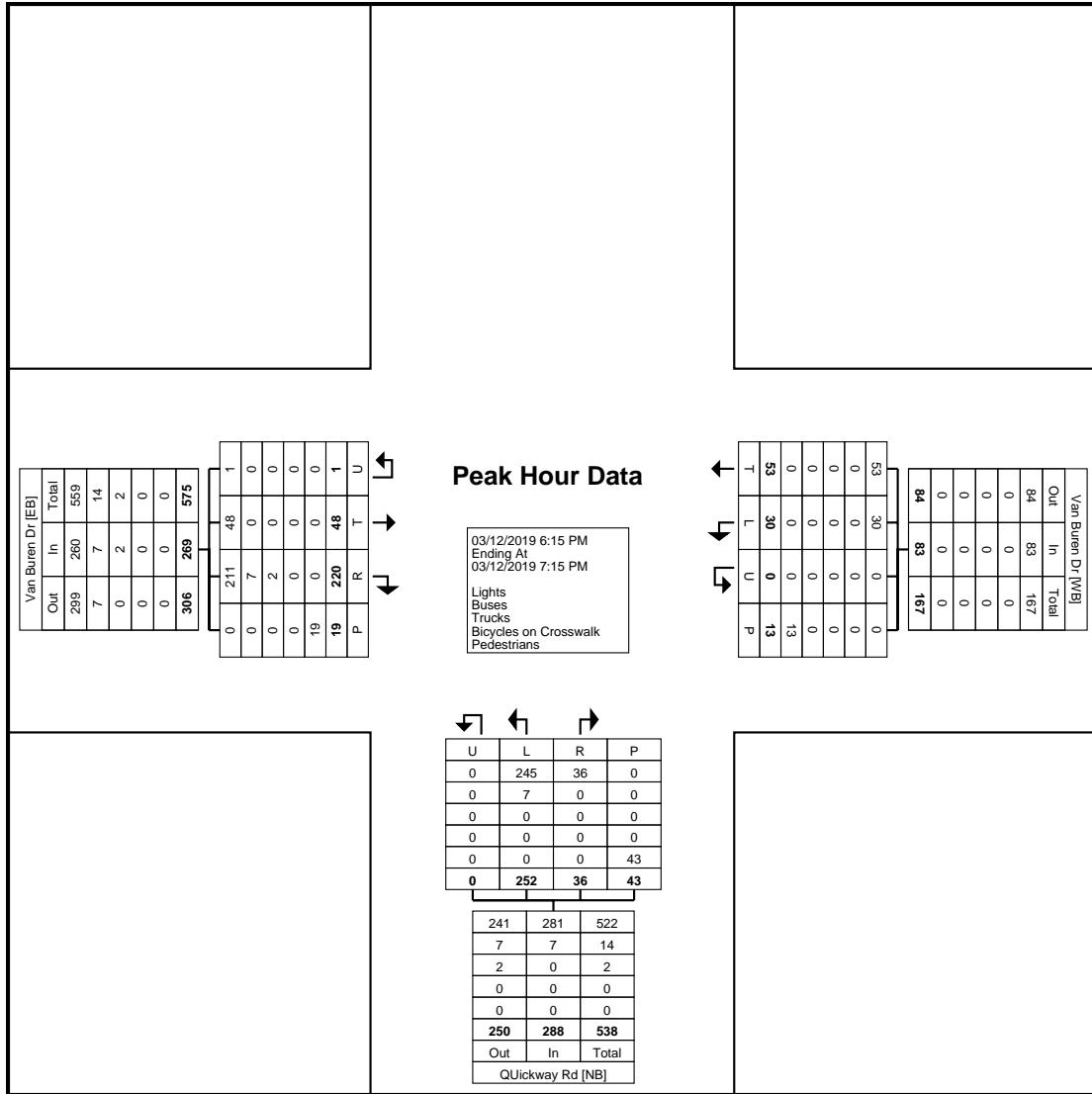
Start Time	Van Buren Dr Eastbound					Van Buren Dr Westbound					Quickway Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
10:00 AM	18	50	0	0	68	18	15	0	3	33	56	11	0	5	67	168
10:15 AM	10	47	0	0	57	5	7	0	2	12	51	6	0	6	57	126
10:30 AM	21	41	0	1	62	6	19	0	1	25	42	9	0	4	51	138
10:45 AM	10	45	0	0	55	11	12	0	1	23	49	12	0	7	61	139
Total	59	183	0	1	242	40	53	0	7	93	198	38	0	22	236	571
Approach %	24.4	75.6	0.0	-	-	43.0	57.0	0.0	-	-	83.9	16.1	0.0	-	-	-
Total %	10.3	32.0	0.0	-	42.4	7.0	9.3	0.0	-	16.3	34.7	6.7	0.0	-	41.3	-
PHF	0.702	0.915	0.000	-	0.890	0.556	0.697	0.000	-	0.705	0.884	0.792	0.000	-	0.881	0.850
Lights	54	175	0	-	229	38	49	0	-	87	183	35	0	-	218	534
% Lights	91.5	95.6	-	-	94.6	95.0	92.5	-	-	93.5	92.4	92.1	-	-	92.4	93.5
Buses	0	2	0	-	2	0	0	0	-	0	8	0	0	-	8	10
% Buses	0.0	1.1	-	-	0.8	0.0	0.0	-	-	0.0	4.0	0.0	-	-	3.4	1.8
Trucks	5	6	0	-	11	2	4	0	-	6	7	3	0	-	10	27
% Trucks	8.5	3.3	-	-	4.5	5.0	7.5	-	-	6.5	3.5	7.9	-	-	4.2	4.7
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	7	-	-	-	-	22	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (10:00 AM)

Turning Movement Peak Hour Data (6:15 PM)

Start Time	Van Buren Dr Eastbound					Van Buren Dr Westbound					Quickway Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
6:15 PM	8	64	1	3	73	7	13	0	1	20	68	9	0	12	77	170
6:30 PM	16	54	0	4	70	8	11	0	5	19	72	5	0	8	77	166
6:45 PM	12	56	0	10	68	5	14	0	3	19	66	10	0	14	76	163
7:00 PM	12	46	0	2	58	10	15	0	4	25	46	12	0	9	58	141
Total	48	220	1	19	269	30	53	0	13	83	252	36	0	43	288	640
Approach %	17.8	81.8	0.4	-	-	36.1	63.9	0.0	-	-	87.5	12.5	0.0	-	-	-
Total %	7.5	34.4	0.2	-	42.0	4.7	8.3	0.0	-	13.0	39.4	5.6	0.0	-	45.0	-
PHF	0.750	0.859	0.250	-	0.921	0.750	0.883	0.000	-	0.830	0.875	0.750	0.000	-	0.935	0.941
Lights	48	211	1	-	260	30	53	0	-	83	245	36	0	-	281	624
% Lights	100.0	95.9	100.0	-	96.7	100.0	100.0	-	-	100.0	97.2	100.0	-	-	97.6	97.5
Buses	0	7	0	-	7	0	0	0	-	0	7	0	0	-	7	14
% Buses	0.0	3.2	0.0	-	2.6	0.0	0.0	-	-	0.0	2.8	0.0	-	-	2.4	2.2
Trucks	0	2	0	-	2	0	0	0	-	0	0	0	0	-	0	2
% Trucks	0.0	0.9	0.0	-	0.7	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	19	-	-	-	-	13	-	-	-	-	43	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (6:15 PM)



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184 Baker Rd

Coatesville, Pennsylvania, United States 19320
610-466-1469
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Orange County, NY
Van Buren Dr & Quickway Rd
Tuesday, March 12, 2019
Location: 41.338122, -
74.168519

Count Name: Van Buren
Dr/Quickway Rd 3-12
Site Code:
Start Date: 03/12/2019
Page No: 10



www.TSTData.com
184 Baker Rd

Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Count Name: Van Buren
Dr/Quickway Rd 3-15
Site Code:
Start Date: 03/15/2019
Page No: 1

Orange County, NJ
Van Buren Dr & Quickway Rd

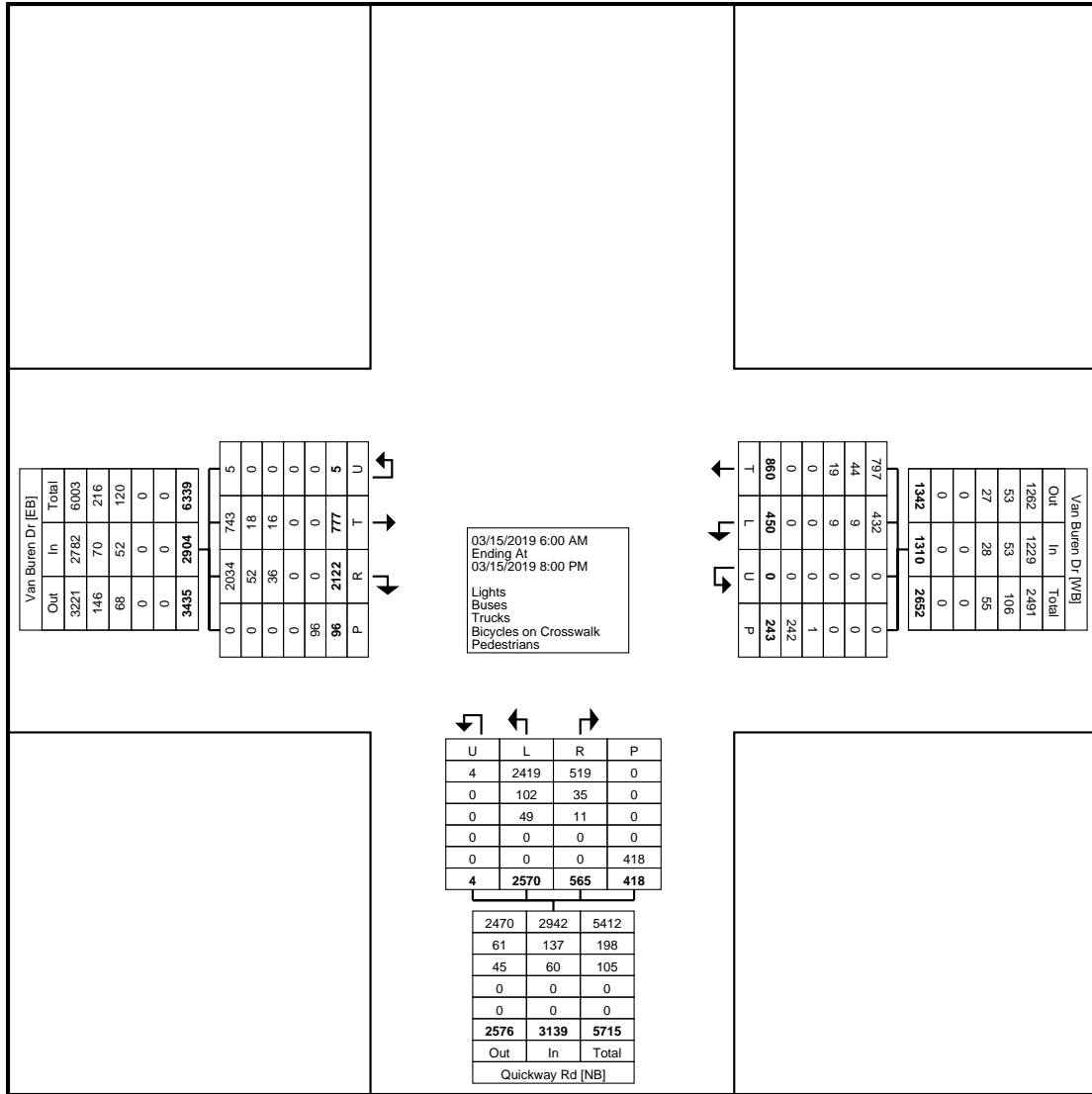
Location: 41.338122, -
74.168519

Turning Movement Data

Start Time	Van Buren Dr Eastbound					Van Buren Dr Westbound					Quickway Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
6:00 AM	0	8	0	0	8	0	2	0	3	2	24	0	0	6	24	34
6:15 AM	0	15	0	1	15	3	2	0	2	5	19	2	0	3	21	41
6:30 AM	0	9	0	0	9	1	3	0	4	4	27	0	0	3	27	40
6:45 AM	3	15	0	2	18	1	3	0	2	4	26	2	1	1	29	51
Hourly Total	3	47	0	3	50	5	10	0	11	15	96	4	1	13	101	166
7:00 AM	10	23	0	0	33	2	4	0	0	6	18	5	0	2	23	62
7:15 AM	7	11	0	0	18	5	5	0	3	10	19	2	0	6	21	49
7:30 AM	7	27	0	1	34	4	6	0	3	10	31	4	0	1	35	79
7:45 AM	6	31	0	2	37	3	8	0	6	11	39	5	0	3	44	92
Hourly Total	30	92	0	3	122	14	23	0	12	37	107	16	0	12	123	282
8:00 AM	11	29	0	0	40	4	15	0	3	19	43	2	0	3	45	104
8:15 AM	9	40	0	2	49	4	9	0	1	13	40	7	0	4	47	109
8:30 AM	6	37	0	2	43	5	12	0	3	17	49	10	0	3	59	119
8:45 AM	13	35	0	1	48	10	13	0	3	23	56	8	0	4	64	135
Hourly Total	39	141	0	5	180	23	49	0	10	72	188	27	0	14	215	467
9:00 AM	21	38	0	2	59	3	18	0	1	21	59	7	1	7	67	147
9:15 AM	9	46	0	1	55	14	16	0	8	30	52	15	0	3	67	152
9:30 AM	11	45	0	2	56	7	9	0	0	16	45	11	0	5	56	128
9:45 AM	7	58	0	0	65	7	12	0	0	19	51	15	0	7	66	150
Hourly Total	48	187	0	5	235	31	55	0	9	86	207	48	1	22	256	577
10:00 AM	20	51	0	1	71	9	16	0	3	25	57	13	0	8	70	166
10:15 AM	22	52	0	3	74	15	15	0	4	30	58	9	0	4	67	171
10:30 AM	19	35	0	2	54	14	11	0	2	25	53	5	0	4	58	137
10:45 AM	15	51	1	0	67	3	11	0	3	14	34	7	0	5	41	122
Hourly Total	76	189	1	6	266	41	53	0	12	94	202	34	0	21	236	596
11:00 AM	12	55	0	2	67	9	18	0	0	27	67	16	0	5	83	177
11:15 AM	17	46	0	4	63	13	21	0	2	34	52	15	0	10	67	164
11:30 AM	14	45	1	3	60	10	20	0	0	30	55	14	0	10	69	159
11:45 AM	12	45	0	2	57	9	24	0	2	33	56	22	0	11	78	168
Hourly Total	55	191	1	11	247	41	83	0	4	124	230	67	0	36	297	668
12:00 PM	15	55	1	2	71	11	26	0	15	37	62	15	0	8	77	185
12:15 PM	23	53	0	7	76	15	24	0	13	39	50	20	0	7	70	185
12:30 PM	24	46	0	2	70	13	21	0	4	34	61	17	1	23	79	183
12:45 PM	19	66	1	1	86	12	27	0	3	39	68	18	0	12	86	211
Hourly Total	81	220	2	12	303	51	98	0	35	149	241	70	1	50	312	764
1:00 PM	19	48	1	2	68	21	20	0	14	41	68	17	0	30	85	194
1:15 PM	24	59	0	2	83	6	31	0	8	37	59	25	1	13	85	205
1:30 PM	26	47	0	10	73	13	28	0	11	41	62	22	0	19	84	198
1:45 PM	28	50	0	4	78	12	28	0	10	40	56	12	0	11	68	186
Hourly Total	97	204	1	18	302	52	107	0	43	159	245	76	1	73	322	783
2:00 PM	21	46	0	2	67	15	25	0	8	40	67	14	0	6	81	188
2:15 PM	25	68	0	3	93	18	27	0	11	45	67	18	0	12	85	223
2:30 PM	31	66	0	3	97	9	35	0	7	44	90	17	0	7	107	248
2:45 PM	22	66	0	2	88	17	26	0	4	43	109	11	0	10	120	251
Hourly Total	99	246	0	10	345	59	113	0	30	172	333	60	0	35	393	910
3:00 PM	18	51	0	2	69	12	22	0	5	34	80	10	0	9	90	193
3:15 PM	18	44	0	3	62	11	17	0	5	28	38	10	0	3	48	138
3:30 PM	16	41	0	1	57	6	16	0	7	22	68	13	0	6	81	160
3:45 PM	10	40	0	1	50	15	15	0	4	30	57	13	0	6	70	150
Hourly Total	62	176	0	7	238	44	70	0	21	114	243	46	0	24	289	641
4:00 PM	24	43	0	0	67	15	21	0	2	36	50	19	0	4	69	172
4:15 PM	10	45	0	1	55	3	15	0	2	18	51	6	0	7	57	130
4:30 PM	17	44	0	0	61	7	24	0	1	31	48	11	0	7	59	151
4:45 PM	16	37	0	2	53	10	21	0	3	31	39	9	0	9	48	132
Hourly Total	67	169	0	3	236	35	81	0	8	116	188	45	0	27	233	585
5:00 PM	15	34	0	1	49	6	16	0	3	22	45	4	0	5	49	120
5:15 PM	17	38	0	3	55	12	17	0	5	29	47	11	0	5	58	142
5:30 PM	16	43	0	0	59	7	18	0	5	25	48	10	0	4	58	142
5:45 PM	15	29	0	0	44	4	14	0	2	18	38	12	0	7	50	112
Hourly Total	63	144	0	4	207	29	65	0	15	94	178	37	0	21	215	516
6:00 PM	14	35	0	0	49	12	18	0	3	30	41	18	0	6	59	138

6:15 PM	14	26	0	0	40	7	9	0	2	16	21	8	0	2	29	85
6:30 PM	17	32	0	0	49	3	15	0	0	18	25	7	0	5	32	99
6:45 PM	12	20	0	0	32	3	11	0	2	14	16	2	0	3	18	64
Hourly Total	57	113	0	0	170	25	53	0	7	78	103	35	0	16	138	386
7:00 PM	0	2	0	2	2	0	0	0	6	0	7	0	0	5	7	9
7:15 PM	0	1	0	2	1	0	0	0	9	0	1	0	0	17	1	2
7:30 PM	0	0	0	3	0	0	0	0	8	0	1	0	0	24	1	1
7:45 PM	0	0	0	2	0	0	0	0	3	0	0	0	0	8	0	0
Hourly Total	0	3	0	9	3	0	0	0	26	0	9	0	0	54	9	12
Grand Total	777	2122	5	96	2904	450	860	0	243	1310	2570	565	4	418	3139	7353
Approach %	26.8	73.1	0.2	-	-	34.4	65.6	0.0	-	-	81.9	18.0	0.1	-	-	-
Total %	10.6	28.9	0.1	-	39.5	6.1	11.7	0.0	-	17.8	35.0	7.7	0.1	-	42.7	-
Lights	743	2034	5	-	2782	432	797	0	-	1229	2419	519	4	-	2942	6953
% Lights	95.6	95.9	100.0	-	95.8	96.0	92.7	-	-	93.8	94.1	91.9	100.0	-	93.7	94.6
Buses	18	52	0	-	70	9	44	0	-	53	102	35	0	-	137	260
% Buses	2.3	2.5	0.0	-	2.4	2.0	5.1	-	-	4.0	4.0	6.2	0.0	-	4.4	3.5
Trucks	16	36	0	-	52	9	19	0	-	28	49	11	0	-	60	140
% Trucks	2.1	1.7	0.0	-	1.8	2.0	2.2	-	-	2.1	1.9	1.9	0.0	-	1.9	1.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.4	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	96	-	-	-	-	242	-	-	-	-	418	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	99.6	-	-	-	-	100.0	-	-

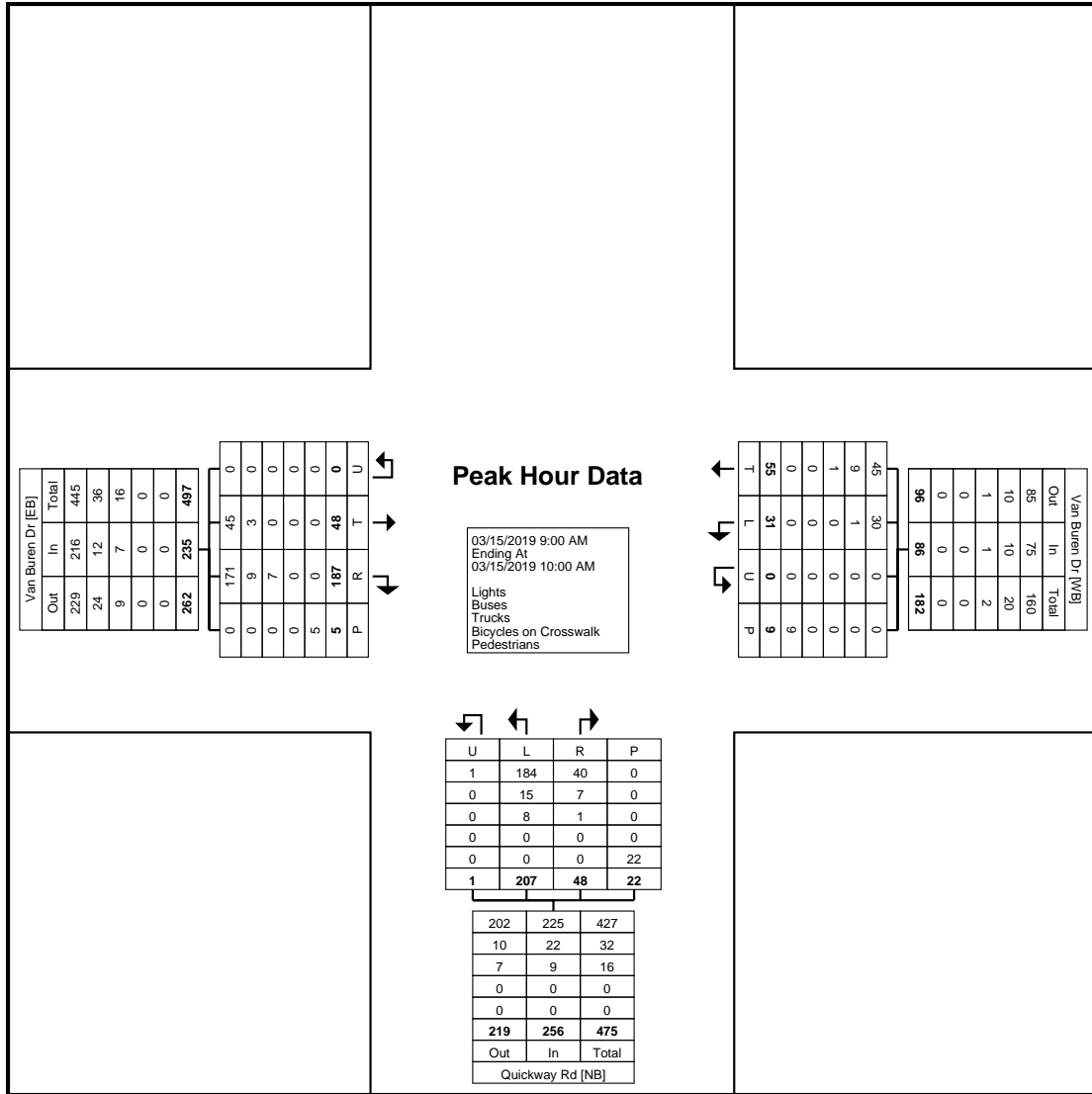
Orange County, NJ
Van Buren Dr & Quickway Rd
Location: 41.338122, -
74.168519



Turning Movement Data Plot

Turning Movement Peak Hour Data (9:00 AM)

Start Time	Van Buren Dr Eastbound					Van Buren Dr Westbound					Quickway Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
9:00 AM	21	38	0	2	59	3	18	0	1	21	59	7	1	7	67	147
9:15 AM	9	46	0	1	55	14	16	0	8	30	52	15	0	3	67	152
9:30 AM	11	45	0	2	56	7	9	0	0	16	45	11	0	5	56	128
9:45 AM	7	58	0	0	65	7	12	0	0	19	51	15	0	7	66	150
Total	48	187	0	5	235	31	55	0	9	86	207	48	1	22	256	577
Approach %	20.4	79.6	0.0	-	-	36.0	64.0	0.0	-	-	80.9	18.8	0.4	-	-	-
Total %	8.3	32.4	0.0	-	40.7	5.4	9.5	0.0	-	14.9	35.9	8.3	0.2	-	44.4	-
PHF	0.571	0.806	0.000	-	0.904	0.554	0.764	0.000	-	0.717	0.877	0.800	0.250	-	0.955	0.949
Lights	45	171	0	-	216	30	45	0	-	75	184	40	1	-	225	516
% Lights	93.8	91.4	-	-	91.9	96.8	81.8	-	-	87.2	88.9	83.3	100.0	-	87.9	89.4
Buses	3	9	0	-	12	1	9	0	-	10	15	7	0	-	22	44
% Buses	6.3	4.8	-	-	5.1	3.2	16.4	-	-	11.6	7.2	14.6	0.0	-	8.6	7.6
Trucks	0	7	0	-	7	0	1	0	-	1	8	1	0	-	9	17
% Trucks	0.0	3.7	-	-	3.0	0.0	1.8	-	-	1.2	3.9	2.1	0.0	-	3.5	2.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	5	-	-	-	-	9	-	-	-	-	22	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

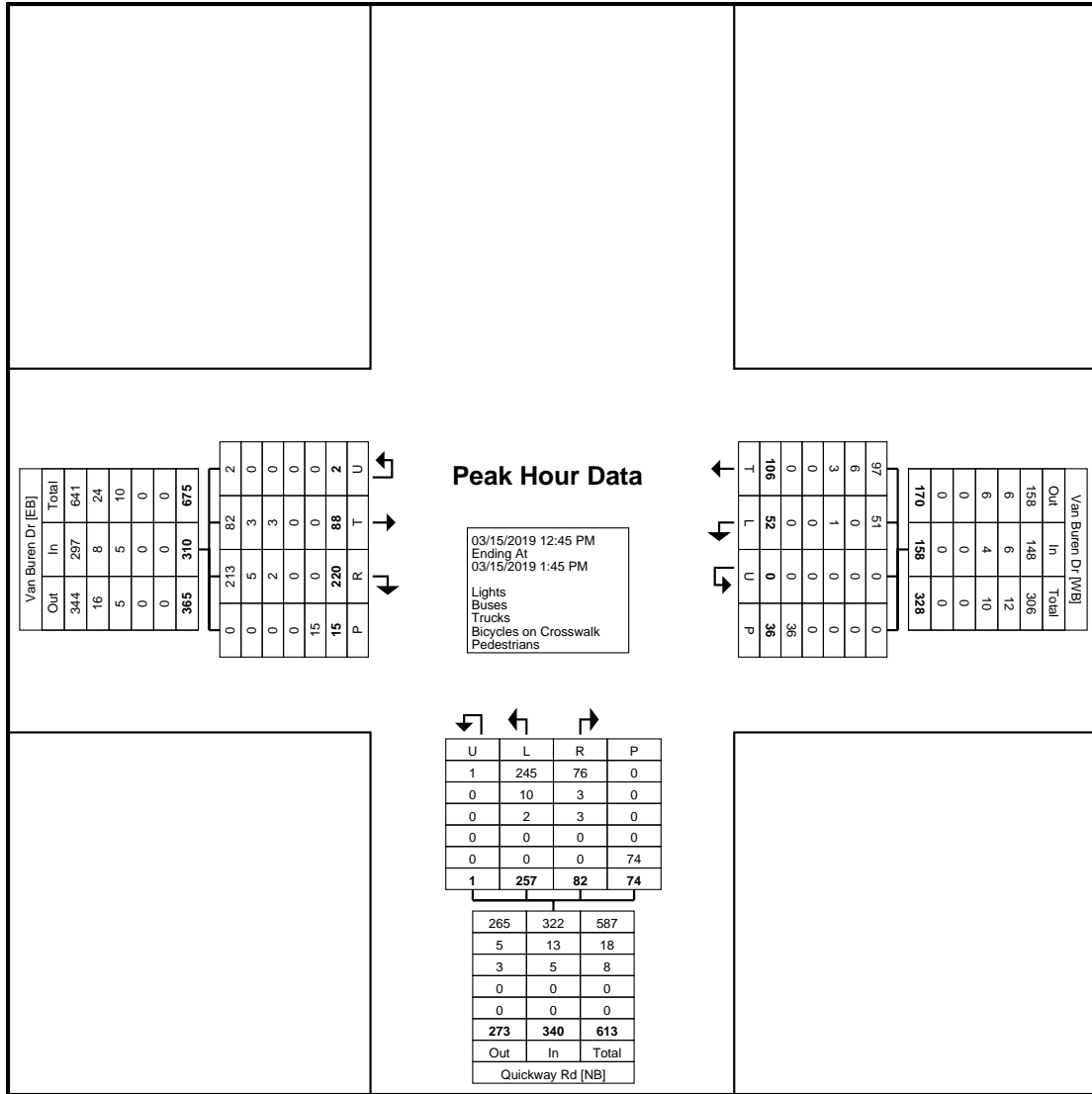


Turning Movement Peak Hour Data Plot (9:00 AM)

Orange County, NJ
Van Buren Dr & Quickway Rd
Location: 41.338122, -
74.168519

Turning Movement Peak Hour Data (12:45 PM)

Start Time	Van Buren Dr Eastbound					Van Buren Dr Westbound					Quickway Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
12:45 PM	19	66	1	1	86	12	27	0	3	39	68	18	0	12	86	211
1:00 PM	19	48	1	2	68	21	20	0	14	41	68	17	0	30	85	194
1:15 PM	24	59	0	2	83	6	31	0	8	37	59	25	1	13	85	205
1:30 PM	26	47	0	10	73	13	28	0	11	41	62	22	0	19	84	198
Total	88	220	2	15	310	52	106	0	36	158	257	82	1	74	340	808
Approach %	28.4	71.0	0.6	-	-	32.9	67.1	0.0	-	-	75.6	24.1	0.3	-	-	-
Total %	10.9	27.2	0.2	-	38.4	6.4	13.1	0.0	-	19.6	31.8	10.1	0.1	-	42.1	-
PHF	0.846	0.833	0.500	-	0.901	0.619	0.855	0.000	-	0.963	0.945	0.820	0.250	-	0.988	0.957
Lights	82	213	2	-	297	51	97	0	-	148	245	76	1	-	322	767
% Lights	93.2	96.8	100.0	-	95.8	98.1	91.5	-	-	93.7	95.3	92.7	100.0	-	94.7	94.9
Buses	3	5	0	-	8	0	6	0	-	6	10	3	0	-	13	27
% Buses	3.4	2.3	0.0	-	2.6	0.0	5.7	-	-	3.8	3.9	3.7	0.0	-	3.8	3.3
Trucks	3	2	0	-	5	1	3	0	-	4	2	3	0	-	5	14
% Trucks	3.4	0.9	0.0	-	1.6	1.9	2.8	-	-	2.5	0.8	3.7	0.0	-	1.5	1.7
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	15	-	-	-	-	36	-	-	-	-	74	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

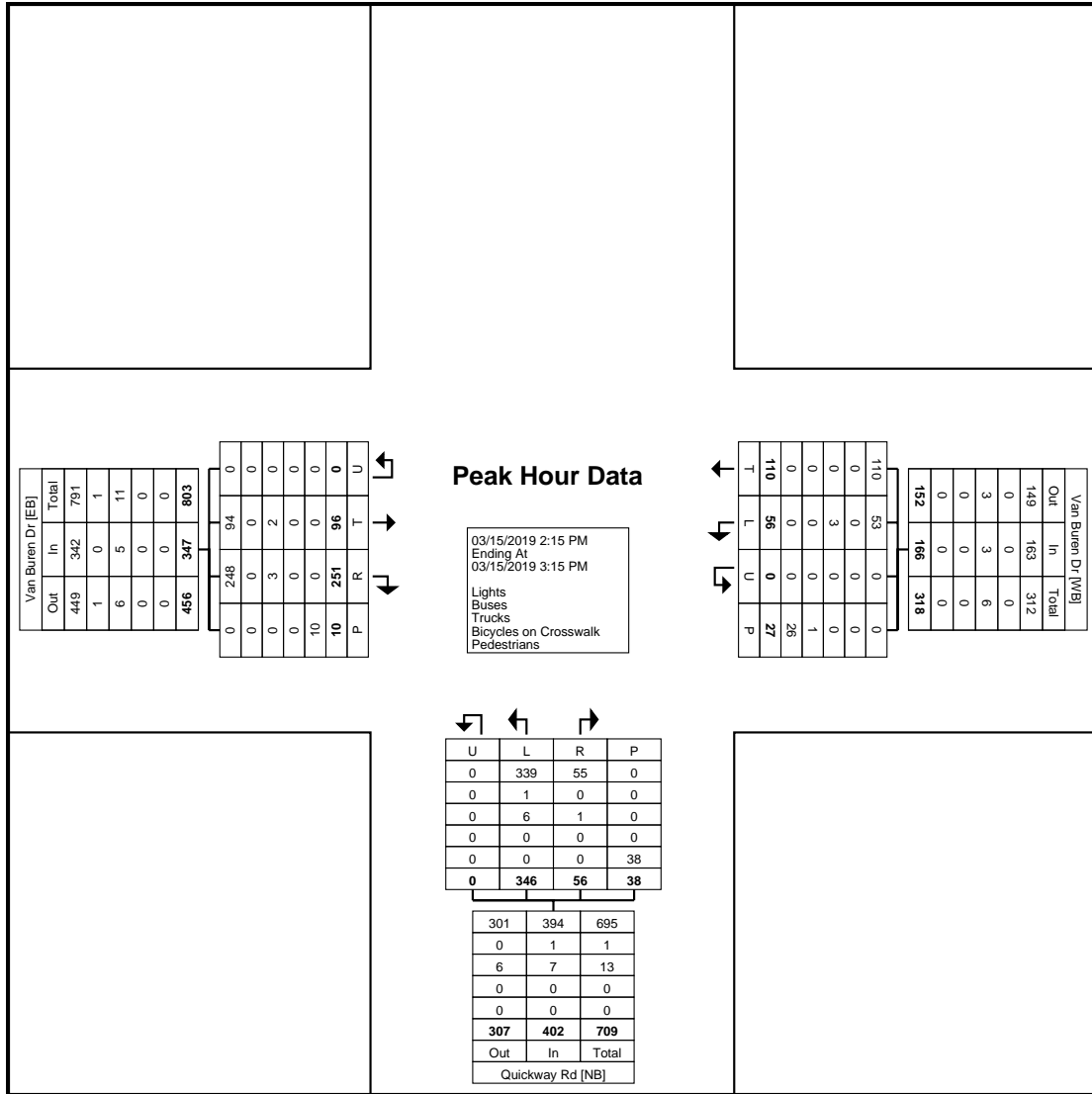


Turning Movement Peak Hour Data Plot (12:45 PM)

Orange County, NJ
Van Buren Dr & Quickway Rd
Location: 41.338122, -
74.168519

Turning Movement Peak Hour Data (2:15 PM)

Start Time	Van Buren Dr Eastbound					Van Buren Dr Westbound					Quickway Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
2:15 PM	25	68	0	3	93	18	27	0	11	45	67	18	0	12	85	223
2:30 PM	31	66	0	3	97	9	35	0	7	44	90	17	0	7	107	248
2:45 PM	22	66	0	2	88	17	26	0	4	43	109	11	0	10	120	251
3:00 PM	18	51	0	2	69	12	22	0	5	34	80	10	0	9	90	193
Total	96	251	0	10	347	56	110	0	27	166	346	56	0	38	402	915
Approach %	27.7	72.3	0.0	-	-	33.7	66.3	0.0	-	-	86.1	13.9	0.0	-	-	-
Total %	10.5	27.4	0.0	-	37.9	6.1	12.0	0.0	-	18.1	37.8	6.1	0.0	-	43.9	-
PHF	0.774	0.923	0.000	-	0.894	0.778	0.786	0.000	-	0.922	0.794	0.778	0.000	-	0.838	0.911
Lights	94	248	0	-	342	53	110	0	-	163	339	55	0	-	394	899
% Lights	97.9	98.8	-	-	98.6	94.6	100.0	-	-	98.2	98.0	98.2	-	-	98.0	98.3
Buses	0	0	0	-	0	0	0	0	-	0	1	0	0	-	1	1
% Buses	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.3	0.0	-	-	0.2	0.1
Trucks	2	3	0	-	5	3	0	0	-	3	6	1	0	-	7	15
% Trucks	2.1	1.2	-	-	1.4	5.4	0.0	-	-	1.8	1.7	1.8	-	-	1.7	1.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	3.7	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	10	-	-	-	-	26	-	-	-	-	38	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	96.3	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (2:15 PM)



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Orange County, NJ
Van Buren Dr & Quickway Rd
Location: 41.338122, -
74.168519

Count Name: Van Buren
Dr/Quickway Rd 3-15
Site Code:
Start Date: 03/15/2019
Page No: 10



www.TSTData.com
184 Baker Rd

Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Count Name: Zenta Rd/Carter
Ln 3-12
Site Code:
Start Date: 03/12/2019
Page No: 1

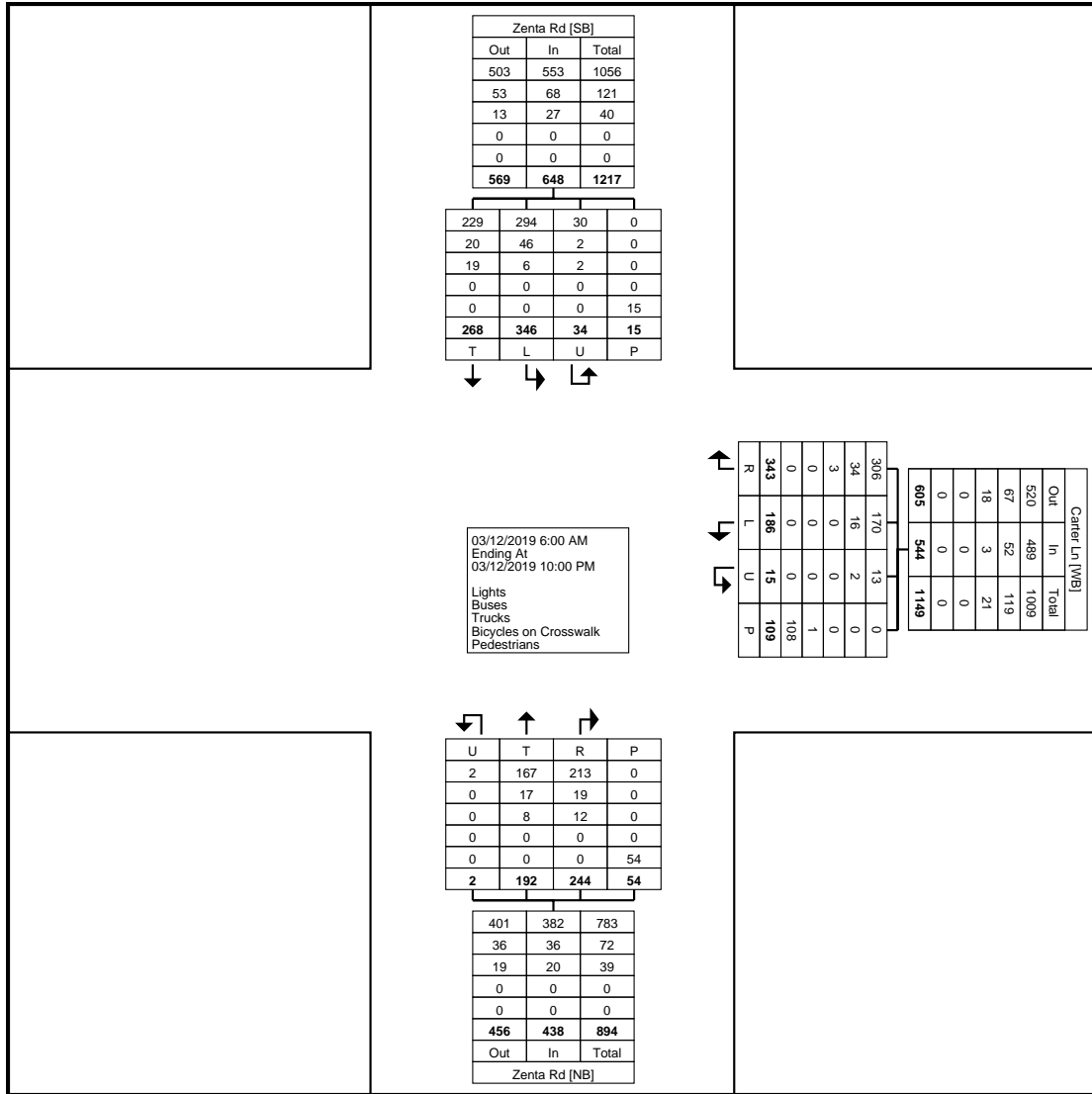
Orange County, NY
Zenta Rd & Carter Lane
Tuesday, March 12, 2019
Location: 41.340625, -74.17409

Turning Movement Data

Start Time	Carter Ln Westbound					Zenta Rd Northbound					Zenta Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
6:00 AM	0	0	0	1	0	0	2	0	0	2	3	0	0	0	3	5
6:15 AM	0	1	0	0	1	0	1	0	1	1	1	0	0	1	1	3
6:30 AM	0	1	0	0	1	1	2	0	0	3	2	0	0	0	2	6
6:45 AM	1	3	0	0	4	1	2	0	0	3	2	0	0	0	2	9
Hourly Total	1	5	0	1	6	2	7	0	1	9	8	0	0	1	8	23
7:00 AM	1	1	0	1	2	1	2	0	0	3	3	1	1	0	5	10
7:15 AM	1	4	0	0	5	0	1	0	2	1	6	0	0	0	6	12
7:30 AM	1	5	0	3	6	1	3	0	0	4	5	1	0	0	6	16
7:45 AM	1	6	0	1	7	3	4	0	0	7	9	2	0	0	11	25
Hourly Total	4	16	0	5	20	5	10	0	2	15	23	4	1	0	28	63
8:00 AM	1	5	0	0	6	2	1	0	0	3	6	6	1	0	13	22
8:15 AM	2	3	0	0	5	6	2	0	0	8	4	1	2	0	7	20
8:30 AM	0	7	0	3	7	0	4	0	0	4	7	3	0	0	10	21
8:45 AM	3	7	0	1	10	4	8	0	0	12	2	6	1	0	9	31
Hourly Total	6	22	0	4	28	12	15	0	0	27	19	16	4	0	39	94
9:00 AM	2	11	1	1	14	0	8	0	0	8	2	4	1	0	7	29
9:15 AM	6	7	0	0	13	3	5	0	0	8	11	1	2	1	14	35
9:30 AM	3	4	1	0	8	3	3	0	0	6	4	7	0	0	11	25
9:45 AM	2	10	0	1	12	4	3	0	0	7	5	6	0	0	11	30
Hourly Total	13	32	2	2	47	10	19	0	0	29	22	18	3	1	43	119
10:00 AM	3	4	0	2	7	4	2	0	0	6	8	4	0	0	12	25
10:15 AM	0	2	0	0	2	5	3	0	0	8	9	2	0	0	11	21
10:30 AM	4	5	0	1	9	0	4	0	0	4	6	5	1	0	12	25
10:45 AM	1	5	0	0	6	3	4	0	0	7	6	4	1	0	11	24
Hourly Total	8	16	0	3	24	12	13	0	0	25	29	15	2	0	46	95
11:00 AM	1	10	0	0	11	4	4	0	0	8	1	7	0	0	8	27
11:15 AM	2	5	0	0	7	5	1	0	0	6	4	6	0	0	10	23
11:30 AM	2	3	0	2	5	3	3	0	0	6	4	3	0	0	7	18
11:45 AM	4	9	0	0	13	3	2	0	0	5	4	4	0	0	8	26
Hourly Total	9	27	0	2	36	15	10	0	0	25	13	20	0	0	33	94
12:00 PM	2	4	0	0	6	7	2	0	0	9	4	3	0	0	7	22
12:15 PM	4	2	0	0	6	0	2	0	1	2	3	2	1	0	6	14
12:30 PM	2	6	0	1	8	0	2	0	0	2	2	1	0	0	3	13
12:45 PM	2	7	1	0	10	3	3	0	0	6	7	8	0	0	15	31
Hourly Total	10	19	1	1	30	10	9	0	1	19	16	14	1	0	31	80
1:00 PM	5	3	1	0	9	4	4	1	0	9	3	3	1	0	7	25
1:15 PM	0	6	1	1	7	4	5	0	0	9	6	5	0	0	11	27
1:30 PM	1	4	0	1	5	1	2	0	0	3	6	1	1	0	8	16
1:45 PM	1	11	0	1	12	4	5	1	0	10	3	1	0	0	4	26
Hourly Total	7	24	2	3	33	13	16	2	0	31	18	10	2	0	30	94
2:00 PM	0	9	0	0	9	2	2	0	0	4	5	2	0	0	7	20
2:15 PM	2	4	0	1	6	1	2	0	0	3	5	7	1	0	13	22
2:30 PM	1	9	0	1	10	4	3	0	2	7	5	7	1	0	13	30
2:45 PM	3	6	1	0	10	6	2	0	1	8	8	4	0	0	12	30
Hourly Total	6	28	1	2	35	13	9	0	3	22	23	20	2	0	45	102
3:00 PM	5	5	0	1	10	4	9	0	0	13	4	6	1	0	11	34
3:15 PM	3	3	1	1	7	2	6	0	2	8	5	5	0	0	10	25
3:30 PM	3	8	0	1	11	5	1	0	1	6	3	3	0	0	6	23
3:45 PM	4	5	0	2	9	4	6	0	3	10	6	5	1	0	12	31
Hourly Total	15	21	1	5	37	15	22	0	6	37	18	19	2	0	39	113
4:00 PM	3	4	0	0	7	5	6	0	1	11	3	9	2	0	14	32
4:15 PM	5	7	1	6	13	6	5	0	2	11	13	3	0	0	16	40
4:30 PM	1	6	0	2	7	4	0	0	0	4	6	3	0	0	9	20
4:45 PM	3	3	0	3	6	2	3	0	0	5	4	4	0	0	8	19
Hourly Total	12	20	1	11	33	17	14	0	3	31	26	19	2	0	47	111
5:00 PM	1	10	0	5	11	5	4	0	2	9	9	4	0	1	13	33
5:15 PM	1	5	0	0	6	0	0	0	1	0	10	5	0	0	15	21
5:30 PM	3	4	1	2	8	2	5	0	2	7	5	3	0	2	8	23
5:45 PM	2	8	2	6	12	3	3	0	4	6	7	8	0	0	15	33
Hourly Total	7	27	3	13	37	10	12	0	9	22	31	20	0	3	51	110
6:00 PM	1	7	1	1	9	2	2	0	9	4	8	2	2	0	12	25

6:15 PM	4	3	0	3	7	2	1	0	0	3	6	4	1	2	11	21
6:30 PM	1	5	0	4	6	3	3	0	5	6	8	6	1	0	15	27
6:45 PM	9	10	1	9	20	4	6	0	4	10	6	6	1	0	13	43
Hourly Total	15	25	2	17	42	11	12	0	18	23	28	18	5	2	51	116
7:00 PM	4	5	0	5	9	6	1	0	6	7	7	12	1	1	20	36
7:15 PM	3	7	0	4	10	5	4	0	0	9	4	6	2	0	12	31
7:30 PM	5	4	1	8	10	5	8	0	0	13	9	6	0	5	15	38
7:45 PM	7	9	0	2	16	6	9	0	1	15	11	5	1	1	17	48
Hourly Total	19	25	1	19	45	22	22	0	7	44	31	29	4	7	64	153
8:00 PM	11	4	0	3	15	1	10	0	0	11	4	9	1	0	14	40
8:15 PM	6	6	0	2	12	0	7	0	0	7	7	4	1	0	12	31
8:30 PM	4	7	0	4	11	4	11	0	0	15	4	2	0	0	6	32
8:45 PM	6	6	0	3	12	5	9	0	2	14	3	8	0	0	11	37
Hourly Total	27	23	0	12	50	10	37	0	2	47	18	23	2	0	43	140
9:00 PM	9	5	1	1	15	6	8	0	0	14	6	10	1	0	17	46
9:15 PM	3	3	0	4	6	3	3	0	0	6	9	1	1	1	11	23
9:30 PM	3	4	0	1	7	0	2	0	2	2	4	5	1	0	10	19
9:45 PM	12	1	0	3	13	6	4	0	0	10	4	7	1	0	12	35
Hourly Total	27	13	1	9	41	15	17	0	2	32	23	23	4	1	50	123
Grand Total	186	343	15	109	544	192	244	2	54	438	346	268	34	15	648	1630
Approach %	34.2	63.1	2.8	-	-	43.8	55.7	0.5	-	-	53.4	41.4	5.2	-	-	-
Total %	11.4	21.0	0.9	-	33.4	11.8	15.0	0.1	-	26.9	21.2	16.4	2.1	-	39.8	-
Lights	170	306	13	-	489	167	213	2	-	382	294	229	30	-	553	1424
% Lights	91.4	89.2	86.7	-	89.9	87.0	87.3	100.0	-	87.2	85.0	85.4	88.2	-	85.3	87.4
Buses	16	34	2	-	52	17	19	0	-	36	46	20	2	-	68	156
% Buses	8.6	9.9	13.3	-	9.6	8.9	7.8	0.0	-	8.2	13.3	7.5	5.9	-	10.5	9.6
Trucks	0	3	0	-	3	8	12	0	-	20	6	19	2	-	27	50
% Trucks	0.0	0.9	0.0	-	0.6	4.2	4.9	0.0	-	4.6	1.7	7.1	5.9	-	4.2	3.1
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.9	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	108	-	-	-	-	54	-	-	-	-	15	-	-
% Pedestrians	-	-	-	99.1	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Orange County, NY
Zenta Rd & Carter Lane
Tuesday, March 12, 2019
Location: 41.340625, -74.17409



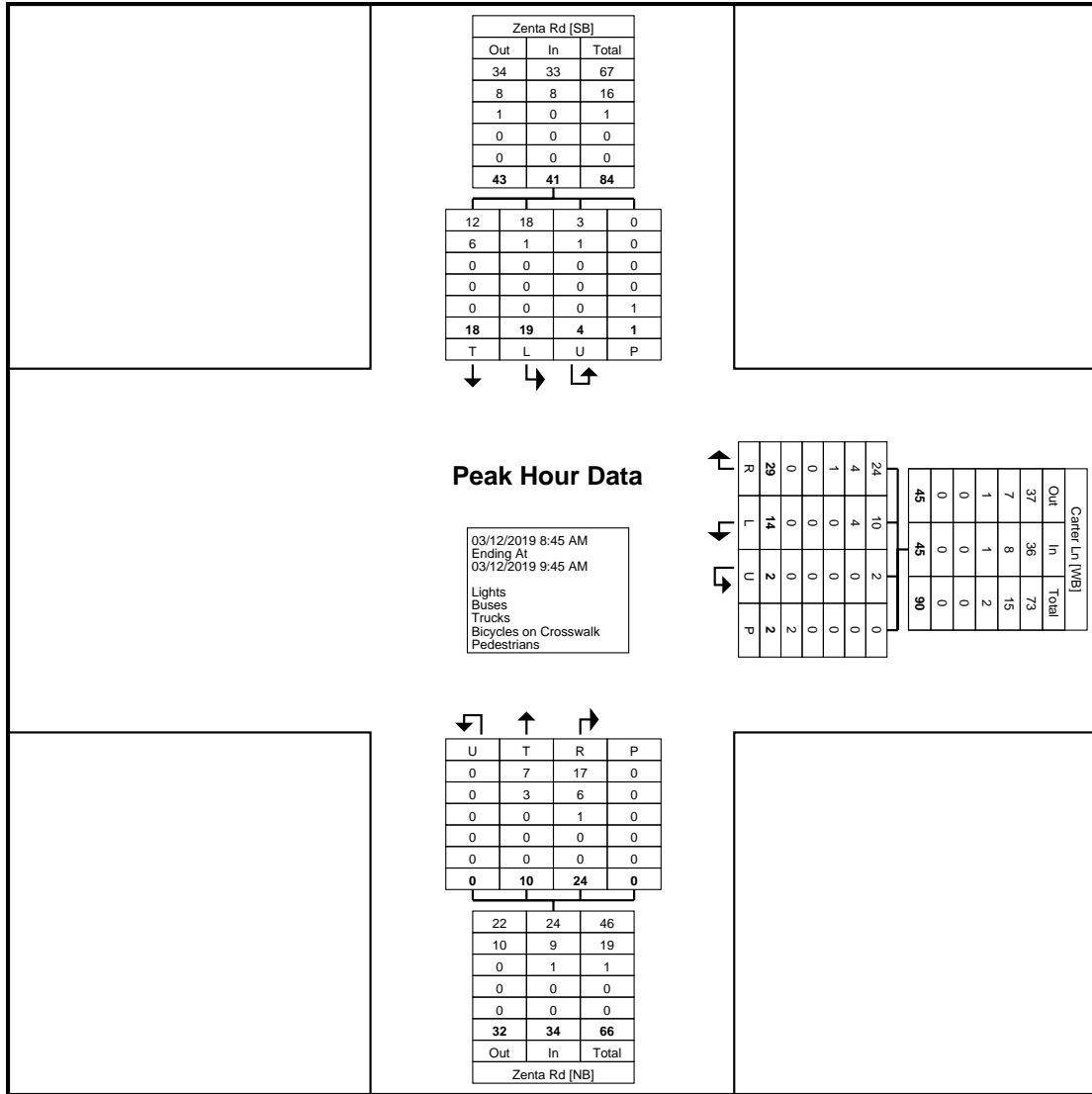
Turning Movement Data Plot

Orange County, NY
Zenta Rd & Carter Lane
Tuesday, March 12, 2019
Location: 41.340625, -74.17409

Turning Movement Peak Hour Data (8:45 AM)

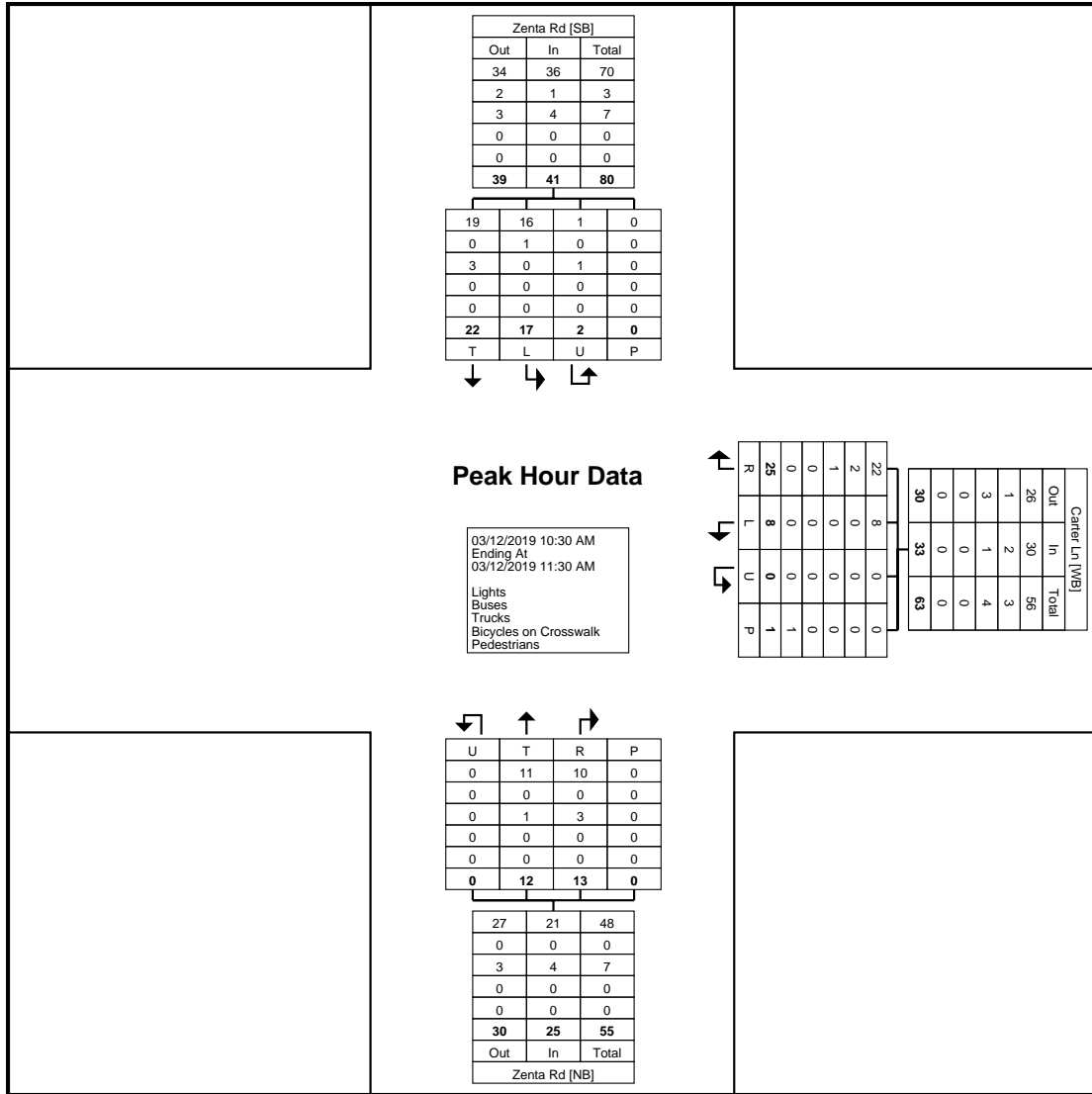
Start Time	Carter Ln Westbound					Zenta Rd Northbound					Zenta Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
8:45 AM	3	7	0	1	10	4	8	0	0	12	2	6	1	0	9	31
9:00 AM	2	11	1	1	14	0	8	0	0	8	2	4	1	0	7	29
9:15 AM	6	7	0	0	13	3	5	0	0	8	11	1	2	1	14	35
9:30 AM	3	4	1	0	8	3	3	0	0	6	4	7	0	0	11	25
Total	14	29	2	2	45	10	24	0	0	34	19	18	4	1	41	120
Approach %	31.1	64.4	4.4	-	-	29.4	70.6	0.0	-	-	46.3	43.9	9.8	-	-	-
Total %	11.7	24.2	1.7	-	37.5	8.3	20.0	0.0	-	28.3	15.8	15.0	3.3	-	34.2	-
PHF	0.583	0.659	0.500	-	0.804	0.625	0.750	0.000	-	0.708	0.432	0.643	0.500	-	0.732	0.857
Lights	10	24	2	-	36	7	17	0	-	24	18	12	3	-	33	93
% Lights	71.4	82.8	100.0	-	80.0	70.0	70.8	-	-	70.6	94.7	66.7	75.0	-	80.5	77.5
Buses	4	4	0	-	8	3	6	0	-	9	1	6	1	-	8	25
% Buses	28.6	13.8	0.0	-	17.8	30.0	25.0	-	-	26.5	5.3	33.3	25.0	-	19.5	20.8
Trucks	0	1	0	-	1	0	1	0	-	1	0	0	0	-	0	2
% Trucks	0.0	3.4	0.0	-	2.2	0.0	4.2	-	-	2.9	0.0	0.0	0.0	-	0.0	1.7
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	2	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

Orange County, NY
Zenta Rd & Carter Lane
Tuesday, March 12, 2019
Location: 41.340625, -74.17409



Turning Movement Peak Hour Data Plot (8:45 AM)

Orange County, NY
Zenta Rd & Carter Lane
Tuesday, March 12, 2019
Location: 41.340625, -74.17409

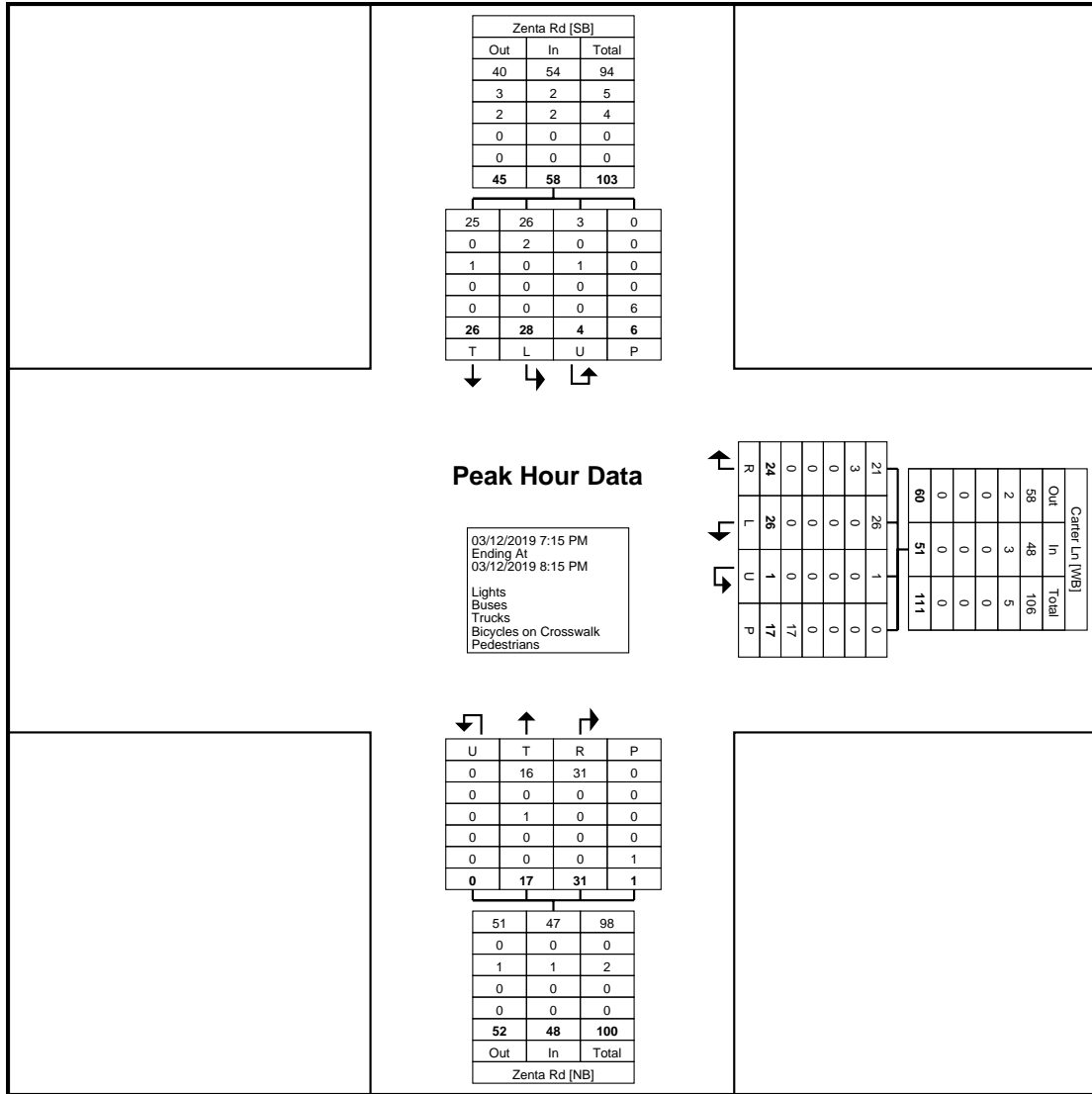


Turning Movement Peak Hour Data Plot (10:30 AM)

Turning Movement Peak Hour Data (7:15 PM)

Start Time	Carter Ln Westbound					Zenta Rd Northbound					Zenta Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
7:15 PM	3	7	0	4	10	5	4	0	0	9	4	6	2	0	12	31
7:30 PM	5	4	1	8	10	5	8	0	0	13	9	6	0	5	15	38
7:45 PM	7	9	0	2	16	6	9	0	1	15	11	5	1	1	17	48
8:00 PM	11	4	0	3	15	1	10	0	0	11	4	9	1	0	14	40
Total	26	24	1	17	51	17	31	0	1	48	28	26	4	6	58	157
Approach %	51.0	47.1	2.0	-	-	35.4	64.6	0.0	-	-	48.3	44.8	6.9	-	-	-
Total %	16.6	15.3	0.6	-	32.5	10.8	19.7	0.0	-	30.6	17.8	16.6	2.5	-	36.9	-
PHF	0.591	0.667	0.250	-	0.797	0.708	0.775	0.000	-	0.800	0.636	0.722	0.500	-	0.853	0.818
Lights	26	21	1	-	48	16	31	0	-	47	26	25	3	-	54	149
% Lights	100.0	87.5	100.0	-	94.1	94.1	100.0	-	-	97.9	92.9	96.2	75.0	-	93.1	94.9
Buses	0	3	0	-	3	0	0	0	-	0	2	0	0	-	2	5
% Buses	0.0	12.5	0.0	-	5.9	0.0	0.0	-	-	0.0	7.1	0.0	0.0	-	3.4	3.2
Trucks	0	0	0	-	0	1	0	0	-	1	0	1	1	-	2	3
% Trucks	0.0	0.0	0.0	-	0.0	5.9	0.0	-	-	2.1	0.0	3.8	25.0	-	3.4	1.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	17	-	-	-	-	1	-	-	-	-	6	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Orange County, NY
Zenta Rd & Carter Lane
Tuesday, March 12, 2019
Location: 41.340625, -74.17409



Turning Movement Peak Hour Data Plot (7:15 PM)



www.TSTData.com
184 Baker Rd

Coatesville, Pennsylvania, United States 19320
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Serving Transportation Professionals Since 1995

Orange County, NY
Zenta Rd & Carter Lane
Tuesday, March 12, 2019
Location: 41.340625, -74.17409

Count Name: Zenta Rd/Carter
Ln 3-12
Site Code:
Start Date: 03/12/2019
Page No: 10



www.TSTData.com
184 Baker Rd

Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Count Name: Zenta Rd/Carter Ln 3-15
Site Code:
Start Date: 03/15/2019
Page No: 1

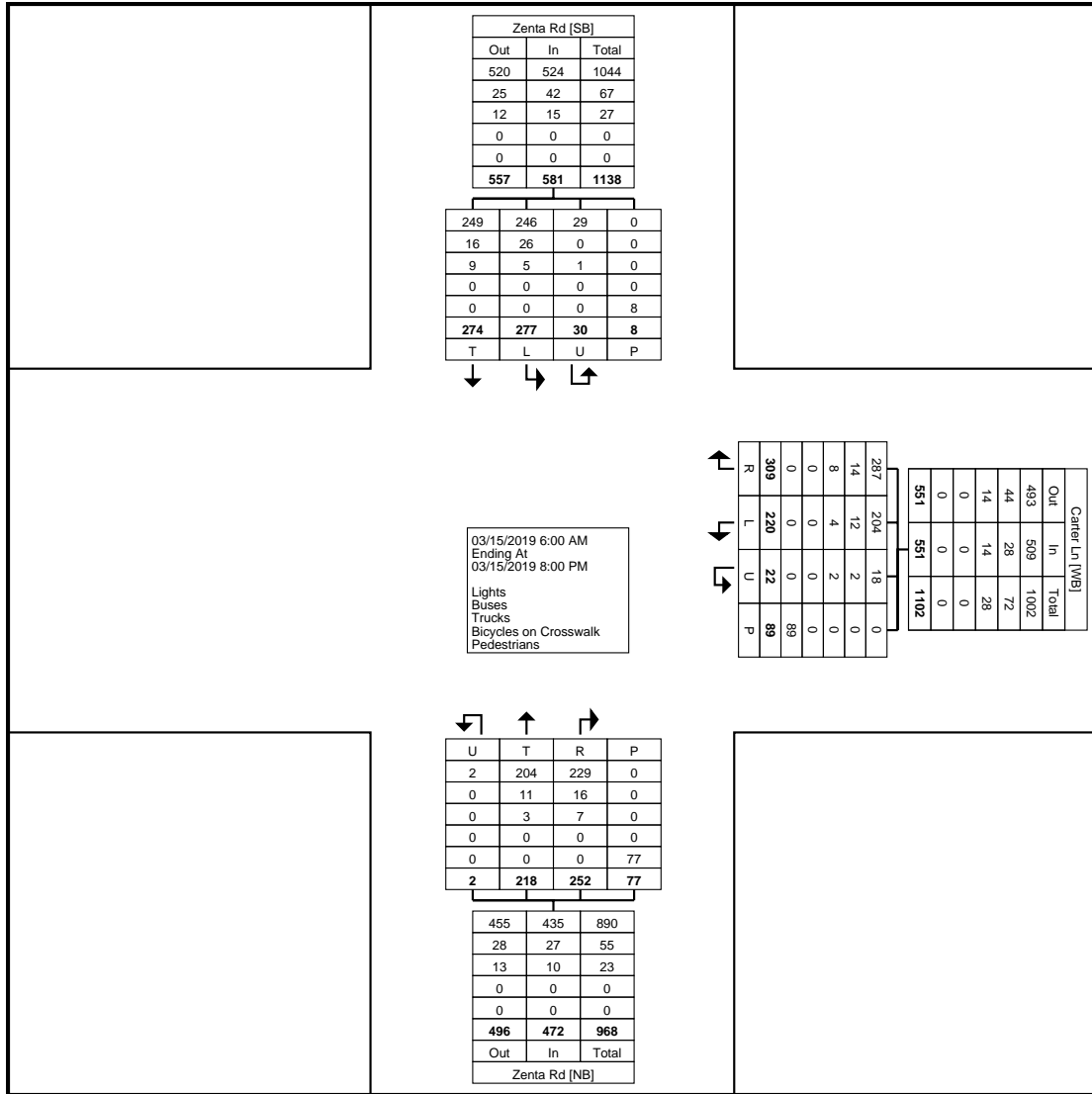
Orange County, NY
Zenta Rd & Carter Lane
Friday, March 15, 2109
Location: 41.340625, -74.17409

Turning Movement Data

Start Time	Carter Ln Westbound					Zenta Rd Northbound					Zenta Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
6:00 AM	0	0	0	0	0	0	1	0	1	1	2	0	0	0	2	3
6:15 AM	1	0	1	1	2	1	2	0	0	3	2	0	0	1	2	7
6:30 AM	2	1	0	1	3	1	3	0	1	4	4	2	0	0	6	13
6:45 AM	1	0	0	0	1	0	2	0	1	2	3	1	0	0	4	7
Hourly Total	4	1	1	2	6	2	8	0	3	10	11	3	0	1	14	30
7:00 AM	1	3	0	1	4	2	2	0	0	4	2	3	1	0	6	14
7:15 AM	1	3	0	1	4	1	1	0	1	2	2	1	0	0	3	9
7:30 AM	3	2	0	1	5	1	2	0	0	3	4	0	1	0	5	13
7:45 AM	2	2	1	1	5	2	4	0	1	6	6	2	0	0	8	19
Hourly Total	7	10	1	4	18	6	9	0	2	15	14	6	2	0	22	55
8:00 AM	2	7	0	1	9	3	2	0	1	5	4	3	0	0	7	21
8:15 AM	2	12	0	1	14	2	8	0	1	10	3	5	1	2	9	33
8:30 AM	2	7	0	1	9	1	5	0	0	6	3	4	0	0	7	22
8:45 AM	3	4	0	0	7	5	4	0	0	9	7	4	1	0	12	28
Hourly Total	9	30	0	3	39	11	19	0	2	30	17	16	2	2	35	104
9:00 AM	2	5	0	0	7	1	6	0	0	7	11	4	0	0	15	29
9:15 AM	5	3	2	3	10	6	5	0	0	11	7	2	0	0	9	30
9:30 AM	4	6	0	2	10	6	4	0	0	10	10	6	0	0	16	36
9:45 AM	5	3	0	1	8	6	5	0	0	11	10	5	0	0	15	34
Hourly Total	16	17	2	6	35	19	20	0	0	39	38	17	0	0	55	129
10:00 AM	4	1	0	2	5	5	4	0	1	9	3	4	1	0	8	22
10:15 AM	4	6	0	1	10	5	3	0	0	8	5	4	1	0	10	28
10:30 AM	2	2	1	0	5	3	2	0	0	5	1	7	0	0	8	18
10:45 AM	4	6	0	1	10	3	3	0	0	6	5	2	0	0	7	23
Hourly Total	14	15	1	4	30	16	12	0	1	28	14	17	2	0	33	91
11:00 AM	5	2	0	2	7	6	6	1	0	13	4	3	0	1	7	27
11:15 AM	4	11	0	2	15	4	10	0	0	14	5	9	0	0	14	43
11:30 AM	1	3	1	1	5	5	2	0	0	7	6	4	0	0	10	22
11:45 AM	8	8	2	3	18	4	4	0	2	8	7	5	1	1	13	39
Hourly Total	18	24	3	8	45	19	22	1	2	42	22	21	1	2	44	131
12:00 PM	3	6	0	1	9	2	2	0	2	4	5	6	0	0	11	24
12:15 PM	5	11	0	6	16	5	12	0	4	17	10	8	0	0	18	51
12:30 PM	5	6	1	1	12	3	9	0	0	12	6	10	0	0	16	40
12:45 PM	2	6	4	1	12	5	6	0	0	11	4	8	1	0	13	36
Hourly Total	15	29	5	9	49	15	29	0	6	44	25	32	1	0	58	151
1:00 PM	8	11	0	3	19	5	2	0	2	7	6	4	0	0	10	36
1:15 PM	5	9	2	2	16	5	6	0	0	11	6	5	1	0	12	39
1:30 PM	6	10	1	4	17	5	7	0	0	12	5	5	2	1	12	41
1:45 PM	5	10	0	1	15	1	6	0	0	7	9	9	2	1	20	42
Hourly Total	24	40	3	10	67	16	21	0	2	37	26	23	5	2	54	158
2:00 PM	5	4	0	1	9	3	3	0	1	6	4	8	1	0	13	28
2:15 PM	4	13	1	4	18	3	3	0	2	6	11	8	2	0	21	45
2:30 PM	3	26	0	1	29	2	9	0	4	11	5	4	0	0	9	49
2:45 PM	10	14	0	2	24	7	8	0	2	15	9	10	0	0	19	58
Hourly Total	22	57	1	8	80	15	23	0	9	38	29	30	3	0	62	180
3:00 PM	7	7	1	0	15	10	9	0	0	19	6	4	1	0	11	45
3:15 PM	8	11	0	0	19	5	4	1	0	10	6	5	3	0	14	43
3:30 PM	7	5	1	0	13	3	7	0	2	10	2	7	2	0	11	34
3:45 PM	4	4	0	0	8	9	6	0	6	15	6	9	1	0	16	39
Hourly Total	26	27	2	0	55	27	26	1	8	54	20	25	7	0	52	161
4:00 PM	4	6	0	0	10	8	8	0	1	16	5	10	0	0	15	41
4:15 PM	4	9	0	1	13	5	6	0	1	11	10	9	1	0	20	44
4:30 PM	8	7	1	0	16	7	6	0	3	13	5	6	1	0	12	41
4:45 PM	3	3	0	0	6	6	3	0	0	9	6	4	1	0	11	26
Hourly Total	19	25	1	1	45	26	23	0	5	49	26	29	3	0	58	152
5:00 PM	9	3	1	7	13	7	5	0	2	12	2	7	0	0	9	34
5:15 PM	4	5	0	3	9	12	5	0	0	17	7	9	0	0	16	42
5:30 PM	4	5	0	0	9	3	4	0	4	7	3	6	0	0	9	25
5:45 PM	8	3	0	6	11	9	4	0	4	13	2	7	1	1	10	34
Hourly Total	25	16	1	16	42	31	18	0	10	49	14	29	1	1	44	135
6:00 PM	3	4	0	2	7	6	8	0	0	14	5	6	1	0	12	33

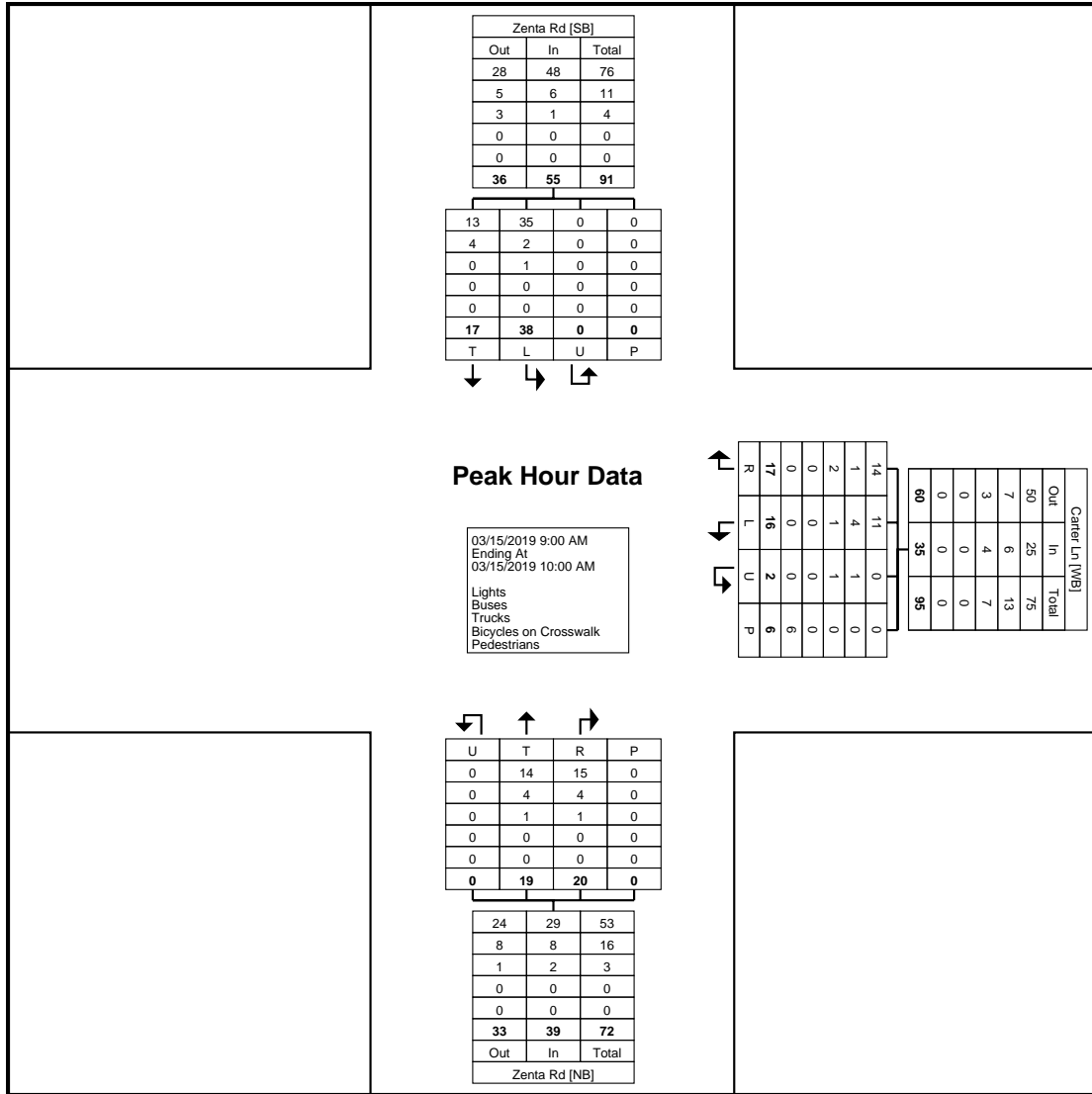
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6:30 PM	7	3	0	0	10	3	10	0	0	13	6	7	0	0	13	36
6:45 PM	7	5	1	1	13	1	0	0	0	1	1	6	1	0	8	22
Hourly Total	21	18	1	6	40	15	21	0	2	36	18	26	3	0	47	123
7:00 PM	0	0	0	3	0	0	1	0	4	1	0	0	0	0	0	1
7:15 PM	0	0	0	0	0	0	0	0	13	0	1	0	0	0	1	1
7:30 PM	0	0	0	6	0	0	0	0	5	0	1	0	0	0	1	1
7:45 PM	0	0	0	3	0	0	0	0	3	0	1	0	0	0	1	1
Hourly Total	0	0	0	12	0	0	1	0	25	1	3	0	0	0	3	4
Grand Total	220	309	22	89	551	218	252	2	77	472	277	274	30	8	581	1604
Approach %	39.9	56.1	4.0	-	-	46.2	53.4	0.4	-	-	47.7	47.2	5.2	-	-	-
Total %	13.7	19.3	1.4	-	34.4	13.6	15.7	0.1	-	29.4	17.3	17.1	1.9	-	36.2	-
Lights	204	287	18	-	509	204	229	2	-	435	246	249	29	-	524	1468
% Lights	92.7	92.9	81.8	-	92.4	93.6	90.9	100.0	-	92.2	88.8	90.9	96.7	-	90.2	91.5
Buses	12	14	2	-	28	11	16	0	-	27	26	16	0	-	42	97
% Buses	5.5	4.5	9.1	-	5.1	5.0	6.3	0.0	-	5.7	9.4	5.8	0.0	-	7.2	6.0
Trucks	4	8	2	-	14	3	7	0	-	10	5	9	1	-	15	39
% Trucks	1.8	2.6	9.1	-	2.5	1.4	2.8	0.0	-	2.1	1.8	3.3	3.3	-	2.6	2.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	89	-	-	-	-	77	-	-	-	-	8	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Orange County, NY
Zenta Rd & Carter Lane
Friday, March 15, 2019
Location: 41.340625, -74.17409



Turning Movement Data Plot

Orange County, NY
Zenta Rd & Carter Lane
Friday, March 15, 2109
Location: 41.340625, -74.17409



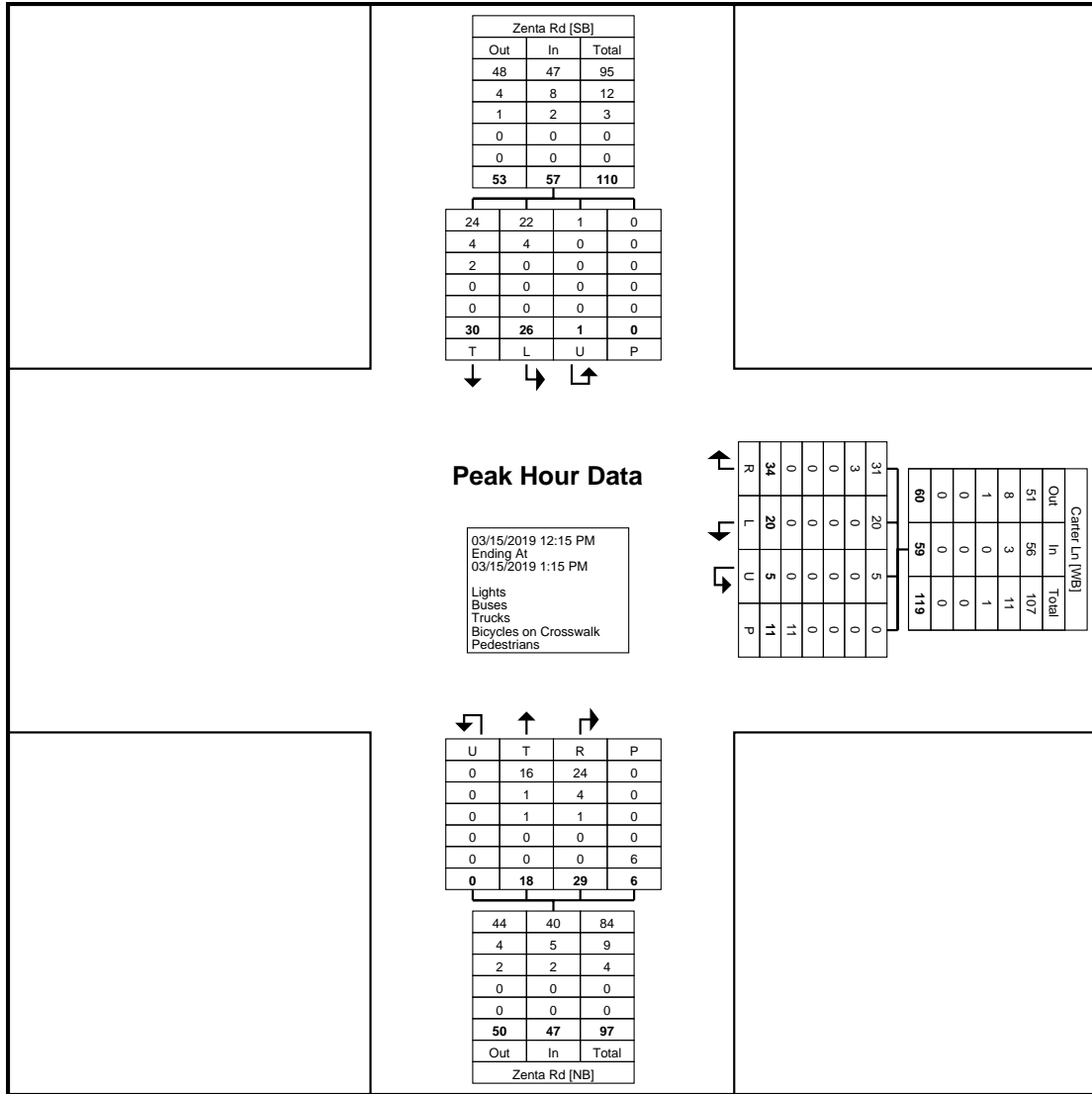
Turning Movement Peak Hour Data Plot (9:00 AM)

Orange County, NY
Zenta Rd & Carter Lane
Friday, March 15, 2109
Location: 41.340625, -74.17409

Turning Movement Peak Hour Data (12:15 PM)

Start Time	Carter Ln Westbound					Zenta Rd Northbound					Zenta Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
12:15 PM	5	11	0	6	16	5	12	0	4	17	10	8	0	0	18	51
12:30 PM	5	6	1	1	12	3	9	0	0	12	6	10	0	0	16	40
12:45 PM	2	6	4	1	12	5	6	0	0	11	4	8	1	0	13	36
1:00 PM	8	11	0	3	19	5	2	0	2	7	6	4	0	0	10	36
Total	20	34	5	11	59	18	29	0	6	47	26	30	1	0	57	163
Approach %	33.9	57.6	8.5	-	-	38.3	61.7	0.0	-	-	45.6	52.6	1.8	-	-	-
Total %	12.3	20.9	3.1	-	36.2	11.0	17.8	0.0	-	28.8	16.0	18.4	0.6	-	35.0	-
PHF	0.625	0.773	0.313	-	0.776	0.900	0.604	0.000	-	0.691	0.650	0.750	0.250	-	0.792	0.799
Lights	20	31	5	-	56	16	24	0	-	40	22	24	1	-	47	143
% Lights	100.0	91.2	100.0	-	94.9	88.9	82.8	-	-	85.1	84.6	80.0	100.0	-	82.5	87.7
Buses	0	3	0	-	3	1	4	0	-	5	4	4	0	-	8	16
% Buses	0.0	8.8	0.0	-	5.1	5.6	13.8	-	-	10.6	15.4	13.3	0.0	-	14.0	9.8
Trucks	0	0	0	-	0	1	1	0	-	2	0	2	0	-	2	4
% Trucks	0.0	0.0	0.0	-	0.0	5.6	3.4	-	-	4.3	0.0	6.7	0.0	-	3.5	2.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	11	-	-	-	-	6	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

Orange County, NY
Zenta Rd & Carter Lane
Friday, March 15, 2109
Location: 41.340625, -74.17409



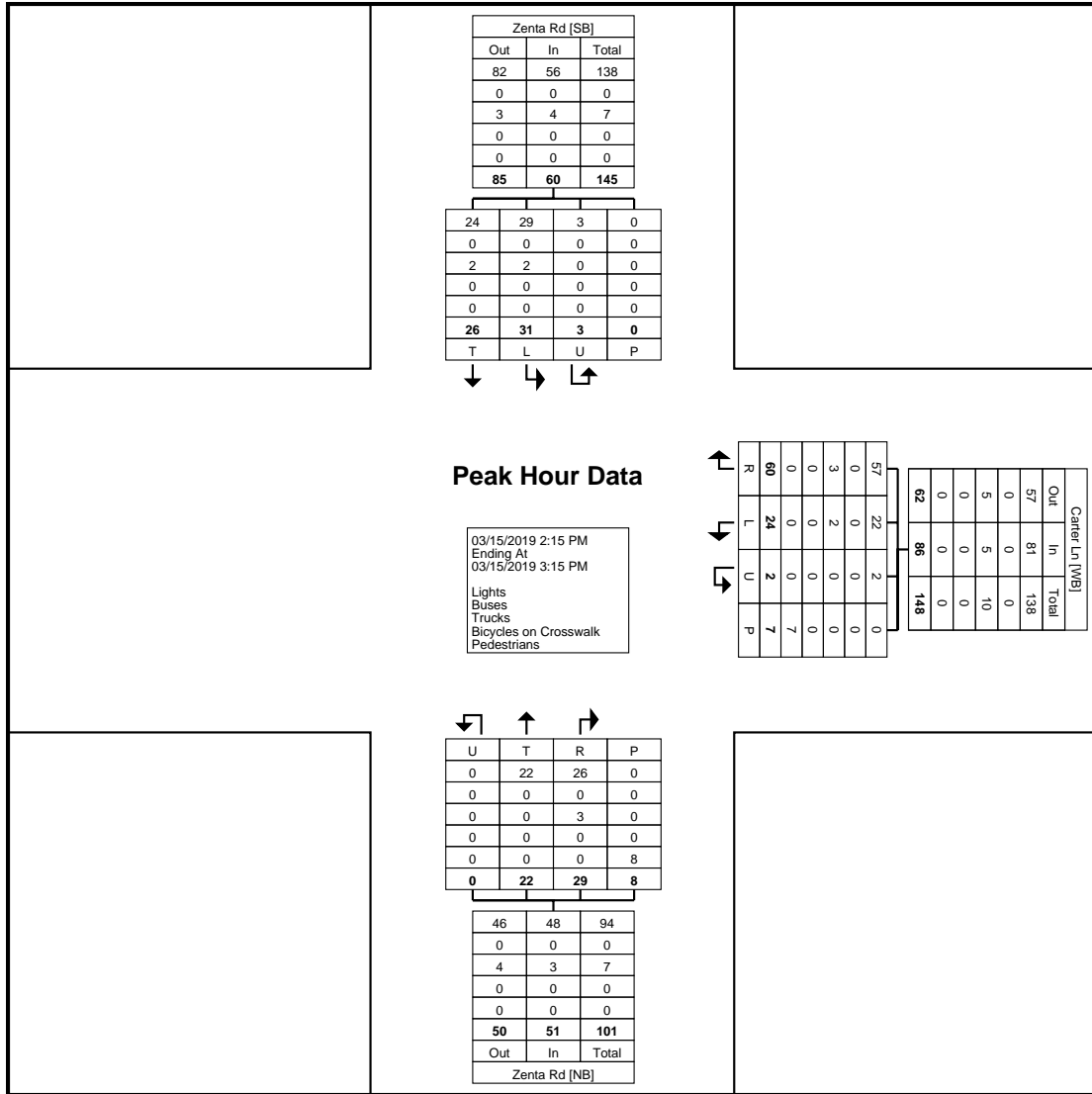
Turning Movement Peak Hour Data Plot (12:15 PM)

Orange County, NY
Zenta Rd & Carter Lane
Friday, March 15, 2109
Location: 41.340625, -74.17409

Turning Movement Peak Hour Data (2:15 PM)

Start Time	Carter Ln Westbound					Zenta Rd Northbound					Zenta Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
2:15 PM	4	13	1	4	18	3	3	0	2	6	11	8	2	0	21	45
2:30 PM	3	26	0	1	29	2	9	0	4	11	5	4	0	0	9	49
2:45 PM	10	14	0	2	24	7	8	0	2	15	9	10	0	0	19	58
3:00 PM	7	7	1	0	15	10	9	0	0	19	6	4	1	0	11	45
Total	24	60	2	7	86	22	29	0	8	51	31	26	3	0	60	197
Approach %	27.9	69.8	2.3	-	-	43.1	56.9	0.0	-	-	51.7	43.3	5.0	-	-	-
Total %	12.2	30.5	1.0	-	43.7	11.2	14.7	0.0	-	25.9	15.7	13.2	1.5	-	30.5	-
PHF	0.600	0.577	0.500	-	0.741	0.550	0.806	0.000	-	0.671	0.705	0.650	0.375	-	0.714	0.849
Lights	22	57	2	-	81	22	26	0	-	48	29	24	3	-	56	185
% Lights	91.7	95.0	100.0	-	94.2	100.0	89.7	-	-	94.1	93.5	92.3	100.0	-	93.3	93.9
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Trucks	2	3	0	-	5	0	3	0	-	3	2	2	0	-	4	12
% Trucks	8.3	5.0	0.0	-	5.8	0.0	10.3	-	-	5.9	6.5	7.7	0.0	-	6.7	6.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	7	-	-	-	-	8	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

Orange County, NY
Zenta Rd & Carter Lane
Friday, March 15, 2109
Location: 41.340625, -74.17409



Turning Movement Peak Hour Data Plot (2:15 PM)



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184 Baker Rd

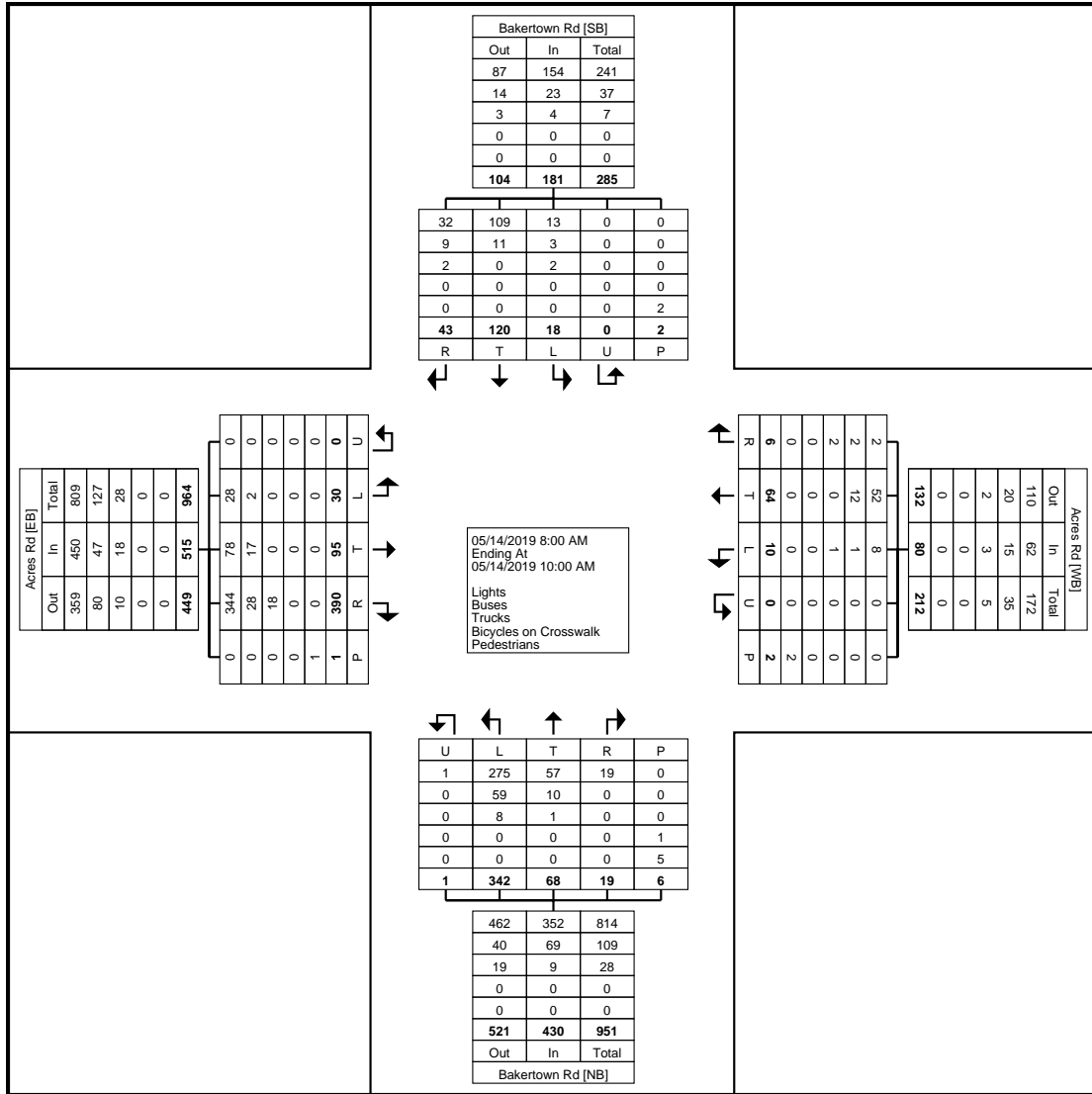
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Orange County, NY
Zenta Rd & Carter Lane
Friday, March 15, 2109
Location: 41.340625, -74.17409

Count Name: Zenta Rd/Carter
Ln 3-15
Site Code:
Start Date: 03/15/2019
Page No: 10

Turning Movement Data

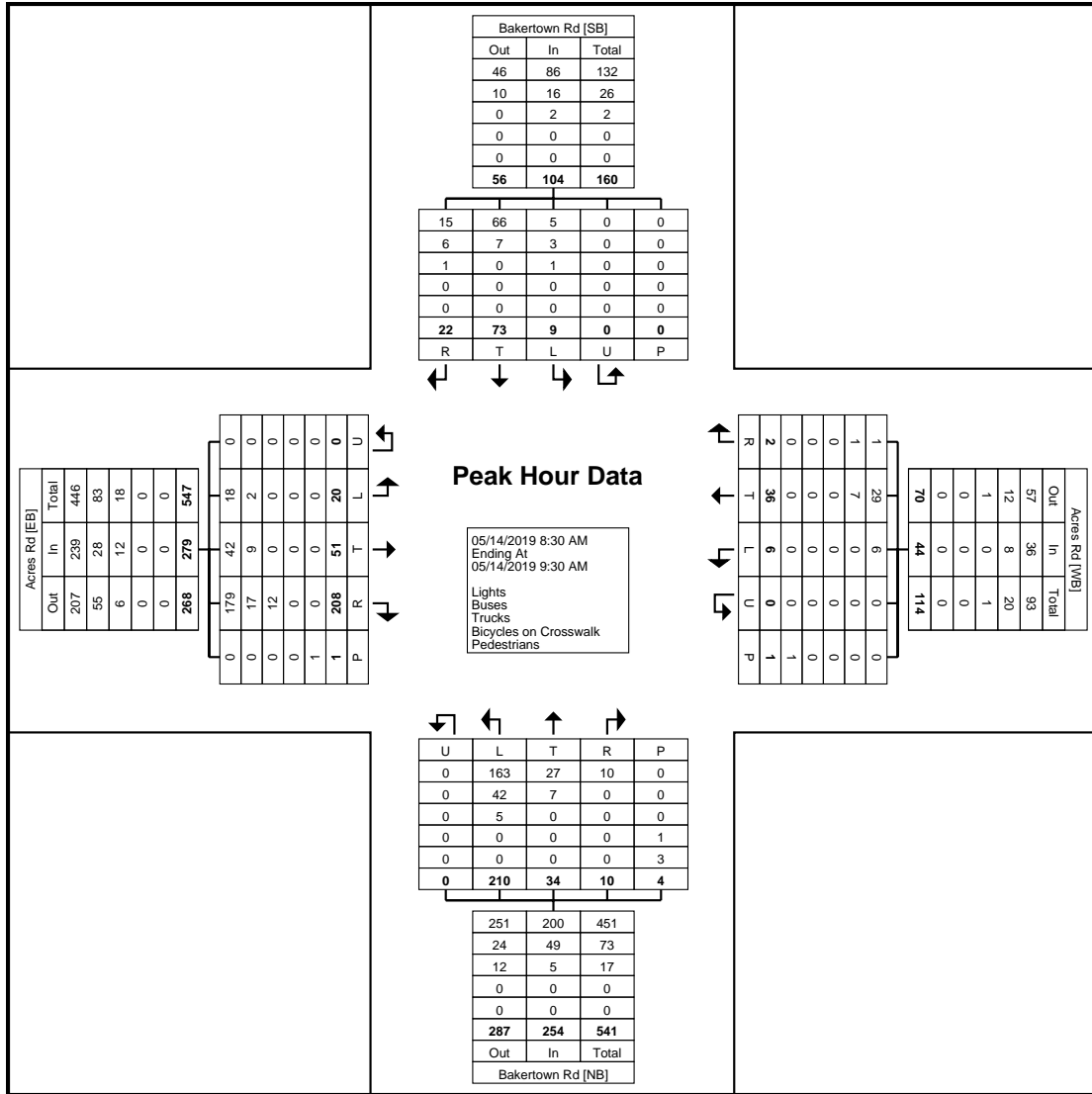
Start Time	Acres Rd Eastbound						Acres Rd Westbound						Bakertown Rd Northbound						Bakertown Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	0	10	41	0	0	51	2	12	1	0	0	15	26	10	4	0	0	40	3	6	7	0	0	16	122
8:15 AM	4	12	34	0	0	50	1	4	2	0	0	7	32	5	2	0	0	39	1	16	4	0	0	21	117
8:30 AM	3	11	49	0	0	63	2	7	0	0	0	9	55	8	1	0	0	64	0	13	3	0	0	16	152
8:45 AM	4	13	61	0	1	78	1	5	0	0	1	6	60	9	2	0	2	71	4	20	9	0	0	33	188
Hourly Total	11	46	185	0	1	242	6	28	3	0	1	37	173	32	9	0	2	214	8	55	23	0	0	86	579
9:00 AM	6	19	51	0	0	76	1	12	1	0	0	14	45	12	3	0	0	60	4	23	9	0	0	36	186
9:15 AM	7	8	47	0	0	62	2	12	1	0	0	15	50	5	4	0	2	59	1	17	1	0	0	19	155
9:30 AM	4	7	51	0	0	62	0	7	0	0	1	7	33	11	2	1	0	47	2	15	9	0	1	26	142
9:45 AM	2	15	56	0	0	73	1	5	1	0	0	7	41	8	1	0	2	50	3	10	1	0	1	14	144
Hourly Total	19	49	205	0	0	273	4	36	3	0	1	43	169	36	10	1	4	216	10	65	20	0	2	95	627
Grand Total	30	95	390	0	1	515	10	64	6	0	2	80	342	68	19	1	6	430	18	120	43	0	2	181	1206
Approach %	5.8	18.4	75.7	0.0	-	-	12.5	80.0	7.5	0.0	-	-	79.5	15.8	4.4	0.2	-	-	9.9	66.3	23.8	0.0	-	-	-
Total %	2.5	7.9	32.3	0.0	-	42.7	0.8	5.3	0.5	0.0	-	6.6	28.4	5.6	1.6	0.1	-	35.7	1.5	10.0	3.6	0.0	-	15.0	-
Lights	28	78	344	0	-	450	8	52	2	0	-	62	275	57	19	1	-	352	13	109	32	0	-	154	1018
% Lights	93.3	82.1	88.2	-	-	87.4	80.0	81.3	33.3	-	-	77.5	80.4	83.8	100.0	100.0	-	81.9	72.2	90.8	74.4	-	-	85.1	84.4
Buses	2	17	28	0	-	47	1	12	2	0	-	15	59	10	0	0	-	69	3	11	9	0	-	23	154
% Buses	6.7	17.9	7.2	-	-	9.1	10.0	18.8	33.3	-	-	18.8	17.3	14.7	0.0	0.0	-	16.0	16.7	9.2	20.9	-	-	12.7	12.8
Trucks	0	0	18	0	-	18	1	0	2	0	-	3	8	1	0	0	-	9	2	0	2	0	-	4	34
% Trucks	0.0	0.0	4.6	-	-	3.5	10.0	0.0	33.3	-	-	3.8	2.3	1.5	0.0	0.0	-	2.1	11.1	0.0	4.7	-	-	2.2	2.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	16.7	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	83.3	-	-	-	-	-	100.0	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (8:30 AM)

Start Time	Acres Rd Eastbound						Acres Rd Westbound						Bakertown Rd Northbound						Bakertown Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:30 AM	3	11	49	0	0	63	2	7	0	0	0	9	55	8	1	0	0	64	0	13	3	0	0	16	152
8:45 AM	4	13	61	0	1	78	1	5	0	0	1	6	60	9	2	0	2	71	4	20	9	0	0	33	188
9:00 AM	6	19	51	0	0	76	1	12	1	0	0	14	45	12	3	0	0	60	4	23	9	0	0	36	186
9:15 AM	7	8	47	0	0	62	2	12	1	0	0	15	50	5	4	0	2	59	1	17	1	0	0	19	155
Total	20	51	208	0	1	279	6	36	2	0	1	44	210	34	10	0	4	254	9	73	22	0	0	104	681
Approach %	7.2	18.3	74.6	0.0	-	-	13.6	81.8	4.5	0.0	-	-	82.7	13.4	3.9	0.0	-	-	8.7	70.2	21.2	0.0	-	-	-
Total %	2.9	7.5	30.5	0.0	-	41.0	0.9	5.3	0.3	0.0	-	6.5	30.8	5.0	1.5	0.0	-	37.3	1.3	10.7	3.2	0.0	-	15.3	-
PHF	0.714	0.671	0.852	0.000	-	0.894	0.750	0.750	0.500	0.000	-	0.733	0.875	0.708	0.625	0.000	-	0.894	0.563	0.793	0.611	0.000	-	0.722	0.906
Lights	18	42	179	0	-	239	6	29	1	0	-	36	163	27	10	0	-	200	5	66	15	0	-	86	561
% Lights	90.0	82.4	86.1	-	-	85.7	100.0	80.6	50.0	-	-	81.8	77.6	79.4	100.0	-	-	78.7	55.6	90.4	68.2	-	-	82.7	82.4
Buses	2	9	17	0	-	28	0	7	1	0	-	8	42	7	0	0	-	49	3	7	6	0	-	16	101
% Buses	10.0	17.6	8.2	-	-	10.0	0.0	19.4	50.0	-	-	18.2	20.0	20.6	0.0	-	-	19.3	33.3	9.6	27.3	-	-	15.4	14.8
Trucks	0	0	12	0	-	12	0	0	0	0	-	0	5	0	0	0	-	5	1	0	1	0	-	2	19
% Trucks	0.0	0.0	5.8	-	-	4.3	0.0	0.0	0.0	-	-	0.0	2.4	0.0	0.0	-	-	2.0	11.1	0.0	4.5	-	-	1.9	2.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	25.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	75.0	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (8:30 AM)



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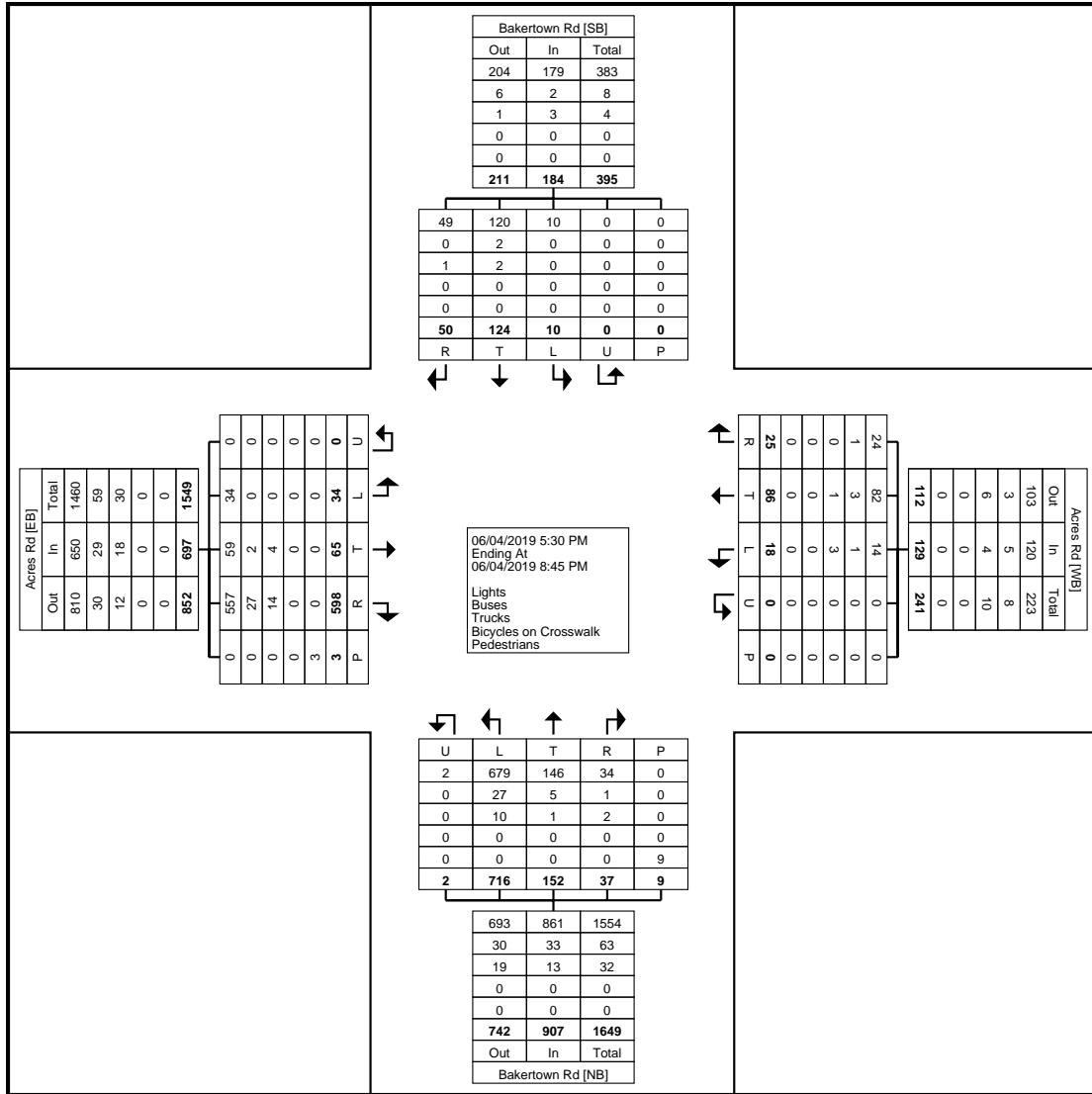
Kiryas Joel, NY
Acres Rd & Bakertown Rd
Tuesday, May 14, 2019
Location: 41.340449, -
74.157637

Count Name: Acres Rd &
Bakertown Rd 5/14 Morning
Site Code:
Start Date: 05/14/2019
Page No: 5

Turning Movement Data

Start Time	Acres Rd Eastbound						Acres Rd Westbound						Bakertown Rd Northbound						Bakertown Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:30 PM	6	4	58	0	0	68	1	6	1	0	0	8	59	11	8	0	0	78	0	11	4	0	0	15	169
5:45 PM	3	6	45	0	0	54	0	13	2	0	0	15	46	11	6	0	1	63	2	6	5	0	0	13	145
Hourly Total	9	10	103	0	0	122	1	19	3	0	0	23	105	22	14	0	1	141	2	17	9	0	0	28	314
6:00 PM	3	6	43	0	1	52	3	15	4	0	0	22	45	17	8	1	0	71	1	10	9	0	0	20	165
6:15 PM	1	7	50	0	1	58	3	11	0	0	0	14	58	22	3	0	0	83	2	12	3	0	0	17	172
6:30 PM	2	5	57	0	0	64	2	3	2	0	0	7	70	15	2	1	1	88	0	13	4	0	0	17	176
6:45 PM	3	3	48	0	0	54	0	6	0	0	0	6	59	5	3	0	2	67	0	12	1	0	0	13	140
Hourly Total	9	21	198	0	2	228	8	35	6	0	0	49	232	59	16	2	3	309	3	47	17	0	0	67	653
7:00 PM	3	3	43	0	0	49	1	9	7	0	0	17	73	15	0	0	1	88	2	13	4	0	0	19	173
7:15 PM	1	6	62	0	0	69	3	6	2	0	0	11	77	6	0	0	2	83	0	12	4	0	0	16	179
7:30 PM	3	4	35	0	1	42	0	6	1	0	0	7	67	14	3	0	0	84	0	5	3	0	0	8	141
7:45 PM	6	5	44	0	0	55	2	4	3	0	0	9	58	11	1	0	1	70	0	7	4	0	0	11	145
Hourly Total	13	18	184	0	1	215	6	25	13	0	0	44	275	46	4	0	4	325	2	37	15	0	0	54	638
8:00 PM	1	8	58	0	0	67	1	4	2	0	0	7	54	12	2	0	0	68	2	10	3	0	0	15	157
8:15 PM	2	8	55	0	0	65	2	3	1	0	0	6	50	13	1	0	1	64	1	13	6	0	0	20	155
8:30 PM	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
Grand Total	34	65	598	0	3	697	18	86	25	0	0	129	716	152	37	2	9	907	10	124	50	0	0	184	1917
Approach %	4.9	9.3	85.8	0.0	-	-	14.0	66.7	19.4	0.0	-	-	78.9	16.8	4.1	0.2	-	-	5.4	67.4	27.2	0.0	-	-	-
Total %	1.8	3.4	31.2	0.0	-	36.4	0.9	4.5	1.3	0.0	-	6.7	37.4	7.9	1.9	0.1	-	47.3	0.5	6.5	2.6	0.0	-	9.6	-
Lights	34	59	557	0	-	650	14	82	24	0	-	120	679	146	34	2	-	861	10	120	49	0	-	179	1810
% Lights	100.0	90.8	93.1	-	-	93.3	77.8	95.3	96.0	-	-	93.0	94.8	96.1	91.9	100.0	-	94.9	100.0	96.8	98.0	-	-	97.3	94.4
Buses	0	2	27	0	-	29	1	3	1	0	-	5	27	5	1	0	-	33	0	2	0	0	-	2	69
% Buses	0.0	3.1	4.5	-	-	4.2	5.6	3.5	4.0	-	-	3.9	3.8	3.3	2.7	0.0	-	3.6	0.0	1.6	0.0	-	-	1.1	3.6
Trucks	0	4	14	0	-	18	3	1	0	0	-	4	10	1	2	0	-	13	0	2	1	0	-	3	38
% Trucks	0.0	6.2	2.3	-	-	2.6	16.7	1.2	0.0	-	-	3.1	1.4	0.7	5.4	0.0	-	1.4	0.0	1.6	2.0	-	-	1.6	2.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	9	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

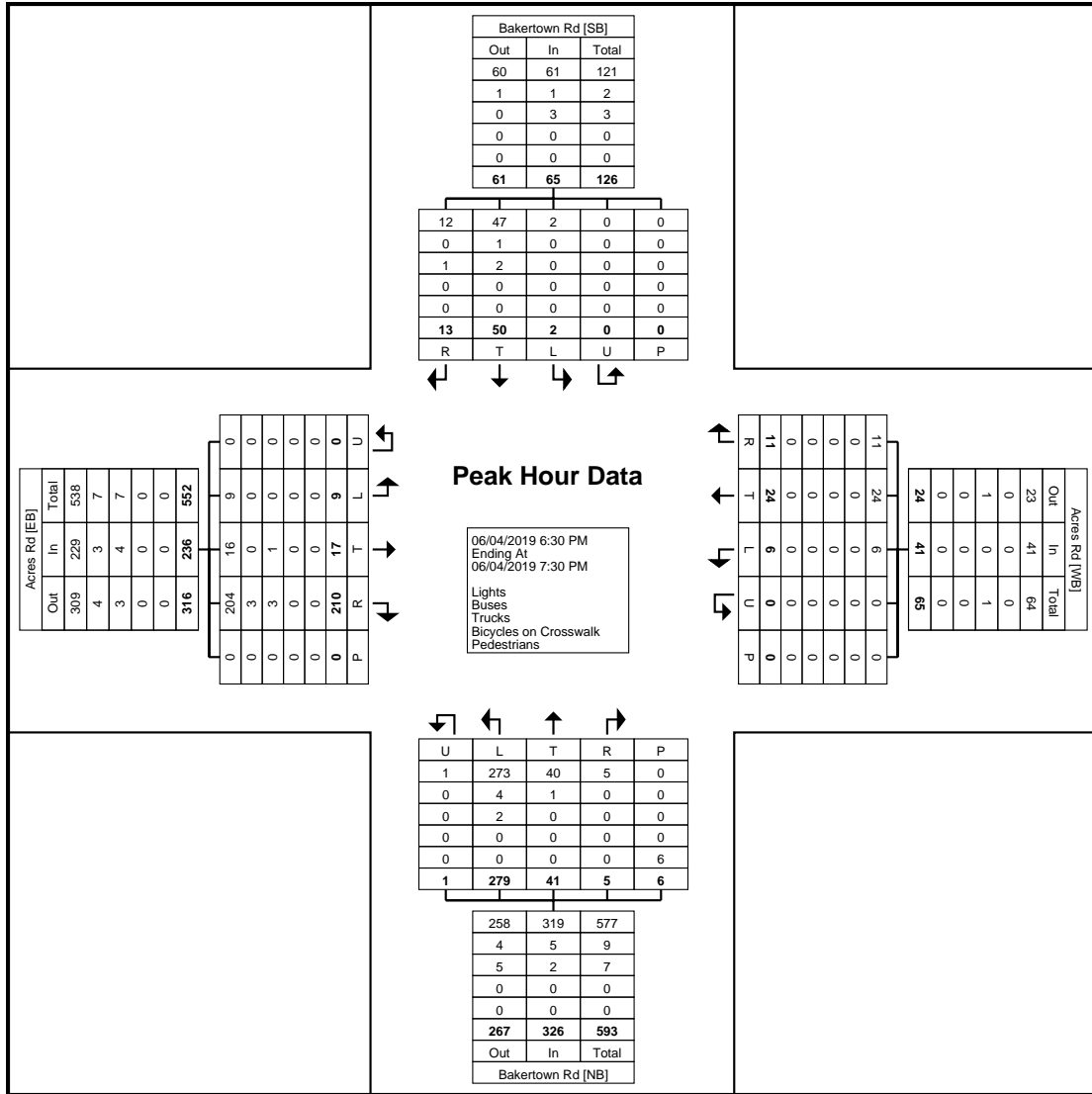
Kiryas Joel, NY
Acres Rd & Bakertown Rd
Tuesday, June 4, 2019
Location: 41.340449, -
74.157637



Turning Movement Data Plot

Turning Movement Peak Hour Data (6:30 PM)

Start Time	Acres Rd Eastbound						Acres Rd Westbound						Bakertown Rd Northbound						Bakertown Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:30 PM	2	5	57	0	0	64	2	3	2	0	0	7	70	15	2	1	1	88	0	13	4	0	0	17	176
6:45 PM	3	3	48	0	0	54	0	6	0	0	0	6	59	5	3	0	2	67	0	12	1	0	0	13	140
7:00 PM	3	3	43	0	0	49	1	9	7	0	0	17	73	15	0	0	1	88	2	13	4	0	0	19	173
7:15 PM	1	6	62	0	0	69	3	6	2	0	0	11	77	6	0	0	2	83	0	12	4	0	0	16	179
Total	9	17	210	0	0	236	6	24	11	0	0	41	279	41	5	1	6	326	2	50	13	0	0	65	668
Approach %	3.8	7.2	89.0	0.0	-	-	14.6	58.5	26.8	0.0	-	-	85.6	12.6	1.5	0.3	-	-	3.1	76.9	20.0	0.0	-	-	-
Total %	1.3	2.5	31.4	0.0	-	35.3	0.9	3.6	1.6	0.0	-	6.1	41.8	6.1	0.7	0.1	-	48.8	0.3	7.5	1.9	0.0	-	9.7	-
PHF	0.750	0.708	0.847	0.000	-	0.855	0.500	0.667	0.393	0.000	-	0.603	0.906	0.683	0.417	0.250	-	0.926	0.250	0.962	0.813	0.000	-	0.855	0.933
Lights	9	16	204	0	-	229	6	24	11	0	-	41	273	40	5	1	-	319	2	47	12	0	-	61	650
% Lights	100.0	94.1	97.1	-	-	97.0	100.0	100.0	100.0	-	-	100.0	97.8	97.6	100.0	100.0	-	97.9	100.0	94.0	92.3	-	-	93.8	97.3
Buses	0	0	3	0	-	3	0	0	0	0	-	0	4	1	0	0	-	5	0	1	0	0	-	1	9
% Buses	0.0	0.0	1.4	-	-	1.3	0.0	0.0	0.0	-	-	0.0	1.4	2.4	0.0	0.0	-	1.5	0.0	2.0	0.0	-	-	1.5	1.3
Trucks	0	1	3	0	-	4	0	0	0	0	-	0	2	0	0	0	-	2	0	2	1	0	-	3	9
% Trucks	0.0	5.9	1.4	-	-	1.7	0.0	0.0	0.0	-	-	0.0	0.7	0.0	0.0	0.0	-	0.6	0.0	4.0	7.7	-	-	4.6	1.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (6:30 PM)



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184 Baker Rd

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Kiryas Joel, NY
Acres Rd & Bakertown Rd
Tuesday, June 4, 2019
Location: 41.340449, -
74.157637

Count Name: Acres Rd &
Bakertown Rd 6/4 Night
Site Code:
Start Date: 06/04/2019
Page No: 5



www.TSTData.com
184 Baker Rd

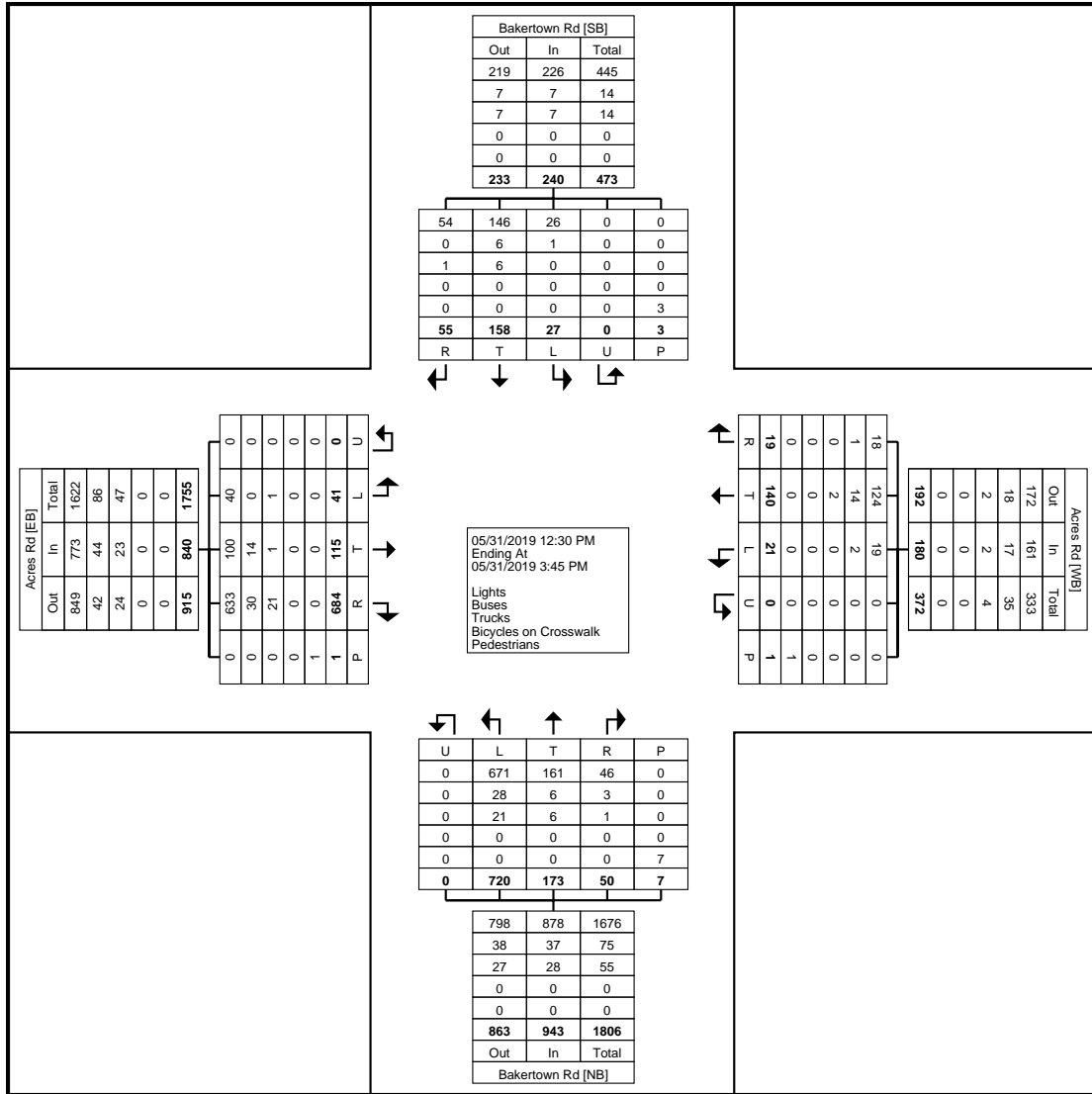
Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Kiryas Joel, NY
Acres Rd & Bakertown Rd
Friday, May 31, 2019
Location: 41.340449, -
74.157637

Count Name: Acres Rd &
Bakertown Rd Friday
Site Code:
Start Date: 05/31/2019
Page No: 1

Turning Movement Data

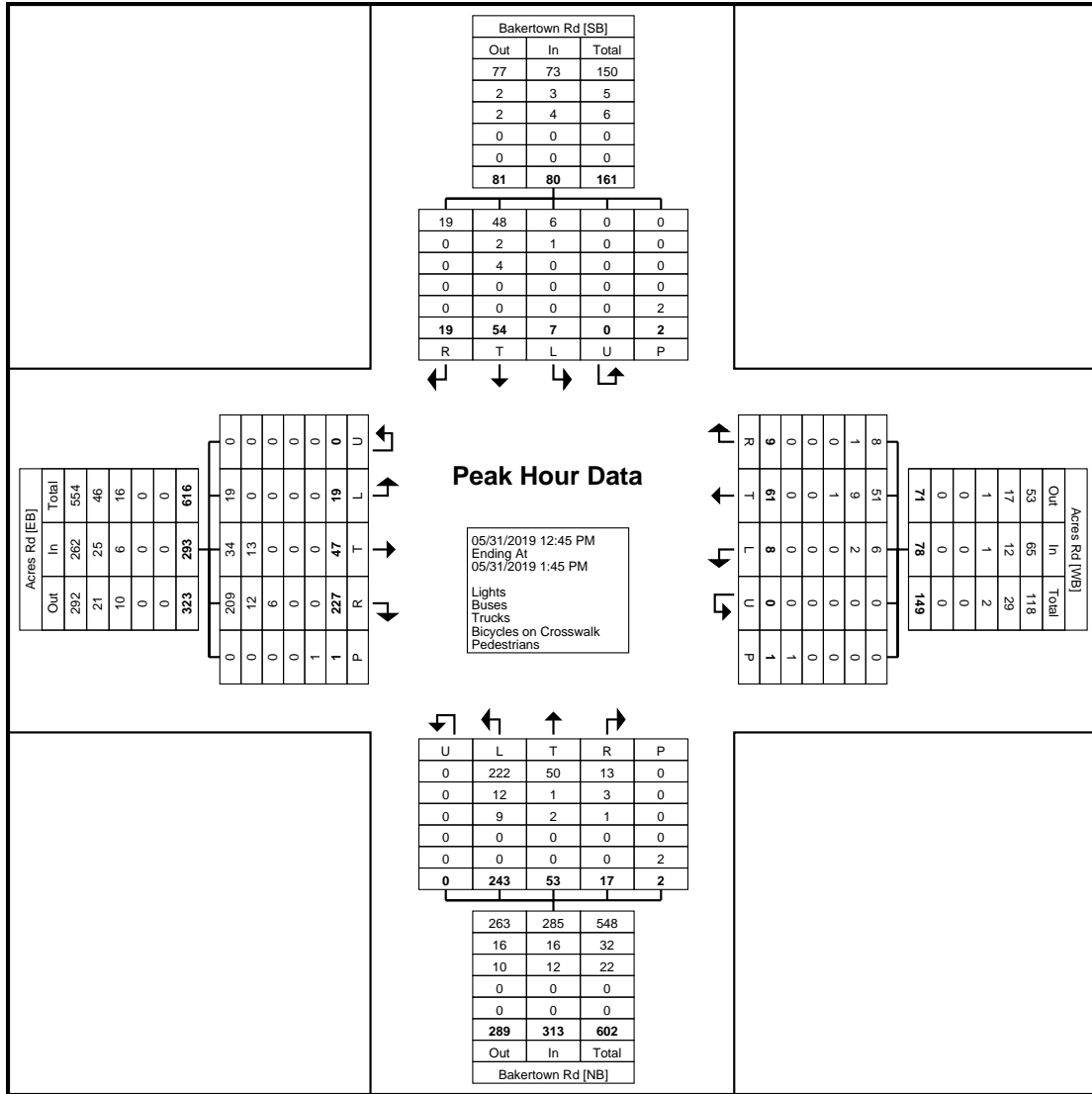
Start Time	Acres Rd Eastbound						Acres Rd Westbound						Bakertown Rd Northbound						Bakertown Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:30 PM	1	9	45	0	0	55	0	12	1	0	0	13	49	12	2	0	1	63	3	9	4	0	0	16	147
12:45 PM	4	18	42	0	0	64	0	9	0	0	0	9	62	11	6	0	0	79	1	15	4	0	0	20	172
Hourly Total	5	27	87	0	0	119	0	21	1	0	0	22	111	23	8	0	1	142	4	24	8	0	0	36	319
1:00 PM	5	10	53	0	0	68	3	17	2	0	0	22	64	16	4	0	1	84	2	14	6	0	1	22	196
1:15 PM	5	5	62	0	1	72	5	17	7	0	0	29	65	15	4	0	1	84	3	10	4	0	1	17	202
1:30 PM	5	14	70	0	0	89	0	18	0	0	1	18	52	11	3	0	0	66	1	15	5	0	0	21	194
1:45 PM	1	5	50	0	0	56	1	9	2	0	0	12	62	16	2	0	0	80	2	14	7	0	1	23	171
Hourly Total	16	34	235	0	1	285	9	61	11	0	1	81	243	58	13	0	2	314	8	53	22	0	3	83	763
2:00 PM	2	3	49	0	0	54	4	7	1	0	0	12	69	15	4	0	0	88	1	8	7	0	0	16	170
2:15 PM	5	6	61	0	0	72	1	9	1	0	0	11	67	17	6	0	1	90	4	13	4	0	0	21	194
2:30 PM	2	15	65	0	0	82	2	11	1	0	0	14	56	12	4	0	1	72	2	17	1	0	0	20	188
2:45 PM	3	9	67	0	0	79	3	5	1	0	0	9	53	16	3	0	0	72	1	19	4	0	0	24	184
Hourly Total	12	33	242	0	0	287	10	32	4	0	0	46	245	60	17	0	2	322	8	57	16	0	0	81	736
3:00 PM	3	12	47	0	0	62	0	5	2	0	0	7	61	17	0	0	0	78	4	7	3	0	0	14	161
3:15 PM	5	9	73	0	0	87	2	21	1	0	0	24	60	15	12	0	2	87	3	17	6	0	0	26	224
3:30 PM	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
Grand Total	41	115	684	0	1	840	21	140	19	0	1	180	720	173	50	0	7	943	27	158	55	0	3	240	2203
Approach %	4.9	13.7	81.4	0.0	-	-	11.7	77.8	10.6	0.0	-	-	76.4	18.3	5.3	0.0	-	-	11.3	65.8	22.9	0.0	-	-	-
Total %	1.9	5.2	31.0	0.0	-	38.1	1.0	6.4	0.9	0.0	-	8.2	32.7	7.9	2.3	0.0	-	42.8	1.2	7.2	2.5	0.0	-	10.9	-
Lights	40	100	633	0	-	773	19	124	18	0	-	161	671	161	46	0	-	878	26	146	54	0	-	226	2038
% Lights	97.6	87.0	92.5	-	-	92.0	90.5	88.6	94.7	-	-	89.4	93.2	93.1	92.0	-	-	93.1	96.3	92.4	98.2	-	-	94.2	92.5
Buses	0	14	30	0	-	44	2	14	1	0	-	17	28	6	3	0	-	37	1	6	0	0	-	7	105
% Buses	0.0	12.2	4.4	-	-	5.2	9.5	10.0	5.3	-	-	9.4	3.9	3.5	6.0	-	-	3.9	3.7	3.8	0.0	-	-	2.9	4.8
Trucks	1	1	21	0	-	23	0	2	0	0	-	2	21	6	1	0	-	28	0	6	1	0	-	7	60
% Trucks	2.4	0.9	3.1	-	-	2.7	0.0	1.4	0.0	-	-	1.1	2.9	3.5	2.0	-	-	3.0	0.0	3.8	1.8	-	-	2.9	2.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	7	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (12:45 PM)

Start Time	Acres Rd Eastbound						Acres Rd Westbound						Bakertown Rd Northbound						Bakertown Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:45 PM	4	18	42	0	0	64	0	9	0	0	0	9	62	11	6	0	0	79	1	15	4	0	0	20	172
1:00 PM	5	10	53	0	0	68	3	17	2	0	0	22	64	16	4	0	1	84	2	14	6	0	1	22	196
1:15 PM	5	5	62	0	1	72	5	17	7	0	0	29	65	15	4	0	1	84	3	10	4	0	1	17	202
1:30 PM	5	14	70	0	0	89	0	18	0	0	1	18	52	11	3	0	0	66	1	15	5	0	0	21	194
Total	19	47	227	0	1	293	8	61	9	0	1	78	243	53	17	0	2	313	7	54	19	0	2	80	764
Approach %	6.5	16.0	77.5	0.0	-	-	10.3	78.2	11.5	0.0	-	-	77.6	16.9	5.4	0.0	-	-	8.8	67.5	23.8	0.0	-	-	-
Total %	2.5	6.2	29.7	0.0	-	38.4	1.0	8.0	1.2	0.0	-	10.2	31.8	6.9	2.2	0.0	-	41.0	0.9	7.1	2.5	0.0	-	10.5	-
PHF	0.950	0.653	0.811	0.000	-	0.823	0.400	0.847	0.321	0.000	-	0.672	0.935	0.828	0.708	0.000	-	0.932	0.583	0.900	0.792	0.000	-	0.909	0.946
Lights	19	34	209	0	-	262	6	51	8	0	-	65	222	50	13	0	-	285	6	48	19	0	-	73	685
% Lights	100.0	72.3	92.1	-	-	89.4	75.0	83.6	88.9	-	-	83.3	91.4	94.3	76.5	-	-	91.1	85.7	88.9	100.0	-	-	91.3	89.7
Buses	0	13	12	0	-	25	2	9	1	0	-	12	12	1	3	0	-	16	1	2	0	0	-	3	56
% Buses	0.0	27.7	5.3	-	-	8.5	25.0	14.8	11.1	-	-	15.4	4.9	1.9	17.6	-	-	5.1	14.3	3.7	0.0	-	-	3.8	7.3
Trucks	0	0	6	0	-	6	0	1	0	0	-	1	9	2	1	0	-	12	0	4	0	0	-	4	23
% Trucks	0.0	0.0	2.6	-	-	2.0	0.0	1.6	0.0	-	-	1.3	3.7	3.8	5.9	-	-	3.8	0.0	7.4	0.0	-	-	5.0	3.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (12:45 PM)



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Kiryas Joel, NY
Acres Rd & Bakertown Rd
Friday, May 31, 2019
Location: 41.340449, -
74.157637

Count Name: Acres Rd &
Bakertown Rd Friday
Site Code:
Start Date: 05/31/2019
Page No: 5



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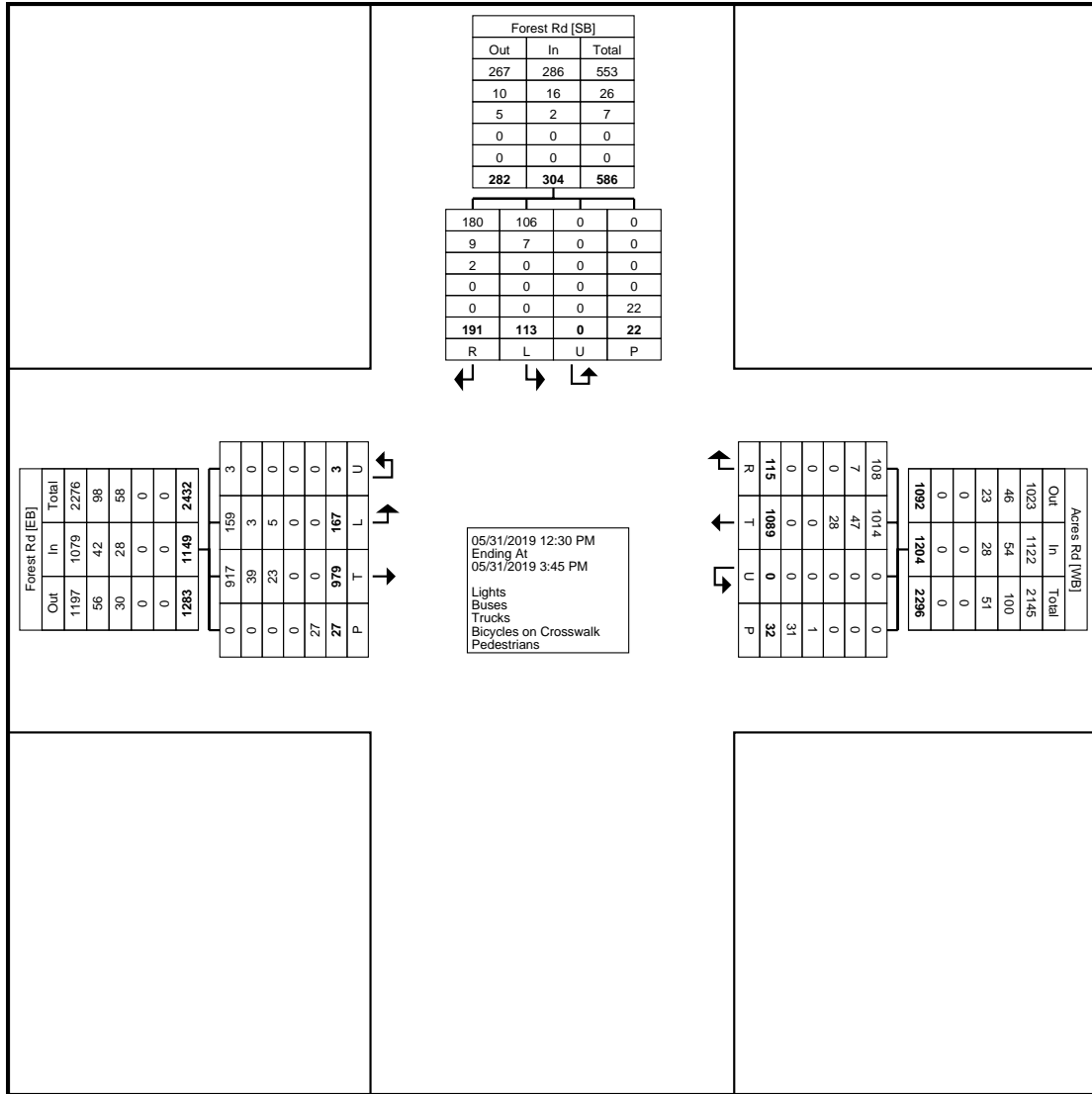
Kiryas Joel, NY
Acres Rd & Forest Rd
Friday, May 31, 2019
Location: 41.347923, -
74.167111

Count Name: Acres Rd & Forest
Rd Friday
Site Code:
Start Date: 05/31/2019
Page No: 1

Turning Movement Data

Start Time	Forest Rd Eastbound					Acres Rd Westbound					Forest Rd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
12:30 PM	15	80	0	4	95	65	9	0	1	74	17	18	0	0	35	204
12:45 PM	13	71	0	2	84	84	11	0	3	95	10	18	0	2	28	207
Hourly Total	28	151	0	6	179	149	20	0	4	169	27	36	0	2	63	411
1:00 PM	21	81	1	2	103	87	9	0	6	96	9	15	0	2	24	223
1:15 PM	12	81	0	1	93	101	9	0	9	110	8	16	0	3	24	227
1:30 PM	18	88	0	2	106	102	9	0	2	111	12	21	0	1	33	250
1:45 PM	8	75	0	4	83	87	10	0	1	97	6	20	0	2	26	206
Hourly Total	59	325	1	9	385	377	37	0	18	414	35	72	0	8	107	906
2:00 PM	14	87	0	1	101	97	11	0	1	108	11	24	0	2	35	244
2:15 PM	19	93	0	3	112	101	10	0	2	111	6	15	0	1	21	244
2:30 PM	15	90	1	0	106	95	9	0	1	104	9	15	0	2	24	234
2:45 PM	15	92	0	3	107	85	9	0	4	94	8	10	0	2	18	219
Hourly Total	63	362	1	7	426	378	39	0	8	417	34	64	0	7	98	941
3:00 PM	9	74	1	1	84	98	15	0	0	113	7	10	0	1	17	214
3:15 PM	8	67	0	4	75	87	4	0	2	91	10	9	0	3	19	185
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Grand Total	167	979	3	27	1149	1089	115	0	32	1204	113	191	0	22	304	2657
Approach %	14.5	85.2	0.3	-	-	90.4	9.6	0.0	-	-	37.2	62.8	0.0	-	-	-
Total %	6.3	36.8	0.1	-	43.2	41.0	4.3	0.0	-	45.3	4.3	7.2	0.0	-	11.4	-
Lights	159	917	3	-	1079	1014	108	0	-	1122	106	180	0	-	286	2487
% Lights	95.2	93.7	100.0	-	93.9	93.1	93.9	-	-	93.2	93.8	94.2	-	-	94.1	93.6
Buses	3	39	0	-	42	47	7	0	-	54	7	9	0	-	16	112
% Buses	1.8	4.0	0.0	-	3.7	4.3	6.1	-	-	4.5	6.2	4.7	-	-	5.3	4.2
Trucks	5	23	0	-	28	28	0	0	-	28	0	2	0	-	2	58
% Trucks	3.0	2.3	0.0	-	2.4	2.6	0.0	-	-	2.3	0.0	1.0	-	-	0.7	2.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	3.1	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	27	-	-	-	-	31	-	-	-	-	22	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	96.9	-	-	-	-	100.0	-	-

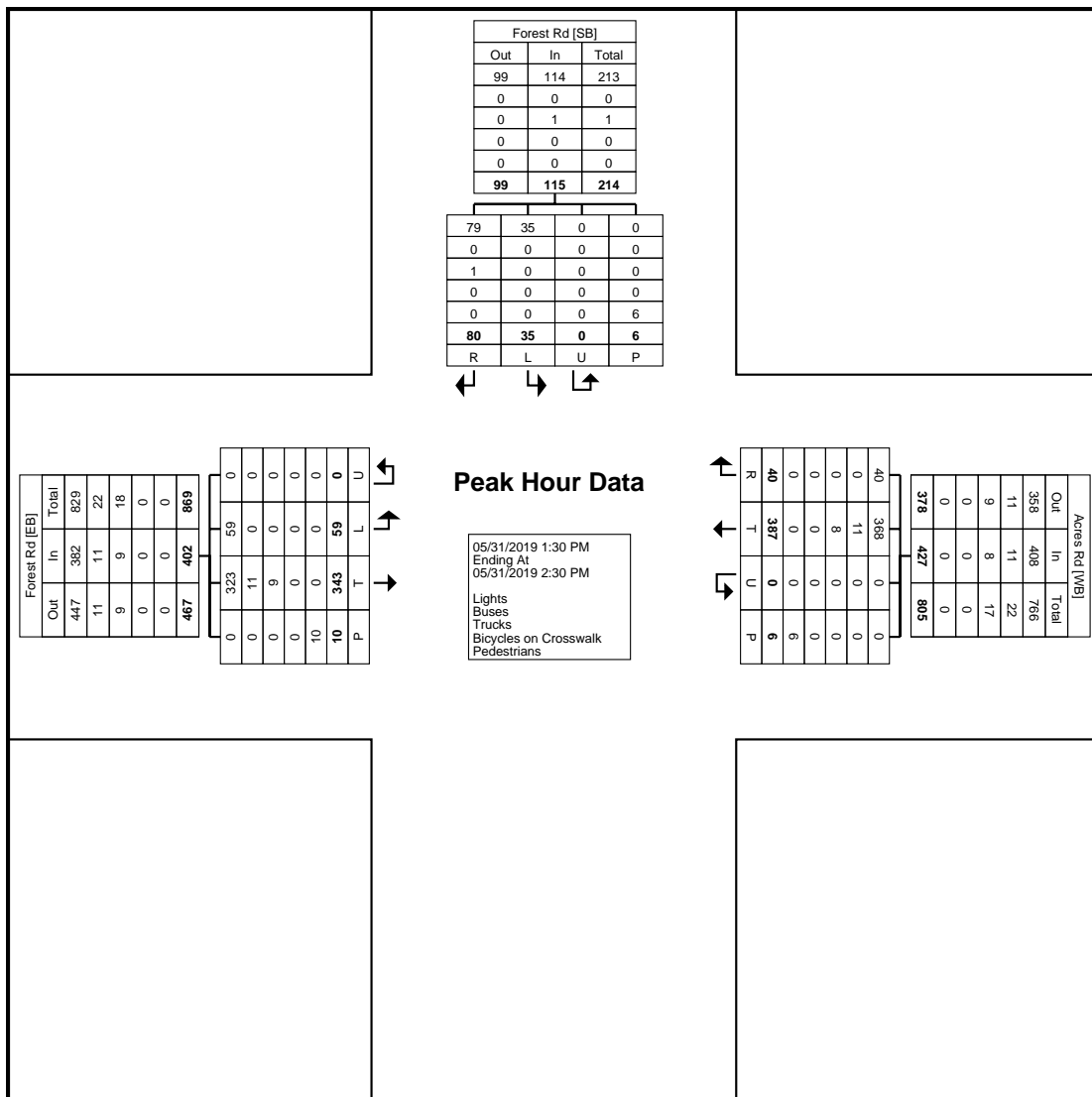
Kiryas Joel, NY
Acres Rd & Forest Rd
Friday, May 31, 2019
Location: 41.347923, -
74.167111



Turning Movement Data Plot

Turning Movement Peak Hour Data (1:30 PM)

Start Time	Forest Rd Eastbound					Acres Rd Westbound					Forest Rd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
1:30 PM	18	88	0	2	106	102	9	0	2	111	12	21	0	1	33	250
1:45 PM	8	75	0	4	83	87	10	0	1	97	6	20	0	2	26	206
2:00 PM	14	87	0	1	101	97	11	0	1	108	11	24	0	2	35	244
2:15 PM	19	93	0	3	112	101	10	0	2	111	6	15	0	1	21	244
Total	59	343	0	10	402	387	40	0	6	427	35	80	0	6	115	944
Approach %	14.7	85.3	0.0	-	-	90.6	9.4	0.0	-	-	30.4	69.6	0.0	-	-	-
Total %	6.3	36.3	0.0	-	42.6	41.0	4.2	0.0	-	45.2	3.7	8.5	0.0	-	12.2	-
PHF	0.776	0.922	0.000	-	0.897	0.949	0.909	0.000	-	0.962	0.729	0.833	0.000	-	0.821	0.944
Lights	59	323	0	-	382	368	40	0	-	408	35	79	0	-	114	904
% Lights	100.0	94.2	-	-	95.0	95.1	100.0	-	-	95.6	100.0	98.8	-	-	99.1	95.8
Buses	0	11	0	-	11	11	0	0	-	11	0	0	0	-	0	22
% Buses	0.0	3.2	-	-	2.7	2.8	0.0	-	-	2.6	0.0	0.0	-	-	0.0	2.3
Trucks	0	9	0	-	9	8	0	0	-	8	0	1	0	-	1	18
% Trucks	0.0	2.6	-	-	2.2	2.1	0.0	-	-	1.9	0.0	1.3	-	-	0.9	1.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	10	-	-	-	-	6	-	-	-	-	6	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (1:30 PM)



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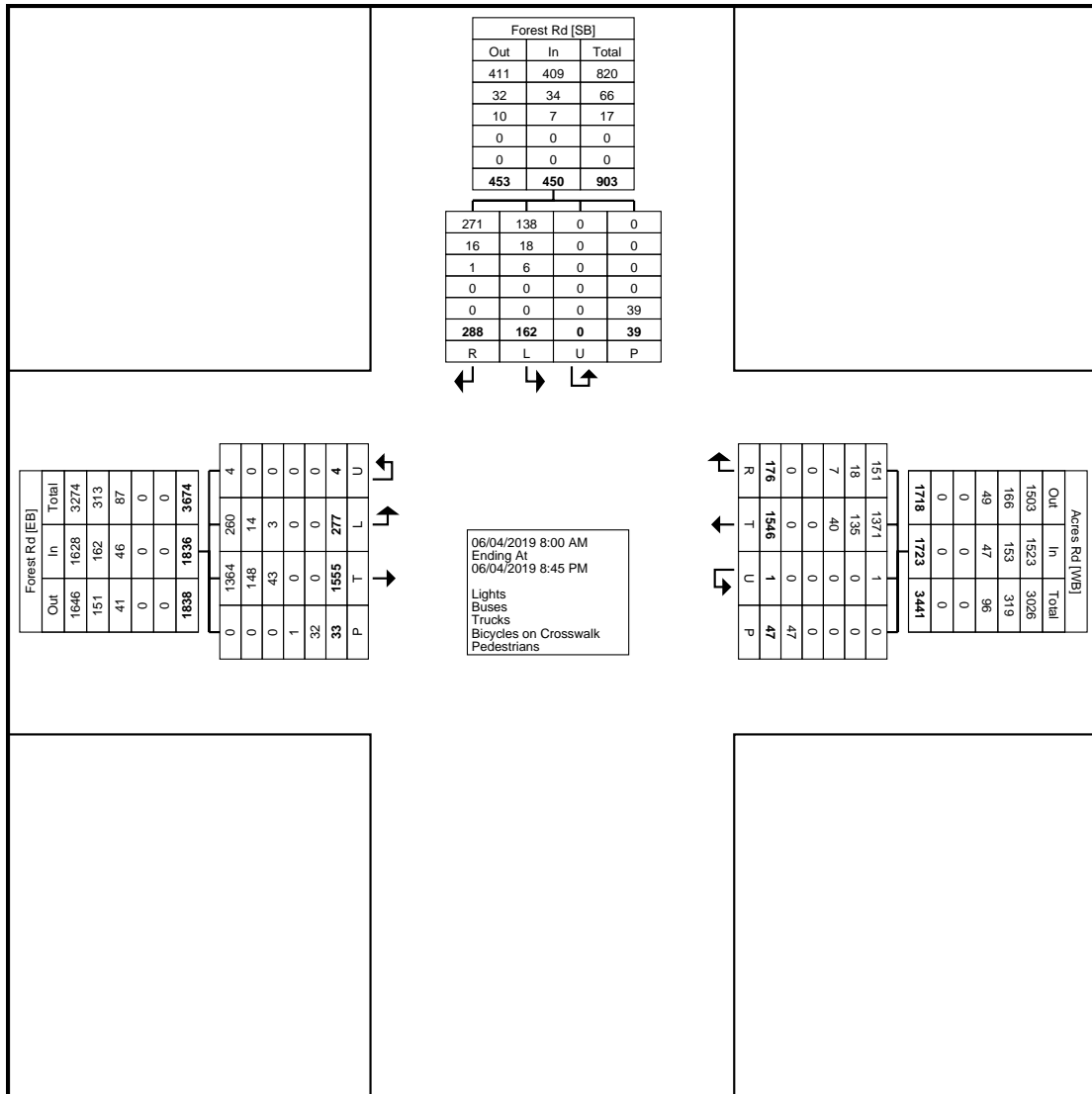
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Kiryas Joel, NY
Acres Rd & Forest Rd
Friday, May 31, 2019
Location: 41.347923, -
74.167111

Count Name: Acres Rd & Forest
Rd Friday
Site Code:
Start Date: 05/31/2019
Page No: 5

Turning Movement Data

Start Time	Forest Rd Eastbound					Acres Rd Westbound					Forest Rd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:00 AM	8	70	0	8	78	56	7	0	2	63	8	10	0	3	18	159
8:15 AM	11	81	0	1	92	60	3	0	2	63	6	13	0	2	19	174
8:30 AM	8	66	0	1	74	69	14	0	1	83	8	12	0	1	20	177
8:45 AM	14	90	0	2	104	87	6	0	1	93	18	15	0	1	33	230
Hourly Total	41	307	0	12	348	272	30	0	6	302	40	50	0	7	90	740
9:00 AM	17	85	1	2	103	88	8	0	4	96	9	12	0	3	21	220
9:15 AM	15	69	0	1	84	60	11	0	2	71	8	12	0	0	20	175
9:30 AM	16	71	1	0	88	84	9	0	3	93	12	3	0	1	15	196
9:45 AM	13	67	0	1	80	70	4	0	3	74	6	15	0	0	21	175
Hourly Total	61	292	2	4	355	302	32	0	12	334	35	42	0	4	77	766
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	14	69	0	0	83	68	7	0	2	75	7	20	0	3	27	185
5:45 PM	14	78	0	1	92	72	7	0	1	79	6	21	0	0	27	198
Hourly Total	28	147	0	1	175	140	14	0	3	154	13	41	0	3	54	383
6:00 PM	15	82	0	3	97	78	13	1	3	92	8	25	0	1	33	222
6:15 PM	22	69	0	1	91	82	15	0	1	97	13	16	0	0	29	217
6:30 PM	14	76	2	5	92	97	8	0	6	105	10	21	0	5	31	228
6:45 PM	15	99	0	0	114	74	10	0	3	84	4	15	0	2	19	217
Hourly Total	66	326	2	9	394	331	46	1	13	378	35	77	0	8	112	884
7:00 PM	17	84	0	1	101	112	13	0	1	125	6	20	0	0	26	252
7:15 PM	14	84	0	1	98	86	11	0	3	97	11	12	0	1	23	218
7:30 PM	16	72	0	0	88	86	6	0	3	92	3	8	0	8	11	191
7:45 PM	13	83	0	2	96	70	12	0	3	82	4	9	0	5	13	191
Hourly Total	60	323	0	4	383	354	42	0	10	396	24	49	0	14	73	852
8:00 PM	13	84	0	3	97	70	3	0	2	73	9	14	0	2	23	193
8:15 PM	8	76	0	0	84	77	9	0	1	86	5	15	0	1	20	190
8:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Grand Total	277	1555	4	33	1836	1546	176	1	47	1723	162	288	0	39	450	4009
Approach %	15.1	84.7	0.2	-	-	89.7	10.2	0.1	-	-	36.0	64.0	0.0	-	-	-
Total %	6.9	38.8	0.1	-	45.8	38.6	4.4	0.0	-	43.0	4.0	7.2	0.0	-	11.2	-
Lights	260	1364	4	-	1628	1371	151	1	-	1523	138	271	0	-	409	3560
% Lights	93.9	87.7	100.0	-	88.7	88.7	85.8	100.0	-	88.4	85.2	94.1	-	-	90.9	88.8
Buses	14	148	0	-	162	135	18	0	-	153	18	16	0	-	34	349
% Buses	5.1	9.5	0.0	-	8.8	8.7	10.2	0.0	-	8.9	11.1	5.6	-	-	7.6	8.7
Trucks	3	43	0	-	46	40	7	0	-	47	6	1	0	-	7	100
% Trucks	1.1	2.8	0.0	-	2.5	2.6	4.0	0.0	-	2.7	3.7	0.3	-	-	1.6	2.5
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	3.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	32	-	-	-	-	47	-	-	-	-	39	-	-
% Pedestrians	-	-	-	97.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

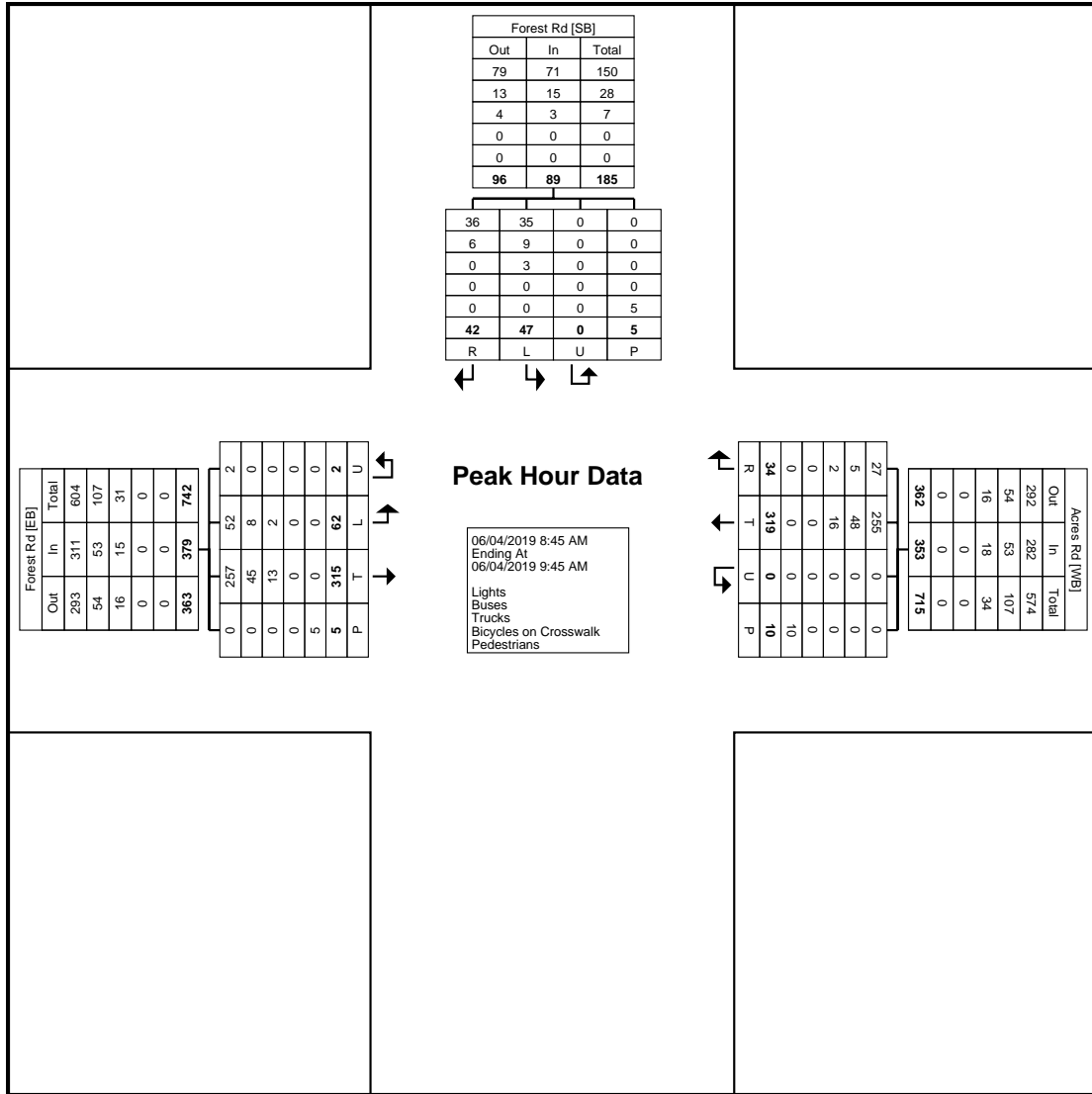


Turning Movement Data Plot

Turning Movement Peak Hour Data (8:45 AM)

Start Time	Forest Rd Eastbound					Acres Rd Westbound					Forest Rd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:45 AM	14	90	0	2	104	87	6	0	1	93	18	15	0	1	33	230
9:00 AM	17	85	1	2	103	88	8	0	4	96	9	12	0	3	21	220
9:15 AM	15	69	0	1	84	60	11	0	2	71	8	12	0	0	20	175
9:30 AM	16	71	1	0	88	84	9	0	3	93	12	3	0	1	15	196
Total	62	315	2	5	379	319	34	0	10	353	47	42	0	5	89	821
Approach %	16.4	83.1	0.5	-	-	90.4	9.6	0.0	-	-	52.8	47.2	0.0	-	-	-
Total %	7.6	38.4	0.2	-	46.2	38.9	4.1	0.0	-	43.0	5.7	5.1	0.0	-	10.8	-
PHF	0.912	0.875	0.500	-	0.911	0.906	0.773	0.000	-	0.919	0.653	0.700	0.000	-	0.674	0.892
Lights	52	257	2	-	311	255	27	0	-	282	35	36	0	-	71	664
% Lights	83.9	81.6	100.0	-	82.1	79.9	79.4	-	-	79.9	74.5	85.7	-	-	79.8	80.9
Buses	8	45	0	-	53	48	5	0	-	53	9	6	0	-	15	121
% Buses	12.9	14.3	0.0	-	14.0	15.0	14.7	-	-	15.0	19.1	14.3	-	-	16.9	14.7
Trucks	2	13	0	-	15	16	2	0	-	18	3	0	0	-	3	36
% Trucks	3.2	4.1	0.0	-	4.0	5.0	5.9	-	-	5.1	6.4	0.0	-	-	3.4	4.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	5	-	-	-	-	10	-	-	-	-	5	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Acres Rd & Forest Rd
Tuesday, June 4, 2019
Location: 41.347914, -
74.167108

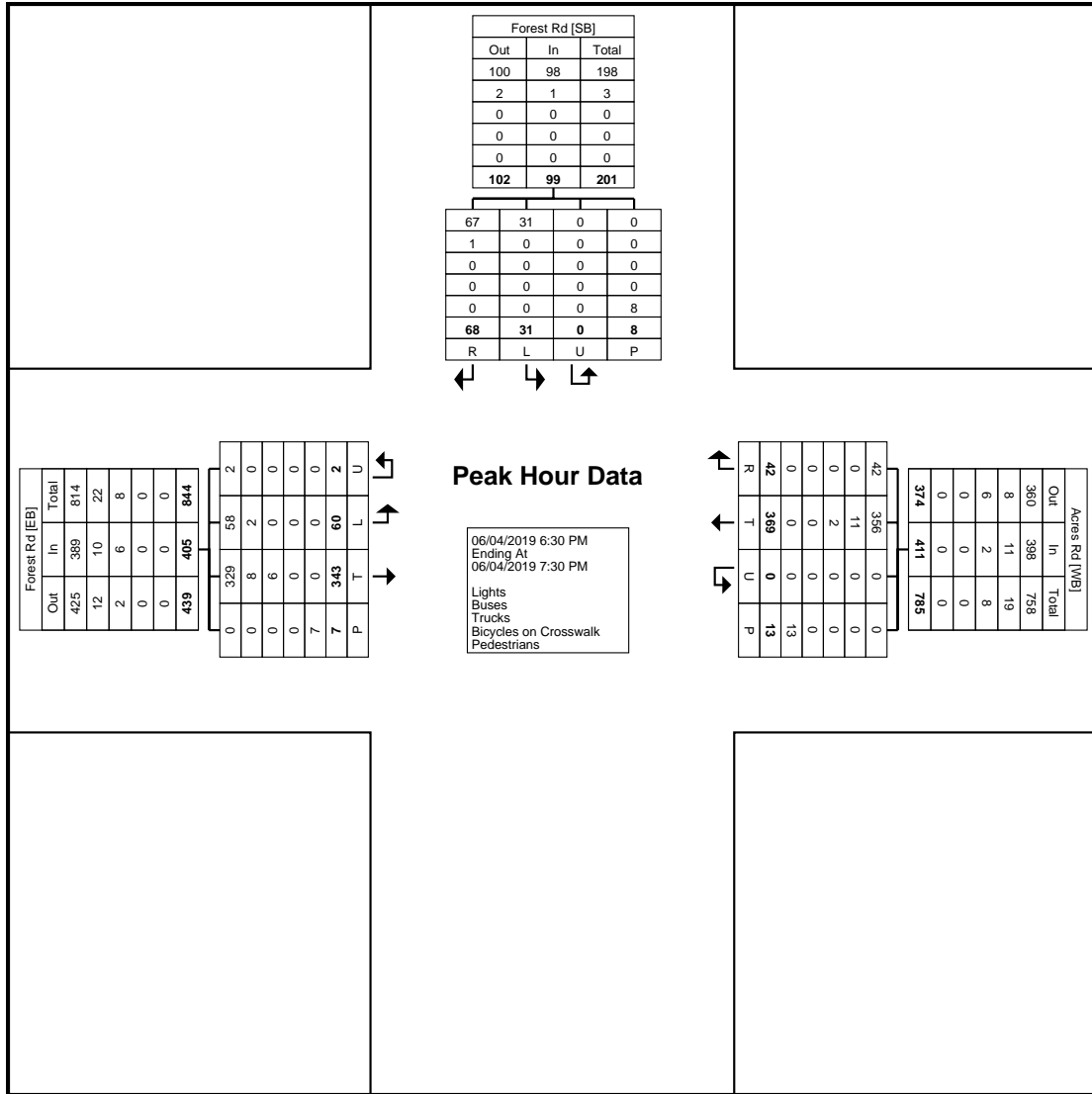


Turning Movement Peak Hour Data Plot (8:45 AM)

Turning Movement Peak Hour Data (6:30 PM)

Start Time	Forest Rd Eastbound					Acres Rd Westbound					Forest Rd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
6:30 PM	14	76	2	5	92	97	8	0	6	105	10	21	0	5	31	228
6:45 PM	15	99	0	0	114	74	10	0	3	84	4	15	0	2	19	217
7:00 PM	17	84	0	1	101	112	13	0	1	125	6	20	0	0	26	252
7:15 PM	14	84	0	1	98	86	11	0	3	97	11	12	0	1	23	218
Total	60	343	2	7	405	369	42	0	13	411	31	68	0	8	99	915
Approach %	14.8	84.7	0.5	-	-	89.8	10.2	0.0	-	-	31.3	68.7	0.0	-	-	-
Total %	6.6	37.5	0.2	-	44.3	40.3	4.6	0.0	-	44.9	3.4	7.4	0.0	-	10.8	-
PHF	0.882	0.866	0.250	-	0.888	0.824	0.808	0.000	-	0.822	0.705	0.810	0.000	-	0.798	0.908
Lights	58	329	2	-	389	356	42	0	-	398	31	67	0	-	98	885
% Lights	96.7	95.9	100.0	-	96.0	96.5	100.0	-	-	96.8	100.0	98.5	-	-	99.0	96.7
Buses	2	8	0	-	10	11	0	0	-	11	0	1	0	-	1	22
% Buses	3.3	2.3	0.0	-	2.5	3.0	0.0	-	-	2.7	0.0	1.5	-	-	1.0	2.4
Trucks	0	6	0	-	6	2	0	0	-	2	0	0	0	-	0	8
% Trucks	0.0	1.7	0.0	-	1.5	0.5	0.0	-	-	0.5	0.0	0.0	-	-	0.0	0.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	7	-	-	-	-	13	-	-	-	-	8	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Acres Rd & Forest Rd
Tuesday, June 4, 2019
Location: 41.347914, -74.167108



Turning Movement Peak Hour Data Plot (6:30 PM)



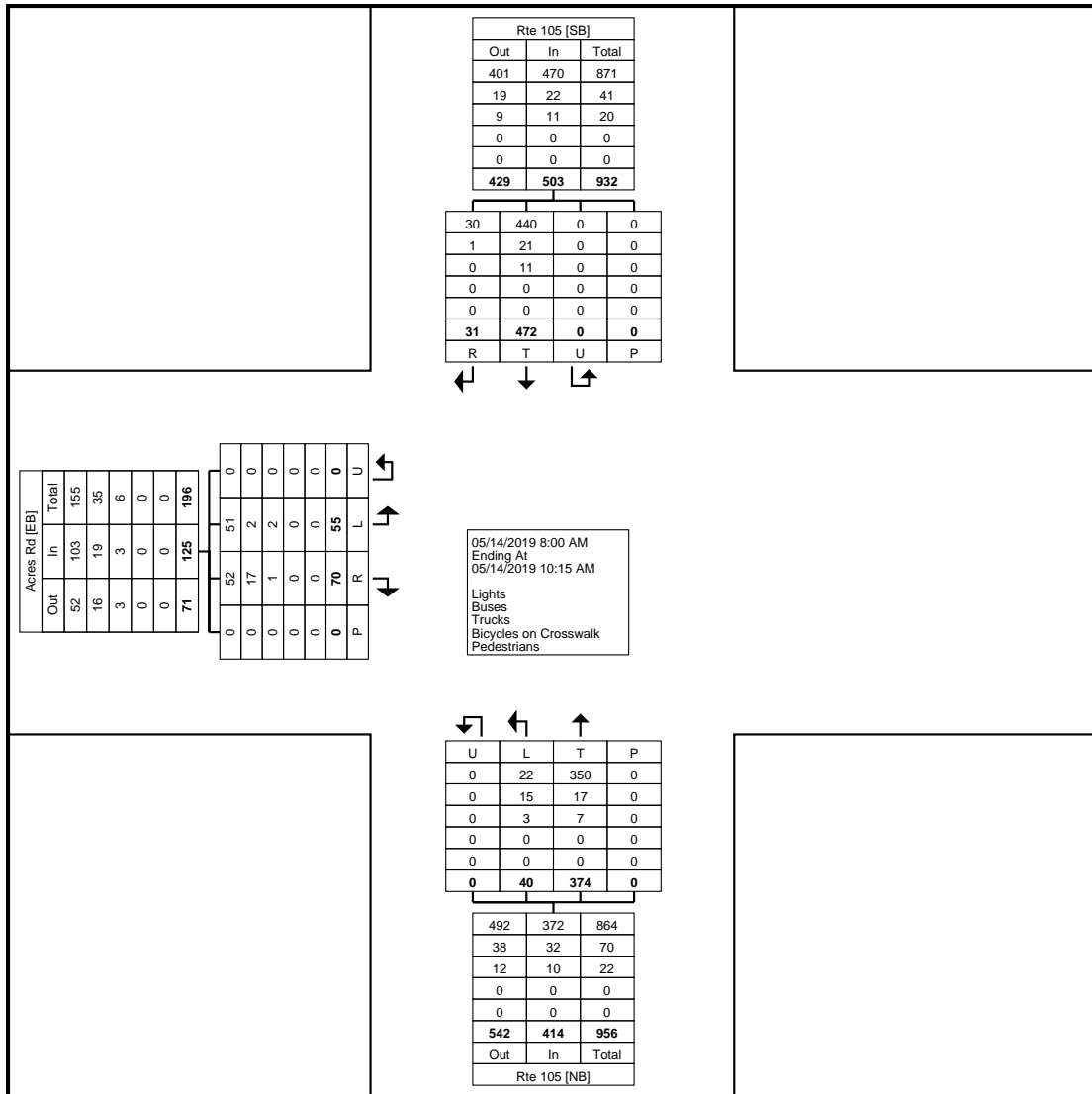
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Kiryas Joel, NY
Acres Rd & Forest Rd
Tuesday, June 4, 2019
Location: 41.347914, -
74.167108

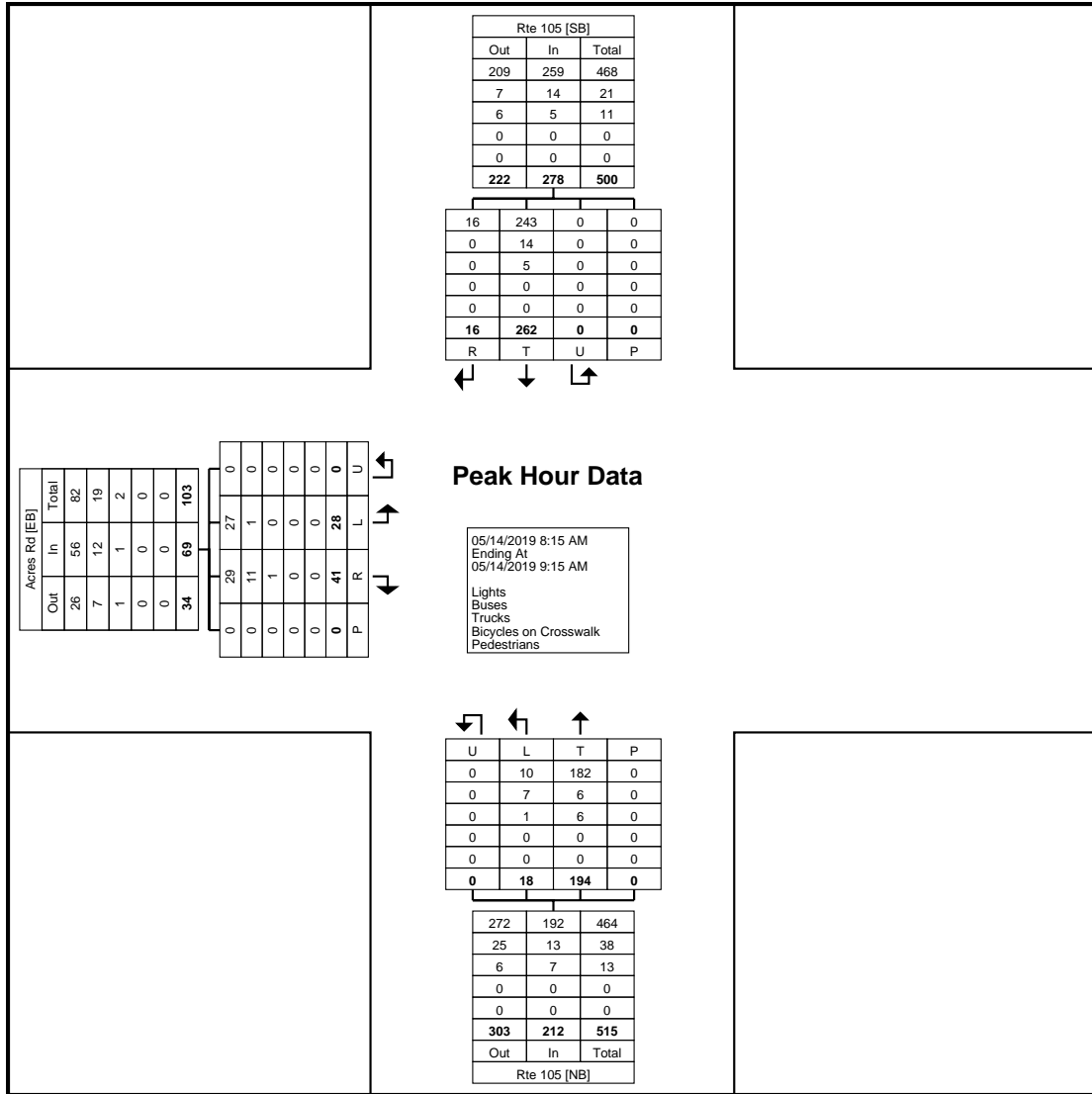
Count Name: Acres Rd & Forest
Rd Weekday
Site Code:
Start Date: 06/04/2019
Page No: 7

Kiryas Joel, NY
Acres Rd & Route 105
Tuesday, May 14, 2019
Location: 41.335108, -74.15129



Turning Movement Data Plot

Kiryas Joel, NY
Acres Rd & Route 105
Tuesday, May 14, 2019
Location: 41.335108, -74.15129



Turning Movement Peak Hour Data Plot (8:15 AM)



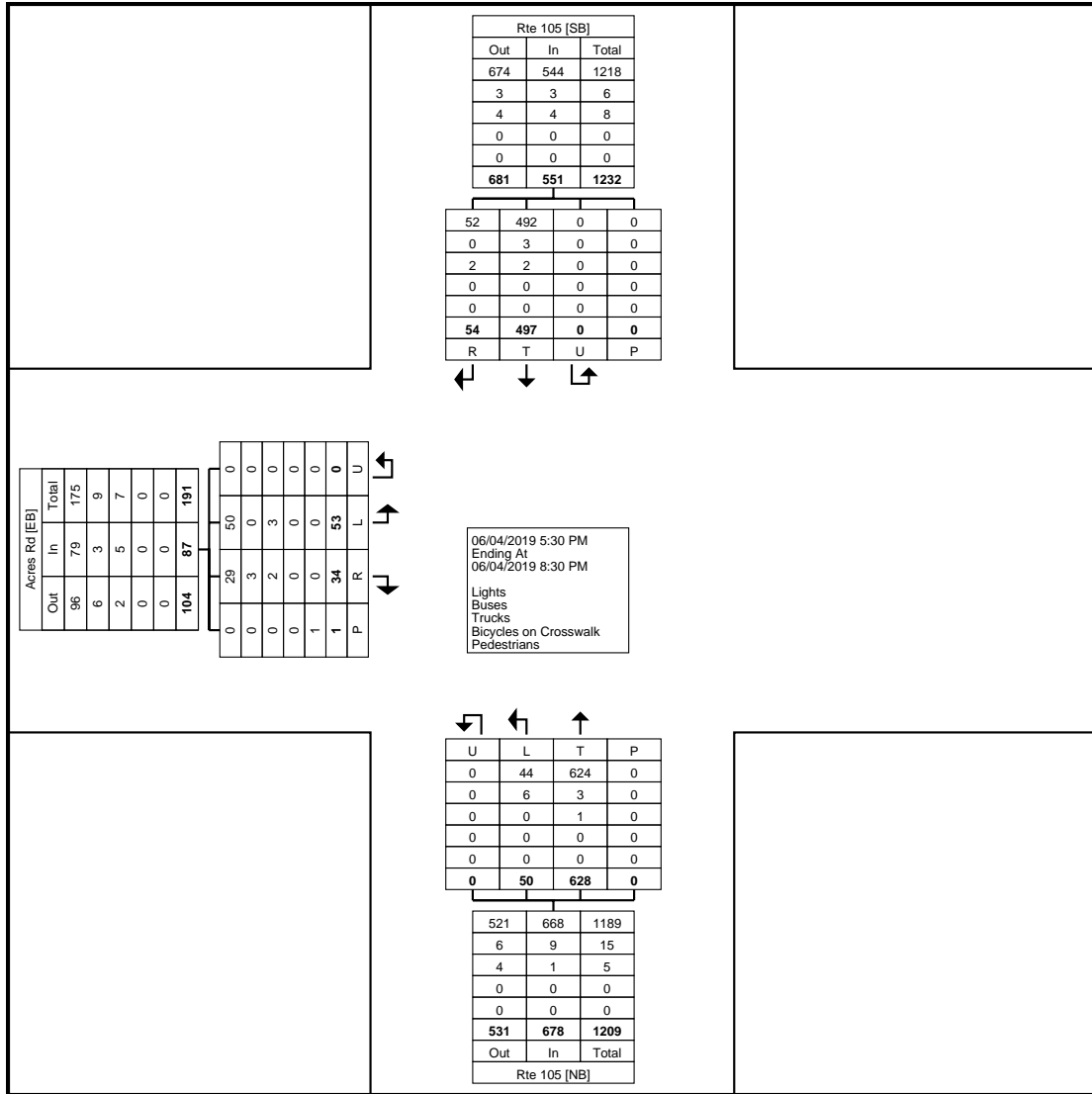
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Kiryas Joel, NY
Acres Rd & Route 105
Tuesday, May 14, 2109
Location: 41.335108, -74.15129

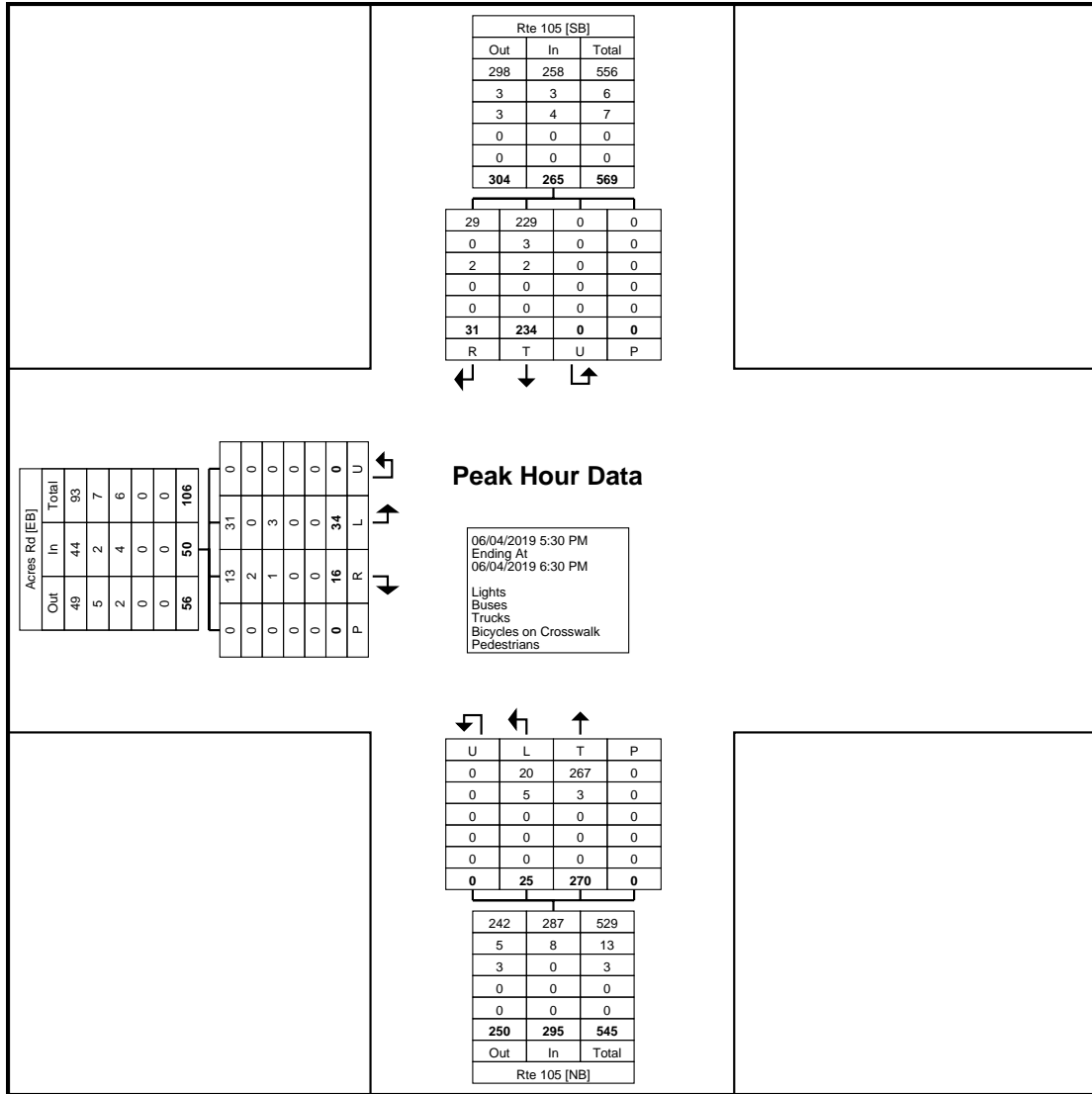
Count Name: Acres Rd & Rte
105 5/14 Morning
Site Code:
Start Date: 05/14/2019
Page No: 5

Kiryas Joel, NY
Acres Rd & Route 105
Tuesday, June 4, 2019
Location: 41.335108, -74.15129



Turning Movement Data Plot

Kiryas Joel, NY
Acres Rd & Route 105
Tuesday, June 4, 2019
Location: 41.335108, -74.15129



Turning Movement Peak Hour Data Plot (5:30 PM)



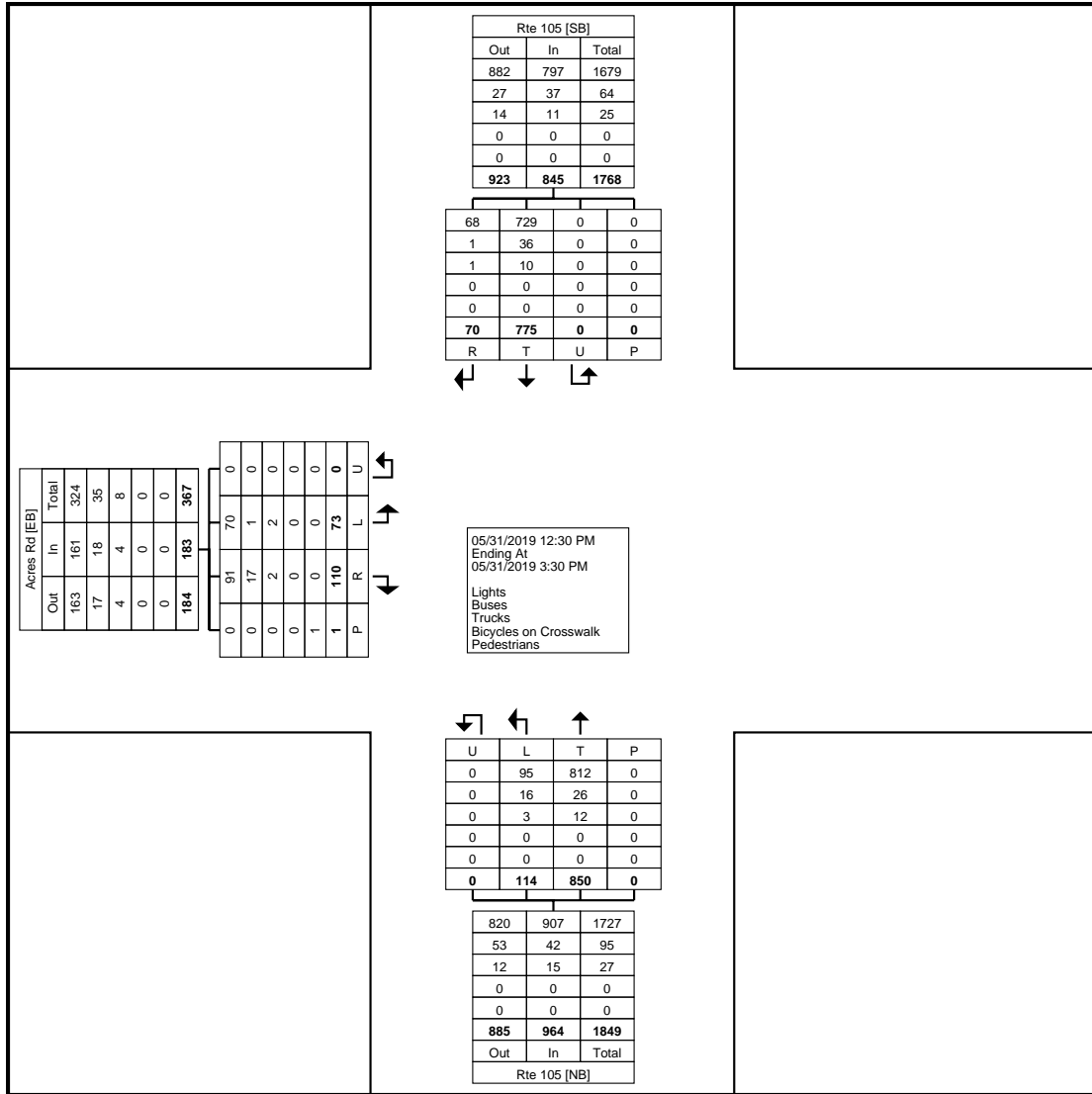
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Kiryas Joel, NY
Acres Rd & Route 105
Tuesday, June 4, 2019
Location: 41.335108, -74.15129

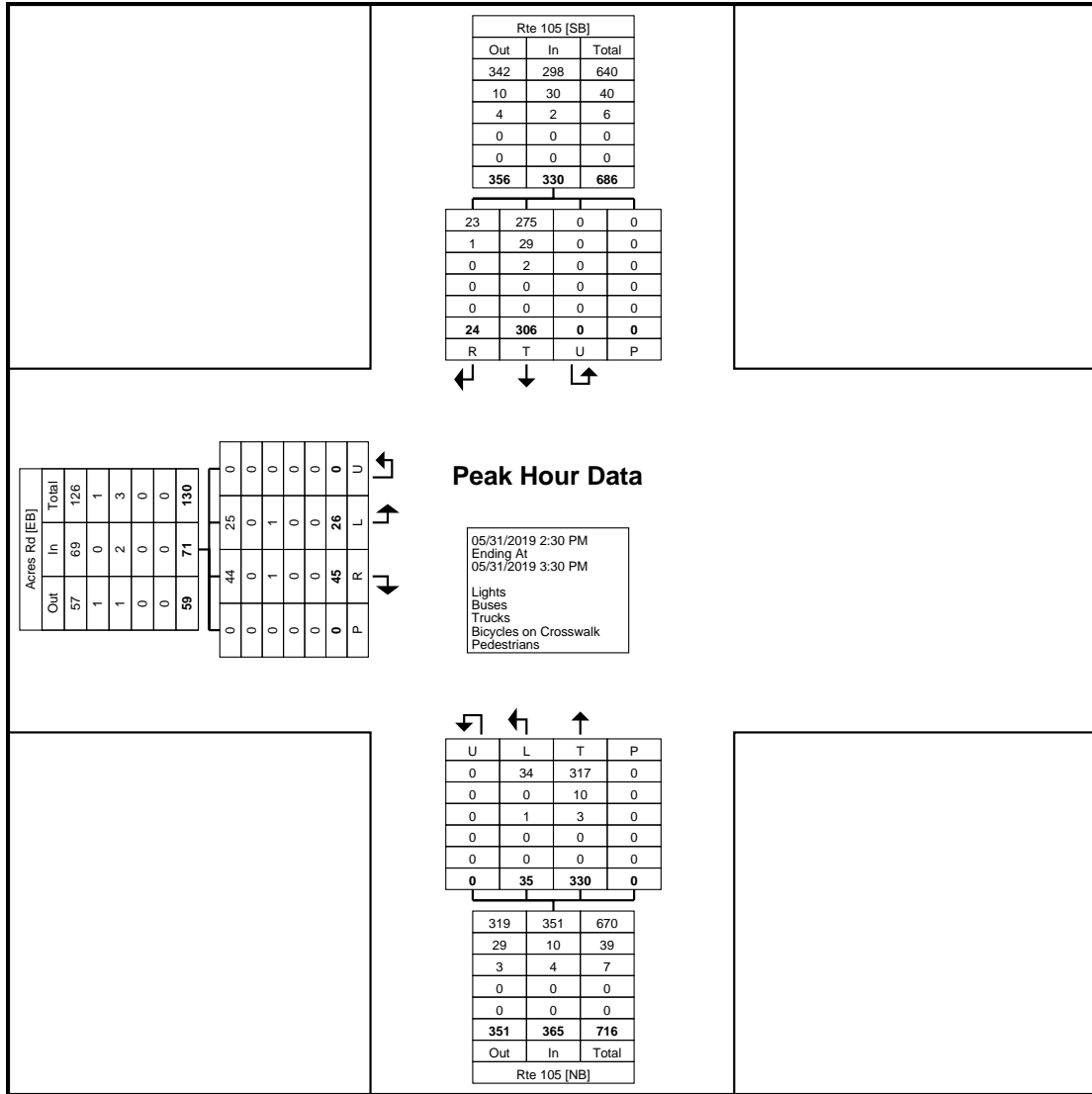
Count Name: Acres Rd & Rte
105 6/4 Night
Site Code:
Start Date: 06/04/2019
Page No: 5

Kiryas Joel, NY
Acres Rd & Route 105
Friday, May 31, 2019
Location: 41.335108, -74.15129



Turning Movement Data Plot

Kiryas Joel, NY
Acres Rd & Route 105
Friday, May 31, 2019
Location: 41.335108, -74.15129



Turning Movement Peak Hour Data Plot (2:30 PM)



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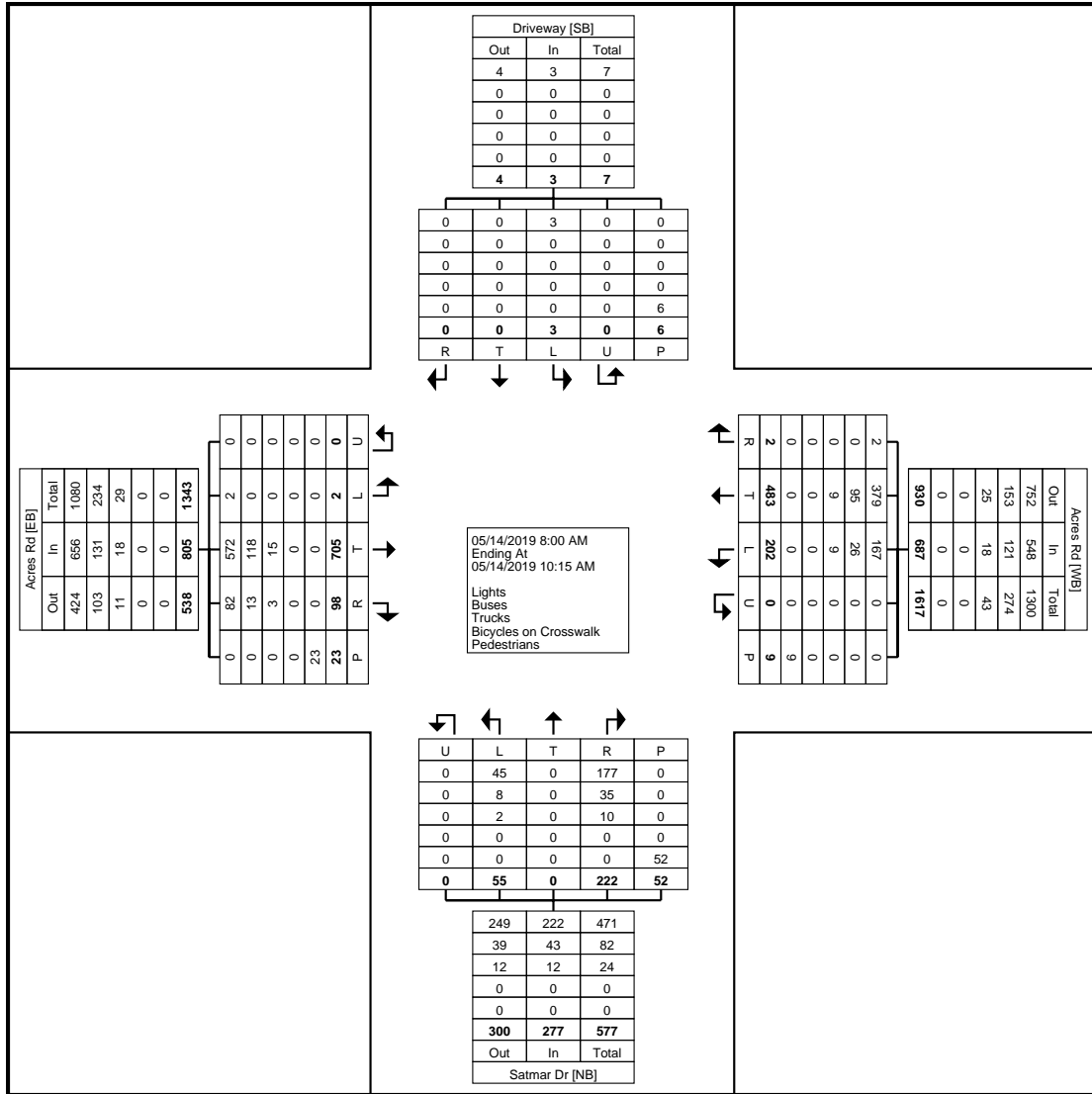
Kiryas Joel, NY
Acres Rd & Route 105
Friday, May 31, 2019
Location: 41.335108, -74.15129

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Count Name: Acres Rd & Rte
105 Friday
Site Code:
Start Date: 05/31/2019
Page No: 5

Turning Movement Data

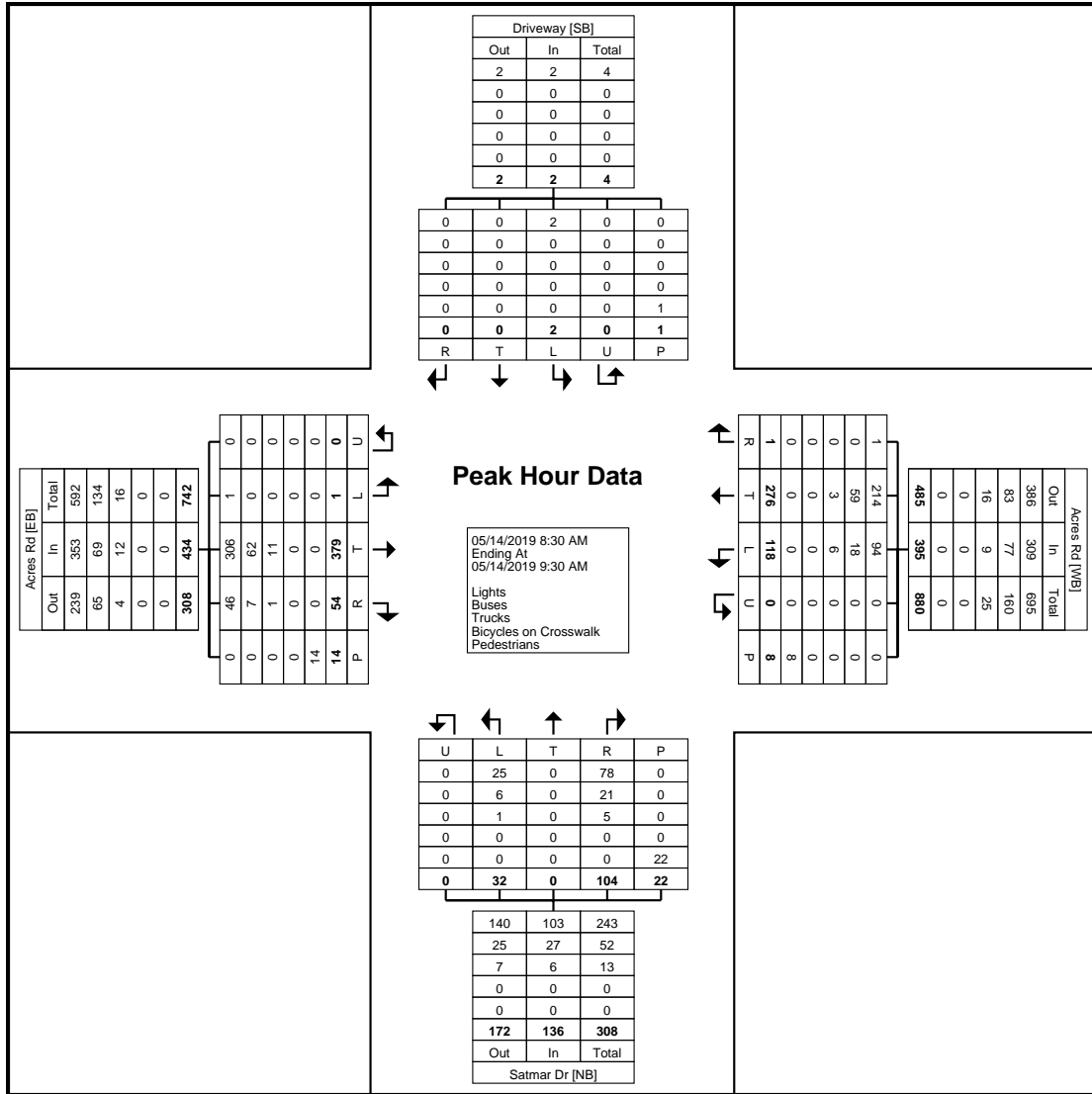
Start Time	Acres Rd Eastbound						Acres Rd Westbound						Satmar Dr Northbound						Driveway Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	0	63	6	0	0	69	20	40	0	0	1	60	5	0	34	0	1	39	0	0	0	0	5	0	168
8:15 AM	0	77	8	0	3	85	21	48	0	0	0	69	4	0	17	0	7	21	0	0	0	0	0	0	175
8:30 AM	1	97	10	0	3	108	25	60	0	0	4	85	5	0	31	0	3	36	1	0	0	0	0	1	230
8:45 AM	0	91	11	0	2	102	32	74	0	0	1	106	10	0	22	0	11	32	0	0	0	0	0	0	240
Hourly Total	1	328	35	0	8	364	98	222	0	0	6	320	24	0	104	0	22	128	1	0	0	0	5	1	813
9:00 AM	0	112	18	0	5	130	29	65	1	0	1	95	6	0	28	0	6	34	1	0	0	0	0	1	260
9:15 AM	0	79	15	0	4	94	32	77	0	0	2	109	11	0	23	0	2	34	0	0	0	0	1	0	237
9:30 AM	1	96	14	0	4	111	20	58	1	0	0	79	9	0	21	0	9	30	0	0	0	0	0	0	220
9:45 AM	0	90	16	0	2	106	23	61	0	0	0	84	5	0	46	0	13	51	1	0	0	0	0	1	242
Hourly Total	1	377	63	0	15	441	104	261	2	0	3	367	31	0	118	0	30	149	2	0	0	0	1	2	959
10:00 AM	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
Grand Total	2	705	98	0	23	805	202	483	2	0	9	687	55	0	222	0	52	277	3	0	0	0	6	3	1772
Approach %	0.2	87.6	12.2	0.0	-	-	29.4	70.3	0.3	0.0	-	-	19.9	0.0	80.1	0.0	-	-	100.0	0.0	0.0	0.0	-	-	-
Total %	0.1	39.8	5.5	0.0	-	45.4	11.4	27.3	0.1	0.0	-	38.8	3.1	0.0	12.5	0.0	-	15.6	0.2	0.0	0.0	0.0	-	0.2	-
Lights	2	572	82	0	-	656	167	379	2	0	-	548	45	0	177	0	-	222	3	0	0	0	-	3	1429
% Lights	100.0	81.1	83.7	-	-	81.5	82.7	78.5	100.0	-	-	79.8	81.8	-	79.7	-	-	80.1	100.0	-	-	-	-	-	100.0
Buses	0	118	13	0	-	131	26	95	0	0	-	121	8	0	35	0	-	43	0	0	0	0	-	0	295
% Buses	0.0	16.7	13.3	-	-	16.3	12.9	19.7	0.0	-	-	17.6	14.5	-	15.8	-	-	15.5	0.0	-	-	-	-	0.0	16.6
Trucks	0	15	3	0	-	18	9	9	0	0	-	18	2	0	10	0	-	12	0	0	0	0	-	0	48
% Trucks	0.0	2.1	3.1	-	-	2.2	4.5	1.9	0.0	-	-	2.6	3.6	-	4.5	-	-	4.3	0.0	-	-	-	-	0.0	2.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	23	-	-	-	-	-	9	-	-	-	-	-	52	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (8:30 AM)

Start Time	Acres Rd Eastbound						Acres Rd Westbound						Satmar Dr Northbound						Driveway Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:30 AM	1	97	10	0	3	108	25	60	0	0	4	85	5	0	31	0	3	36	1	0	0	0	0	1	230
8:45 AM	0	91	11	0	2	102	32	74	0	0	1	106	10	0	22	0	11	32	0	0	0	0	0	0	240
9:00 AM	0	112	18	0	5	130	29	65	1	0	1	95	6	0	28	0	6	34	1	0	0	0	0	1	260
9:15 AM	0	79	15	0	4	94	32	77	0	0	2	109	11	0	23	0	2	34	0	0	0	0	1	0	237
Total	1	379	54	0	14	434	118	276	1	0	8	395	32	0	104	0	22	136	2	0	0	0	1	2	967
Approach %	0.2	87.3	12.4	0.0	-	-	29.9	69.9	0.3	0.0	-	-	23.5	0.0	76.5	0.0	-	-	100.0	0.0	0.0	0.0	-	-	-
Total %	0.1	39.2	5.6	0.0	-	44.9	12.2	28.5	0.1	0.0	-	40.8	3.3	0.0	10.8	0.0	-	14.1	0.2	0.0	0.0	0.0	-	0.2	-
PHF	0.250	0.846	0.750	0.000	-	0.835	0.922	0.896	0.250	0.000	-	0.906	0.727	0.000	0.839	0.000	-	0.944	0.500	0.000	0.000	0.000	-	0.500	0.930
Lights	1	306	46	0	-	353	94	214	1	0	-	309	25	0	78	0	-	103	2	0	0	0	-	2	767
% Lights	100.0	80.7	85.2	-	-	81.3	79.7	77.5	100.0	-	-	78.2	78.1	-	75.0	-	-	75.7	100.0	-	-	-	-	100.0	79.3
Buses	0	62	7	0	-	69	18	59	0	0	-	77	6	0	21	0	-	27	0	0	0	0	-	0	173
% Buses	0.0	16.4	13.0	-	-	15.9	15.3	21.4	0.0	-	-	19.5	18.8	-	20.2	-	-	19.9	0.0	-	-	-	-	0.0	17.9
Trucks	0	11	1	0	-	12	6	3	0	0	-	9	1	0	5	0	-	6	0	0	0	0	-	0	27
% Trucks	0.0	2.9	1.9	-	-	2.8	5.1	1.1	0.0	-	-	2.3	3.1	-	4.8	-	-	4.4	0.0	-	-	-	-	0.0	2.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	14	-	-	-	-	-	8	-	-	-	-	-	22	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (8:30 AM)



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Kiryas Joel, NY
Acres Rd & Satmar Dr
Tuesday, May 14, 2019
Location: 41.344026, -
74.162181

Count Name: Acres Rd &
Satmar Dr 5/14 Morning
Site Code:
Start Date: 05/14/2019
Page No: 5



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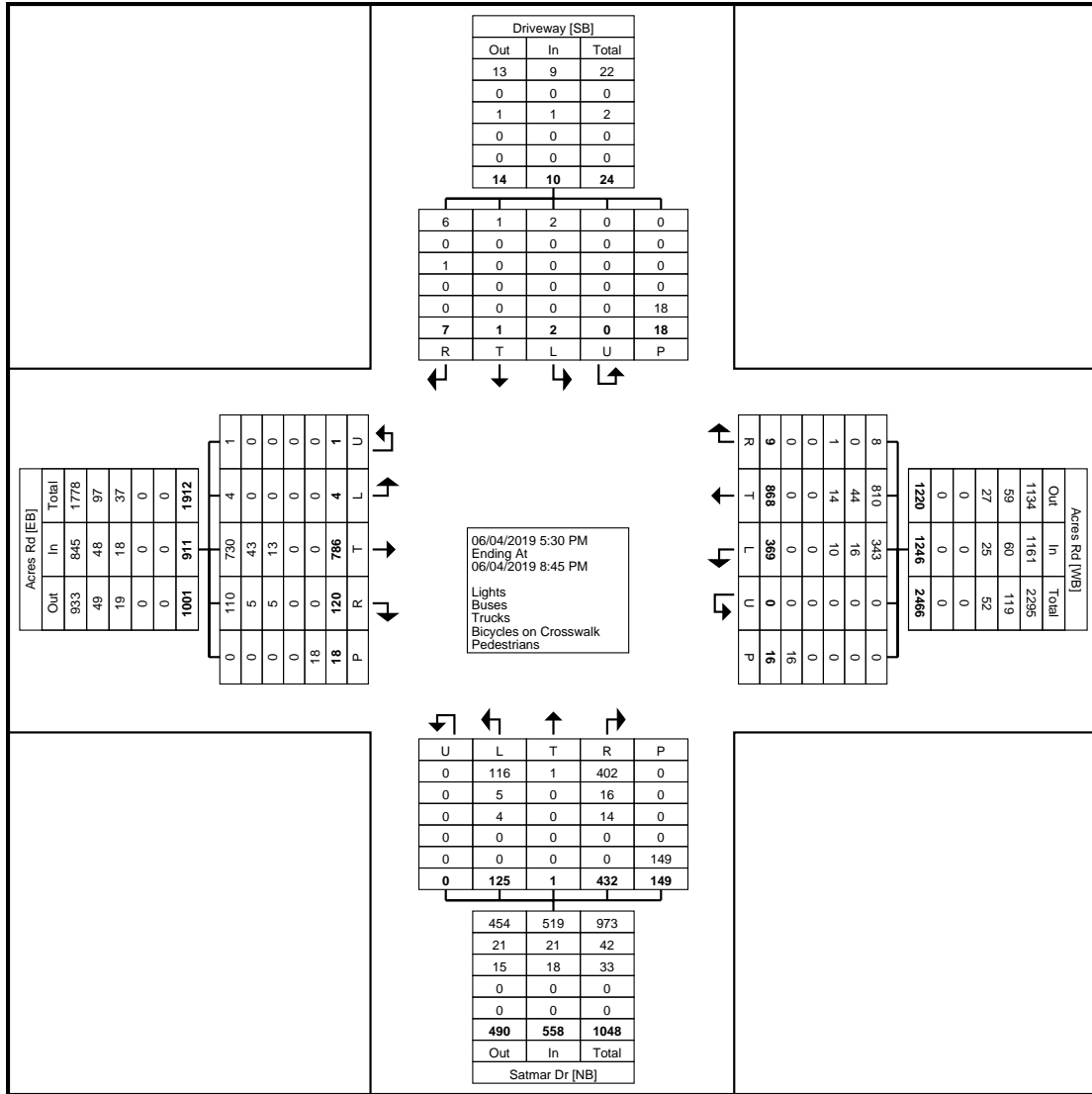
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Kiryas Joel, NY
Acres Rd & Satmar Dr
Tuesday, June 4, 2019
Location: 41.344032, -
74.162182

Count Name: Acres Rd &
Satmar Dr 6/4 Night
Site Code:
Start Date: 06/04/2019
Page No: 1

Turning Movement Data

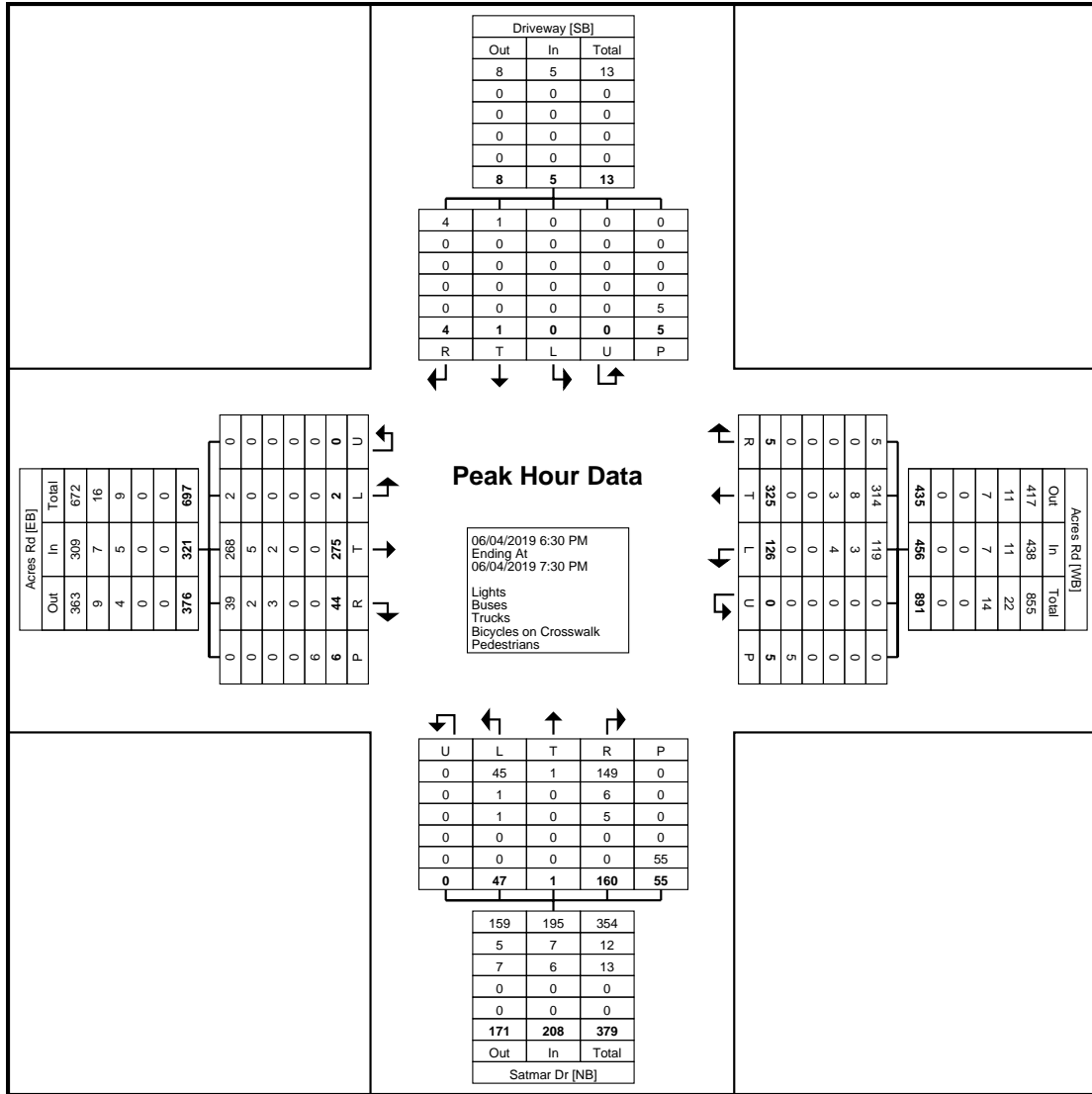
Start Time	Acres Rd Eastbound						Acres Rd Westbound						Satmar Dr Northbound						Driveway Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:30 PM	0	54	8	0	0	62	31	64	1	0	1	96	13	0	41	0	12	54	0	0	0	0	1	0	212
5:45 PM	0	66	6	0	3	72	29	63	1	0	0	93	13	0	37	0	16	50	0	0	1	0	0	1	216
Hourly Total	0	120	14	0	3	134	60	127	2	0	1	189	26	0	78	0	28	104	0	0	1	0	1	1	428
6:00 PM	0	62	8	0	1	70	33	79	1	0	2	113	4	0	33	0	9	37	0	0	1	0	5	1	221
6:15 PM	0	61	8	1	1	70	36	62	0	0	0	98	13	0	39	0	10	52	1	0	0	0	2	1	221
6:30 PM	0	62	13	0	3	75	34	86	2	0	0	122	10	0	51	0	9	61	0	0	0	0	2	0	258
6:45 PM	1	72	12	0	2	85	32	66	1	0	0	99	18	1	38	0	21	57	0	1	1	0	0	2	243
Hourly Total	1	257	41	1	7	300	135	293	4	0	2	432	45	1	161	0	49	207	1	1	2	0	9	4	943
7:00 PM	1	67	10	0	1	78	21	97	1	0	1	119	11	0	40	0	14	51	0	0	3	0	3	3	251
7:15 PM	0	74	9	0	0	83	39	76	1	0	4	116	8	0	31	0	11	39	0	0	0	0	0	0	238
7:30 PM	0	56	10	0	4	66	24	81	0	0	1	105	10	0	24	0	9	34	0	0	1	0	1	1	206
7:45 PM	1	65	8	0	3	74	29	70	1	0	4	100	3	0	28	0	12	31	1	0	0	0	3	1	206
Hourly Total	2	262	37	0	8	301	113	324	3	0	10	440	32	0	123	0	46	155	1	0	4	0	7	5	901
8:00 PM	0	75	15	0	0	90	26	60	0	0	3	86	7	0	32	0	15	39	0	0	0	0	0	0	215
8:15 PM	1	72	13	0	0	86	35	64	0	0	0	99	15	0	38	0	11	53	0	0	0	0	1	0	238
8:30 PM	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
Grand Total	4	786	120	1	18	911	369	868	9	0	16	1246	125	1	432	0	149	558	2	1	7	0	18	10	2725
Approach %	0.4	86.3	13.2	0.1	-	-	29.6	69.7	0.7	0.0	-	-	22.4	0.2	77.4	0.0	-	-	20.0	10.0	70.0	0.0	-	-	-
Total %	0.1	28.8	4.4	0.0	-	33.4	13.5	31.9	0.3	0.0	-	45.7	4.6	0.0	15.9	0.0	-	20.5	0.1	0.0	0.3	0.0	-	0.4	-
Lights	4	730	110	1	-	845	343	810	8	0	-	1161	116	1	402	0	-	519	2	1	6	0	-	9	2534
% Lights	100.0	92.9	91.7	100.0	-	92.8	93.0	93.3	88.9	-	-	93.2	92.8	100.0	93.1	-	-	93.0	100.0	100.0	85.7	-	-	90.0	93.0
Buses	0	43	5	0	-	48	16	44	0	0	-	60	5	0	16	0	-	21	0	0	0	0	-	0	129
% Buses	0.0	5.5	4.2	0.0	-	5.3	4.3	5.1	0.0	-	-	4.8	4.0	0.0	3.7	-	-	3.8	0.0	0.0	0.0	-	-	0.0	4.7
Trucks	0	13	5	0	-	18	10	14	1	0	-	25	4	0	14	0	-	18	0	0	1	0	-	1	62
% Trucks	0.0	1.7	4.2	0.0	-	2.0	2.7	1.6	11.1	-	-	2.0	3.2	0.0	3.2	-	-	3.2	0.0	0.0	14.3	-	-	10.0	2.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	18	-	-	-	-	-	16	-	-	-	-	-	149	-	-	-	-	-	18	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (6:30 PM)

Start Time	Acres Rd Eastbound						Acres Rd Westbound						Satmar Dr Northbound						Driveway Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:30 PM	0	62	13	0	3	75	34	86	2	0	0	122	10	0	51	0	9	61	0	0	0	0	2	0	258
6:45 PM	1	72	12	0	2	85	32	66	1	0	0	99	18	1	38	0	21	57	0	1	1	0	0	2	243
7:00 PM	1	67	10	0	1	78	21	97	1	0	1	119	11	0	40	0	14	51	0	0	3	0	3	3	251
7:15 PM	0	74	9	0	0	83	39	76	1	0	4	116	8	0	31	0	11	39	0	0	0	0	0	0	238
Total	2	275	44	0	6	321	126	325	5	0	5	456	47	1	160	0	55	208	0	1	4	0	5	5	990
Approach %	0.6	85.7	13.7	0.0	-	-	27.6	71.3	1.1	0.0	-	-	22.6	0.5	76.9	0.0	-	-	0.0	20.0	80.0	0.0	-	-	-
Total %	0.2	27.8	4.4	0.0	-	32.4	12.7	32.8	0.5	0.0	-	46.1	4.7	0.1	16.2	0.0	-	21.0	0.0	0.1	0.4	0.0	-	0.5	-
PHF	0.500	0.929	0.846	0.000	-	0.944	0.808	0.838	0.625	0.000	-	0.934	0.653	0.250	0.784	0.000	-	0.852	0.000	0.250	0.333	0.000	-	0.417	0.959
Lights	2	268	39	0	-	309	119	314	5	0	-	438	45	1	149	0	-	195	0	1	4	0	-	5	947
% Lights	100.0	97.5	88.6	-	-	96.3	94.4	96.6	100.0	-	-	96.1	95.7	100.0	93.1	-	-	93.8	-	100.0	100.0	-	-	100.0	95.7
Buses	0	5	2	0	-	7	3	8	0	0	-	11	1	0	6	0	-	7	0	0	0	0	-	0	25
% Buses	0.0	1.8	4.5	-	-	2.2	2.4	2.5	0.0	-	-	2.4	2.1	0.0	3.8	-	-	3.4	-	0.0	0.0	-	-	0.0	2.5
Trucks	0	2	3	0	-	5	4	3	0	0	-	7	1	0	5	0	-	6	0	0	0	0	-	0	18
% Trucks	0.0	0.7	6.8	-	-	1.6	3.2	0.9	0.0	-	-	1.5	2.1	0.0	3.1	-	-	2.9	-	0.0	0.0	-	-	0.0	1.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	6	-	-	-	-	-	5	-	-	-	-	-	55	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (6:30 PM)



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184 Baker Rd

Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Kiryas Joel, NY
Acres Rd & Satmar Dr
Tuesday, June 4, 2019
Location: 41.344032, -
74.162182

Count Name: Acres Rd &
Satmar Dr 6/4 Night
Site Code:
Start Date: 06/04/2019
Page No: 5



www.TSTData.com
184 Baker Rd

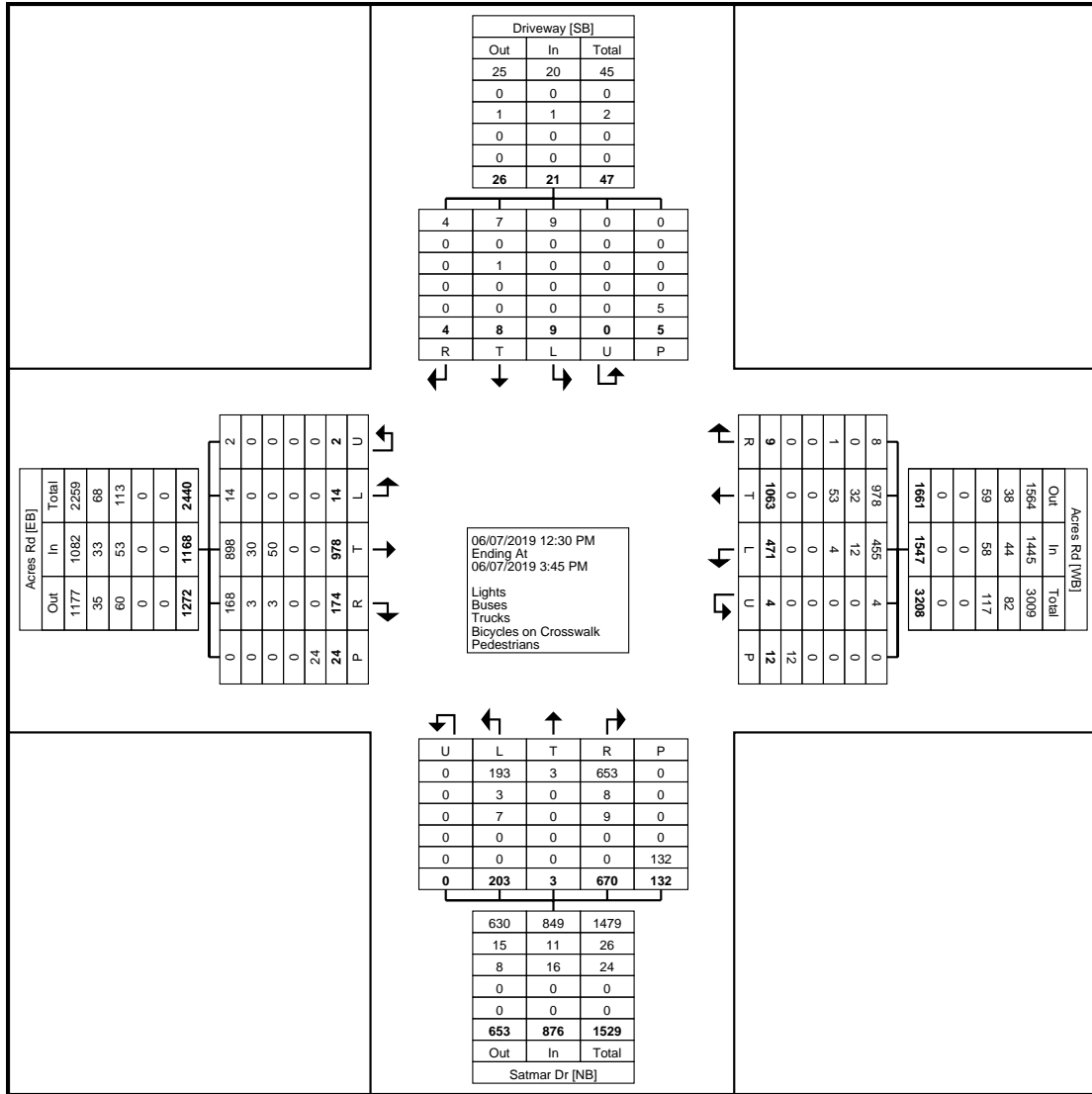
Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Kiryas Joel, NY
Acres Rd & Satmar Dr
Friday, June 7, 2019
Location: 41.344041, -
74.162185

Count Name: Acres Rd &
Satmar Dr Friday
Site Code:
Start Date: 06/07/2019
Page No: 1

Turning Movement Data

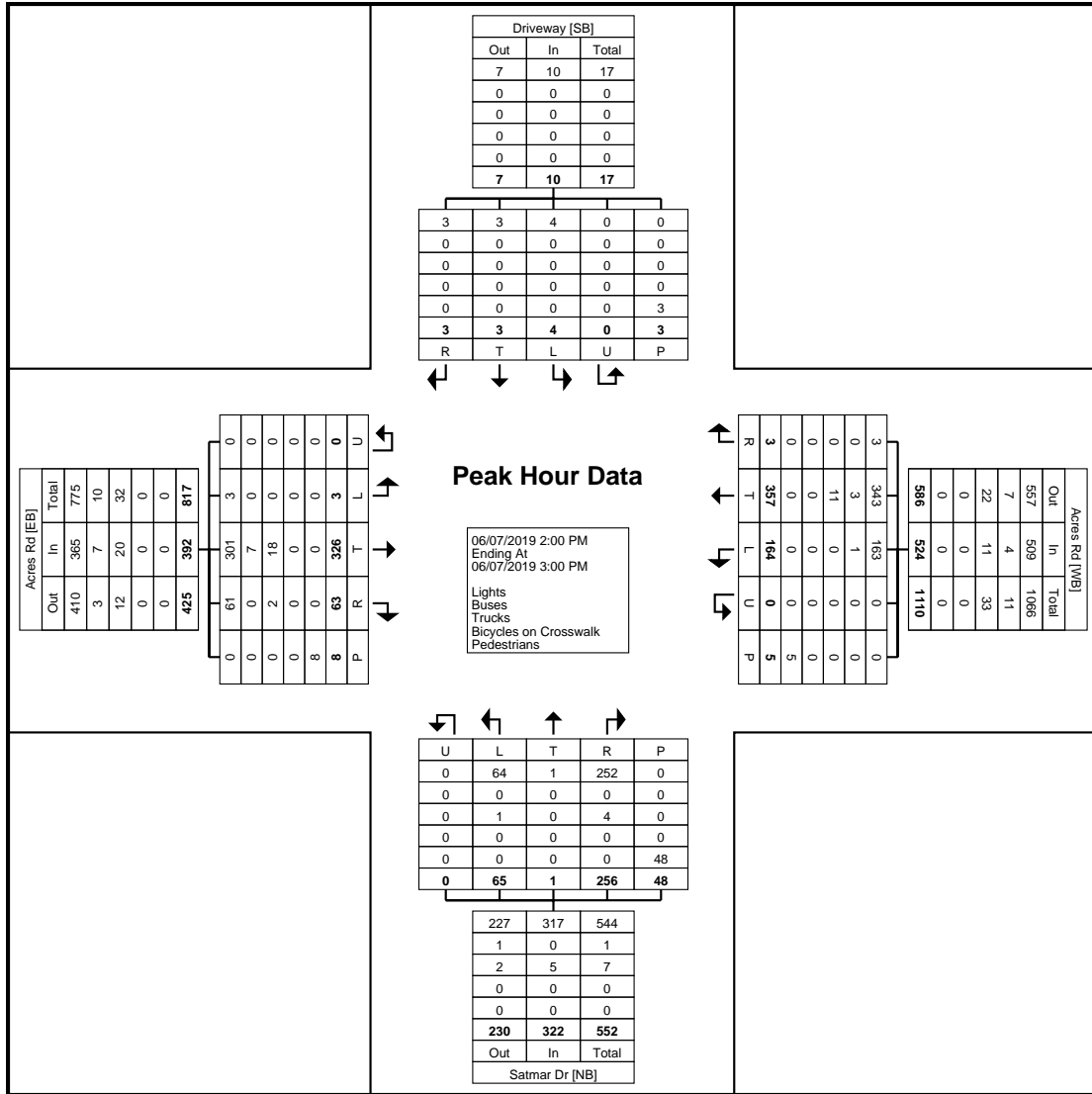
Start Time	Acres Rd Eastbound						Acres Rd Westbound						Satmar Dr Northbound						Driveway Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:30 PM	3	79	12	0	2	94	33	87	1	2	1	123	12	0	40	0	9	52	0	3	0	0	0	3	272
12:45 PM	2	92	9	0	3	103	27	77	1	0	0	105	13	1	48	0	7	62	0	0	0	0	0	0	270
Hourly Total	5	171	21	0	5	197	60	164	2	2	1	228	25	1	88	0	16	114	0	3	0	0	0	3	542
1:00 PM	1	90	14	0	2	105	45	96	0	0	2	141	13	0	54	0	12	67	1	0	0	0	0	1	314
1:15 PM	0	80	14	0	0	94	42	93	0	0	0	135	19	0	58	0	9	77	0	0	0	0	0	0	306
1:30 PM	1	85	19	2	2	107	41	84	1	1	0	127	13	0	52	0	14	65	2	0	0	0	0	2	301
1:45 PM	1	68	11	0	4	80	46	91	1	0	0	138	25	0	58	0	13	83	0	1	0	0	0	1	302
Hourly Total	3	323	58	2	8	386	174	364	2	1	2	541	70	0	222	0	48	292	3	1	0	0	0	4	1223
2:00 PM	0	85	15	0	2	100	41	74	1	0	2	116	15	0	65	0	6	80	3	1	0	0	1	4	300
2:15 PM	0	81	12	0	1	93	41	91	0	0	0	132	16	0	70	0	10	86	0	1	1	0	0	2	313
2:30 PM	3	82	12	0	4	97	42	84	1	0	1	127	11	0	61	0	24	72	1	0	2	0	1	3	299
2:45 PM	0	78	24	0	1	102	40	108	1	0	2	149	23	1	60	0	8	84	0	1	0	0	1	1	336
Hourly Total	3	326	63	0	8	392	164	357	3	0	5	524	65	1	256	0	48	322	4	3	3	0	3	10	1248
3:00 PM	3	74	16	0	1	93	35	85	0	1	2	121	23	0	54	0	4	77	2	0	0	0	0	2	293
3:15 PM	0	83	16	0	2	99	38	92	2	0	2	132	20	1	50	0	16	71	0	1	1	0	2	2	304
3:30 PM	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	14	978	174	2	24	1168	471	1063	9	4	12	1547	203	3	670	0	132	876	9	8	4	0	5	21	3612
Approach %	1.2	83.7	14.9	0.2	-	-	30.4	68.7	0.6	0.3	-	-	23.2	0.3	76.5	0.0	-	-	42.9	38.1	19.0	0.0	-	-	-
Total %	0.4	27.1	4.8	0.1	-	32.3	13.0	29.4	0.2	0.1	-	42.8	5.6	0.1	18.5	0.0	-	24.3	0.2	0.2	0.1	0.0	-	0.6	-
Lights	14	898	168	2	-	1082	455	978	8	4	-	1445	193	3	653	0	-	849	9	7	4	0	-	20	3396
% Lights	100.0	91.8	96.6	100.0	-	92.6	96.6	92.0	88.9	100.0	-	93.4	95.1	100.0	97.5	-	-	96.9	100.0	87.5	100.0	-	-	95.2	94.0
Buses	0	30	3	0	-	33	12	32	0	0	-	44	3	0	8	0	-	11	0	0	0	0	-	0	88
% Buses	0.0	3.1	1.7	0.0	-	2.8	2.5	3.0	0.0	0.0	-	2.8	1.5	0.0	1.2	-	-	1.3	0.0	0.0	0.0	-	-	0.0	2.4
Trucks	0	50	3	0	-	53	4	53	1	0	-	58	7	0	9	0	-	16	0	1	0	0	-	1	128
% Trucks	0.0	5.1	1.7	0.0	-	4.5	0.8	5.0	11.1	0.0	-	3.7	3.4	0.0	1.3	-	-	1.8	0.0	12.5	0.0	-	-	4.8	3.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	24	-	-	-	-	-	12	-	-	-	-	-	132	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (2:00 PM)

Start Time	Acres Rd Eastbound						Acres Rd Westbound						Satmar Dr Northbound						Driveway Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
2:00 PM	0	85	15	0	2	100	41	74	1	0	2	116	15	0	65	0	6	80	3	1	0	0	1	4	300
2:15 PM	0	81	12	0	1	93	41	91	0	0	0	132	16	0	70	0	10	86	0	1	1	0	0	2	313
2:30 PM	3	82	12	0	4	97	42	84	1	0	1	127	11	0	61	0	24	72	1	0	2	0	1	3	299
2:45 PM	0	78	24	0	1	102	40	108	1	0	2	149	23	1	60	0	8	84	0	1	0	0	1	1	336
Total	3	326	63	0	8	392	164	357	3	0	5	524	65	1	256	0	48	322	4	3	3	0	3	10	1248
Approach %	0.8	83.2	16.1	0.0	-	-	31.3	68.1	0.6	0.0	-	-	20.2	0.3	79.5	0.0	-	-	40.0	30.0	30.0	0.0	-	-	-
Total %	0.2	26.1	5.0	0.0	-	31.4	13.1	28.6	0.2	0.0	-	42.0	5.2	0.1	20.5	0.0	-	25.8	0.3	0.2	0.2	0.0	-	0.8	-
PHF	0.250	0.959	0.656	0.000	-	0.961	0.976	0.826	0.750	0.000	-	0.879	0.707	0.250	0.914	0.000	-	0.936	0.333	0.750	0.375	0.000	-	0.625	0.929
Lights	3	301	61	0	-	365	163	343	3	0	-	509	64	1	252	0	-	317	4	3	3	0	-	10	1201
% Lights	100.0	92.3	96.8	-	-	93.1	99.4	96.1	100.0	-	-	97.1	98.5	100.0	98.4	-	-	98.4	100.0	100.0	100.0	-	-	100.0	96.2
Buses	0	7	0	0	-	7	1	3	0	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	11
% Buses	0.0	2.1	0.0	-	-	1.8	0.6	0.8	0.0	-	-	0.8	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.9
Trucks	0	18	2	0	-	20	0	11	0	0	-	11	1	0	4	0	-	5	0	0	0	0	-	0	36
% Trucks	0.0	5.5	3.2	-	-	5.1	0.0	3.1	0.0	-	-	2.1	1.5	0.0	1.6	-	-	1.6	0.0	0.0	0.0	-	-	0.0	2.9
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	8	-	-	-	-	-	5	-	-	-	-	-	48	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (2:00 PM)



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184 Baker Rd

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Kiryas Joel, NY
Acres Rd & Satmar Dr
Friday, June 7, 2019
Location: 41.344041, -
74.162185

Count Name: Acres Rd &
Satmar Dr Friday
Site Code:
Start Date: 06/07/2019
Page No: 5



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184 Baker Rd

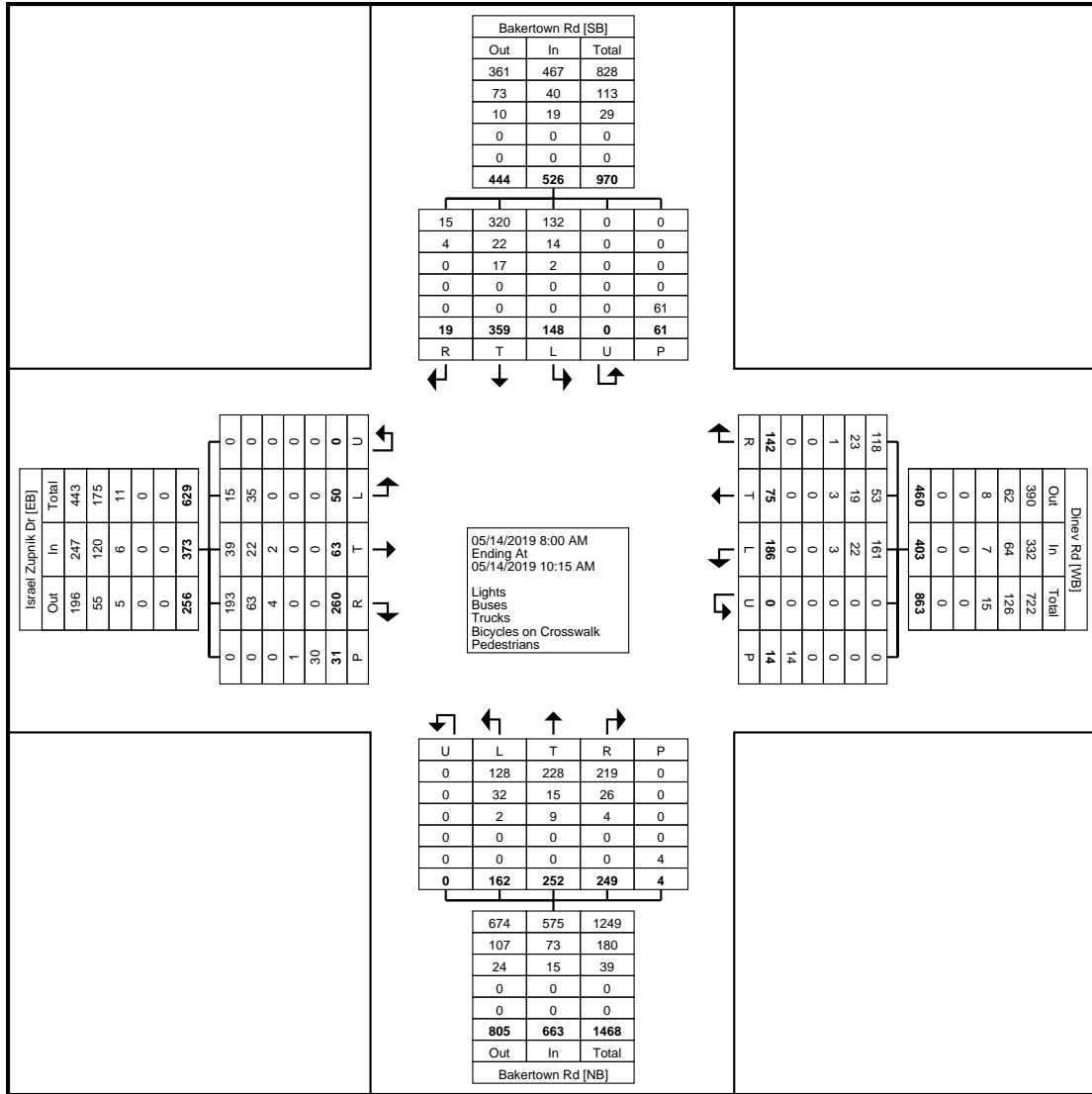
Coatesville, Pennsylvania, United States 19320
610-466-1469
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Kiryas Joel, NY
Bakertown Rd & Isreal Zupnik Dr
Tuesday, May 14, 2019
Location: 41.336605, -
74.160618

Count Name: Bakertown Rd &
Israel Zupnik Dr 5/14 Morning
Site Code:
Start Date: 05/14/2019
Page No: 1

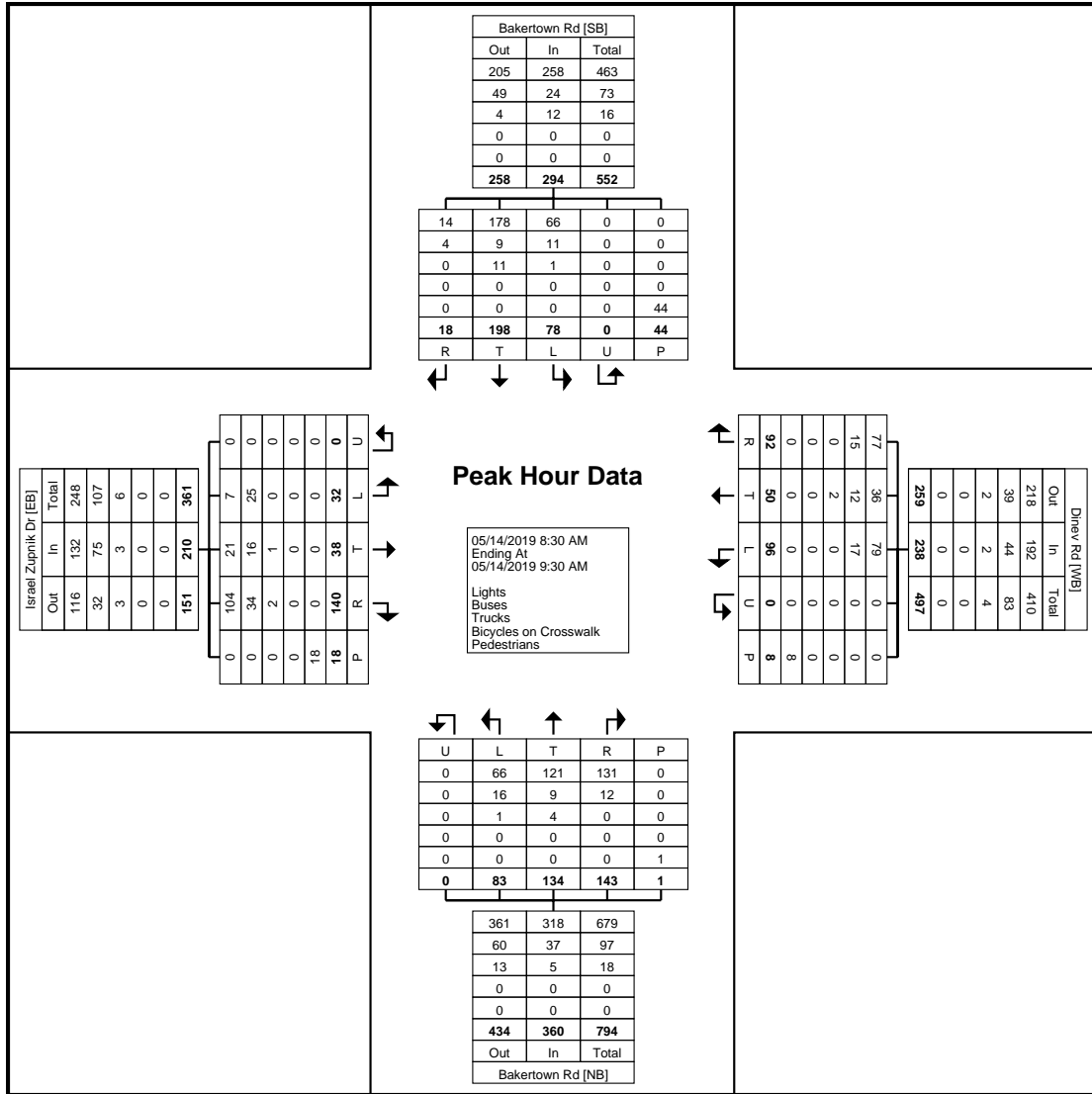
Turning Movement Data

Start Time	Israel Zupnik Dr Eastbound						Dinev Rd Westbound						Bakertown Rd Northbound						Bakertown Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	1	3	24	0	0	28	20	1	11	0	0	32	19	29	15	0	0	63	16	33	0	0	0	49	172
8:15 AM	10	6	32	0	8	48	20	4	13	0	2	37	17	21	32	0	3	70	13	35	0	0	8	48	203
8:30 AM	15	9	30	0	5	54	24	14	22	0	1	60	15	25	18	0	0	58	14	49	3	0	5	66	238
8:45 AM	7	13	31	0	5	51	18	9	26	0	2	53	13	32	62	0	0	107	26	51	2	0	22	79	290
Hourly Total	33	31	117	0	18	181	82	28	72	0	5	182	64	107	127	0	3	298	69	168	5	0	35	242	903
9:00 AM	4	11	43	0	2	58	30	18	23	0	0	71	22	40	36	0	1	98	26	48	7	0	9	81	308
9:15 AM	6	5	36	0	6	47	24	9	21	0	5	54	33	37	27	0	0	97	12	50	6	0	8	68	266
9:30 AM	3	8	36	0	2	47	25	10	11	0	1	46	19	32	22	0	0	73	18	49	1	0	4	68	234
9:45 AM	4	8	28	0	3	40	25	10	15	0	3	50	24	36	37	0	0	97	22	44	0	0	5	66	253
Hourly Total	17	32	143	0	13	192	104	47	70	0	9	221	98	145	122	0	1	365	78	191	14	0	26	283	1061
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Grand Total	50	63	260	0	31	373	186	75	142	0	14	403	162	252	249	0	4	663	148	359	19	0	61	526	1965
Approach %	13.4	16.9	69.7	0.0	-	-	46.2	18.6	35.2	0.0	-	-	24.4	38.0	37.6	0.0	-	-	28.1	68.3	3.6	0.0	-	-	-
Total %	2.5	3.2	13.2	0.0	-	19.0	9.5	3.8	7.2	0.0	-	20.5	8.2	12.8	12.7	0.0	-	33.7	7.5	18.3	1.0	0.0	-	26.8	-
Lights	15	39	193	0	-	247	161	53	118	0	-	332	128	228	219	0	-	575	132	320	15	0	-	467	1621
% Lights	30.0	61.9	74.2	-	-	66.2	86.6	70.7	83.1	-	-	82.4	79.0	90.5	88.0	-	-	86.7	89.2	89.1	78.9	-	-	88.8	82.5
Buses	35	22	63	0	-	120	22	19	23	0	-	64	32	15	26	0	-	73	14	22	4	0	-	40	297
% Buses	70.0	34.9	24.2	-	-	32.2	11.8	25.3	16.2	-	-	15.9	19.8	6.0	10.4	-	-	11.0	9.5	6.1	21.1	-	-	7.6	15.1
Trucks	0	2	4	0	-	6	3	3	1	0	-	7	2	9	4	0	-	15	2	17	0	0	-	19	47
% Trucks	0.0	3.2	1.5	-	-	1.6	1.6	4.0	0.7	-	-	1.7	1.2	3.6	1.6	-	-	2.3	1.4	4.7	0.0	-	-	3.6	2.4
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	3.2	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	30	-	-	-	-	-	14	-	-	-	-	-	4	-	-	-	-	-	61	-	-
% Pedestrians	-	-	-	-	96.8	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data (8:30 AM)

Start Time	Israel Zupnik Dr Eastbound						Dinev Rd Westbound						Bakertown Rd Northbound						Bakertown Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:30 AM	15	9	30	0	5	54	24	14	22	0	1	60	15	25	18	0	0	58	14	49	3	0	5	66	238
8:45 AM	7	13	31	0	5	51	18	9	26	0	2	53	13	32	62	0	0	107	26	51	2	0	22	79	290
9:00 AM	4	11	43	0	2	58	30	18	23	0	0	71	22	40	36	0	1	98	26	48	7	0	9	81	308
9:15 AM	6	5	36	0	6	47	24	9	21	0	5	54	33	37	27	0	0	97	12	50	6	0	8	68	266
Total	32	38	140	0	18	210	96	50	92	0	8	238	83	134	143	0	1	360	78	198	18	0	44	294	1102
Approach %	15.2	18.1	66.7	0.0	-	-	40.3	21.0	38.7	0.0	-	-	23.1	37.2	39.7	0.0	-	-	26.5	67.3	6.1	0.0	-	-	-
Total %	2.9	3.4	12.7	0.0	-	19.1	8.7	4.5	8.3	0.0	-	21.6	7.5	12.2	13.0	0.0	-	32.7	7.1	18.0	1.6	0.0	-	26.7	-
PHF	0.533	0.731	0.814	0.000	-	0.905	0.800	0.694	0.885	0.000	-	0.838	0.629	0.838	0.577	0.000	-	0.841	0.750	0.971	0.643	0.000	-	0.907	0.894
Lights	7	21	104	0	-	132	79	36	77	0	-	192	66	121	131	0	-	318	66	178	14	0	-	258	900
% Lights	21.9	55.3	74.3	-	-	62.9	82.3	72.0	83.7	-	-	80.7	79.5	90.3	91.6	-	-	88.3	84.6	89.9	77.8	-	-	87.8	81.7
Buses	25	16	34	0	-	75	17	12	15	0	-	44	16	9	12	0	-	37	11	9	4	0	-	24	180
% Buses	78.1	42.1	24.3	-	-	35.7	17.7	24.0	16.3	-	-	18.5	19.3	6.7	8.4	-	-	10.3	14.1	4.5	22.2	-	-	8.2	16.3
Trucks	0	1	2	0	-	3	0	2	0	0	-	2	1	4	0	0	-	5	1	11	0	0	-	12	22
% Trucks	0.0	2.6	1.4	-	-	1.4	0.0	4.0	0.0	-	-	0.8	1.2	3.0	0.0	-	-	1.4	1.3	5.6	0.0	-	-	4.1	2.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	18	-	-	-	-	-	8	-	-	-	-	-	1	-	-	-	-	-	44	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (8:30 AM)



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184 Baker Rd

Coatesville, Pennsylvania, United States 19320
610-466-1469
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Kiryas Joel, NY
Bakertown Rd & Isreal Zupnik Dr
Tuesday, May 14, 2019
Location: 41.336605, -
74.160618

Count Name: Bakertown Rd &
Israel Zupnik Dr 5/14 Morning
Site Code:
Start Date: 05/14/2019
Page No: 5



www.TSTData.com
184 Baker Rd

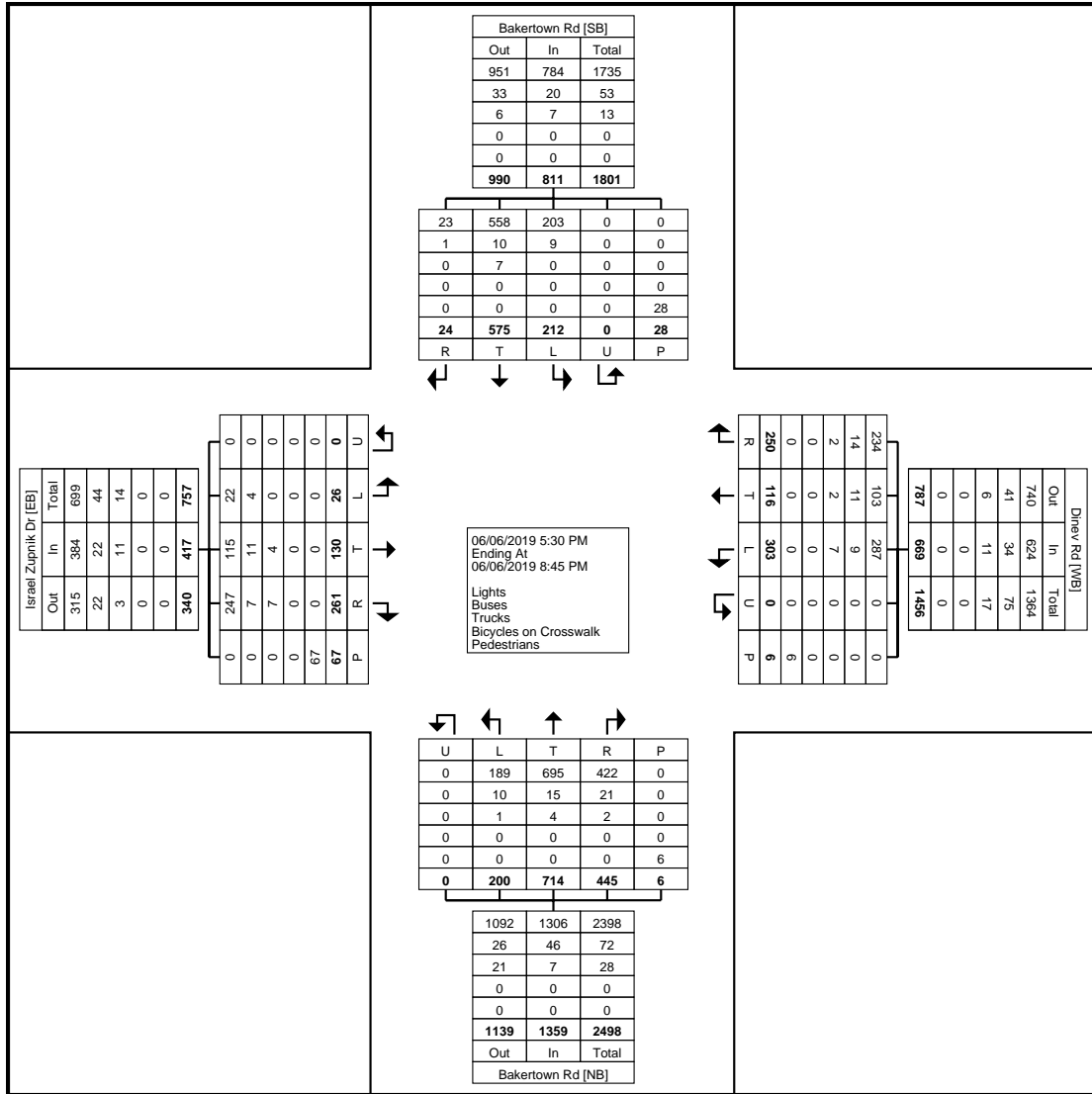
Coatesville, Pennsylvania, United States 19320
610-466-1469
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Kiryas Joel, NY
Bakertown Rd & Isreal Zupnik Dr
Thursday, June 6, 2019
Location: 41.336605, -
74.160618

Count Name: Bakertown Rd &
Israel Zupnik Dr 6/6 Night
Site Code:
Start Date: 06/06/2019
Page No: 1

Turning Movement Data

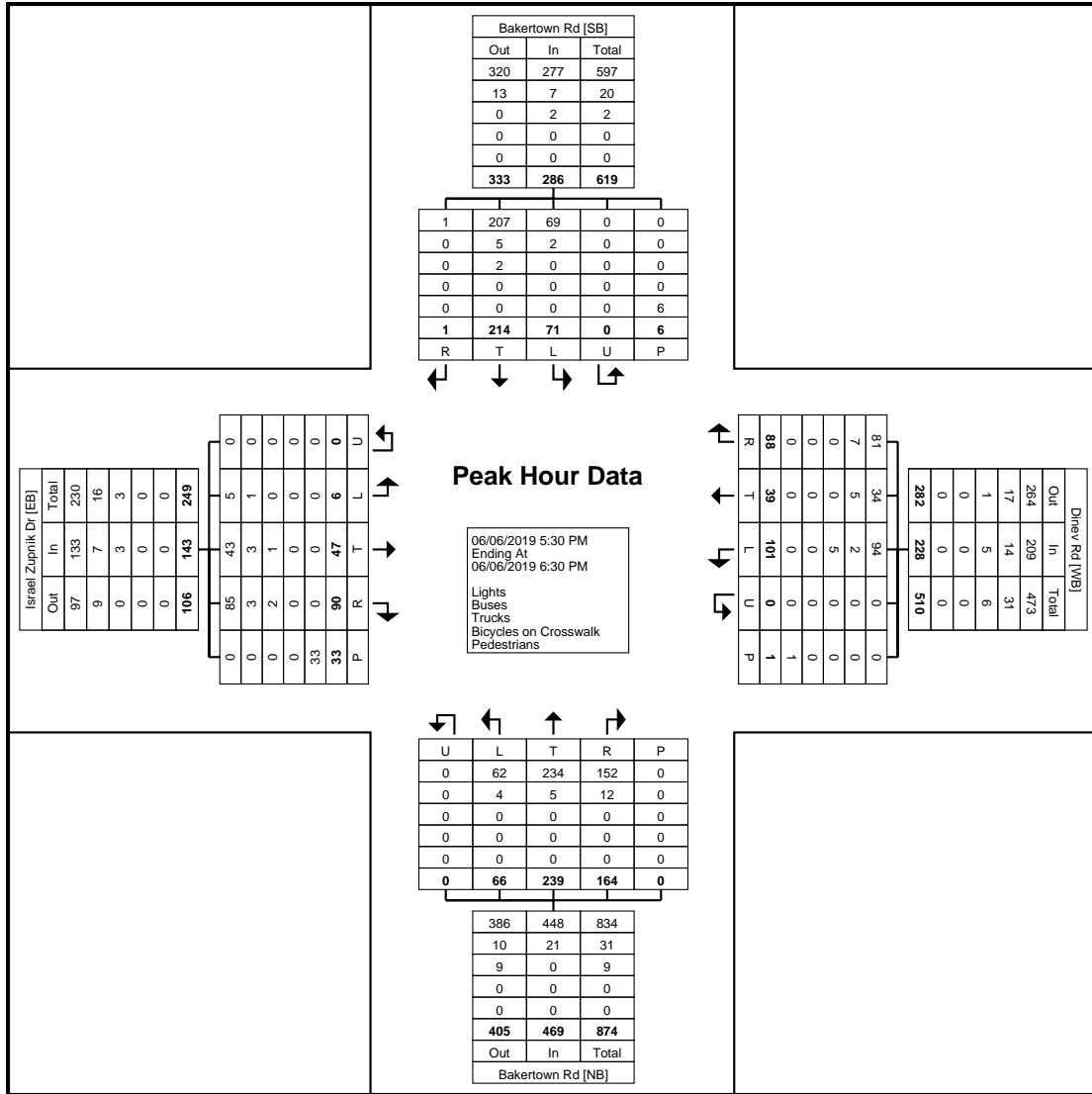
Start Time	Israel Zupnik Dr Eastbound						Dinev Rd Westbound						Bakertown Rd Northbound						Bakertown Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:30 PM	1	12	24	0	5	37	32	12	13	0	0	57	17	50	33	0	0	100	21	47	1	0	0	69	263
5:45 PM	1	8	17	0	4	26	21	13	23	0	0	57	16	61	40	0	0	117	15	61	0	0	1	76	276
Hourly Total	2	20	41	0	9	63	53	25	36	0	0	114	33	111	73	0	0	217	36	108	1	0	1	145	539
6:00 PM	1	14	29	0	8	44	24	8	27	0	0	59	17	60	45	0	0	122	14	55	0	0	0	69	294
6:15 PM	3	13	20	0	16	36	24	6	25	0	1	55	16	68	46	0	0	130	21	51	0	0	5	72	293
6:30 PM	3	7	19	0	11	29	22	5	20	0	0	47	0	50	33	0	0	83	19	51	3	0	5	73	232
6:45 PM	5	15	10	0	10	30	20	10	20	0	0	50	10	55	37	0	0	102	23	44	6	0	4	73	255
Hourly Total	12	49	78	0	45	139	90	29	92	0	1	211	43	233	161	0	0	437	77	201	9	0	14	287	1074
7:00 PM	0	10	17	0	3	27	27	16	20	0	0	63	19	73	29	0	0	121	20	39	6	0	2	65	276
7:15 PM	0	12	9	0	4	21	27	5	13	0	0	45	17	61	36	0	0	114	22	52	3	0	6	77	257
7:30 PM	5	13	29	0	0	47	27	14	23	0	4	64	23	70	37	0	2	130	16	40	1	0	0	57	298
7:45 PM	3	11	30	0	2	44	29	9	29	0	0	67	25	48	36	0	3	109	14	40	2	0	1	56	276
Hourly Total	8	46	85	0	9	139	110	44	85	0	4	239	84	252	138	0	5	474	72	171	12	0	9	255	1107
8:00 PM	3	4	29	0	1	36	25	8	20	0	1	53	20	60	40	0	0	120	11	46	1	0	2	58	267
8:15 PM	1	11	27	0	3	39	25	10	17	0	0	52	20	58	33	0	1	111	16	49	1	0	2	66	268
8:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	26	130	261	0	67	417	303	116	250	0	6	669	200	714	445	0	6	1359	212	575	24	0	28	811	3256
Approach %	6.2	31.2	62.6	0.0	-	-	45.3	17.3	37.4	0.0	-	-	14.7	52.5	32.7	0.0	-	-	26.1	70.9	3.0	0.0	-	-	-
Total %	0.8	4.0	8.0	0.0	-	12.8	9.3	3.6	7.7	0.0	-	20.5	6.1	21.9	13.7	0.0	-	41.7	6.5	17.7	0.7	0.0	-	24.9	-
Lights	22	115	247	0	-	384	287	103	234	0	-	624	189	695	422	0	-	1306	203	558	23	0	-	784	3098
% Lights	84.6	88.5	94.6	-	-	92.1	94.7	88.8	93.6	-	-	93.3	94.5	97.3	94.8	-	-	96.1	95.8	97.0	95.8	-	-	96.7	95.1
Buses	4	11	7	0	-	22	9	11	14	0	-	34	10	15	21	0	-	46	9	10	1	0	-	20	122
% Buses	15.4	8.5	2.7	-	-	5.3	3.0	9.5	5.6	-	-	5.1	5.0	2.1	4.7	-	-	3.4	4.2	1.7	4.2	-	-	2.5	3.7
Trucks	0	4	7	0	-	11	7	2	2	0	-	11	1	4	2	0	-	7	0	7	0	0	-	7	36
% Trucks	0.0	3.1	2.7	-	-	2.6	2.3	1.7	0.8	-	-	1.6	0.5	0.6	0.4	-	-	0.5	0.0	1.2	0.0	-	-	0.9	1.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	67	-	-	-	-	-	6	-	-	-	-	-	6	-	-	-	-	-	28	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (5:30 PM)

Start Time	Israel Zupnik Dr Eastbound						Dinev Rd Westbound						Bakertown Rd Northbound						Bakertown Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:30 PM	1	12	24	0	5	37	32	12	13	0	0	57	17	50	33	0	0	100	21	47	1	0	0	69	263
5:45 PM	1	8	17	0	4	26	21	13	23	0	0	57	16	61	40	0	0	117	15	61	0	0	1	76	276
6:00 PM	1	14	29	0	8	44	24	8	27	0	0	59	17	60	45	0	0	122	14	55	0	0	0	69	294
6:15 PM	3	13	20	0	16	36	24	6	25	0	1	55	16	68	46	0	0	130	21	51	0	0	5	72	293
Total	6	47	90	0	33	143	101	39	88	0	1	228	66	239	164	0	0	469	71	214	1	0	6	286	1126
Approach %	4.2	32.9	62.9	0.0	-	-	44.3	17.1	38.6	0.0	-	-	14.1	51.0	35.0	0.0	-	-	24.8	74.8	0.3	0.0	-	-	-
Total %	0.5	4.2	8.0	0.0	-	12.7	9.0	3.5	7.8	0.0	-	20.2	5.9	21.2	14.6	0.0	-	41.7	6.3	19.0	0.1	0.0	-	25.4	-
PHF	0.500	0.839	0.776	0.000	-	0.813	0.789	0.750	0.815	0.000	-	0.966	0.971	0.879	0.891	0.000	-	0.902	0.845	0.877	0.250	0.000	-	0.941	0.957
Lights	5	43	85	0	-	133	94	34	81	0	-	209	62	234	152	0	-	448	69	207	1	0	-	277	1067
% Lights	83.3	91.5	94.4	-	-	93.0	93.1	87.2	92.0	-	-	91.7	93.9	97.9	92.7	-	-	95.5	97.2	96.7	100.0	-	-	96.9	94.8
Buses	1	3	3	0	-	7	2	5	7	0	-	14	4	5	12	0	-	21	2	5	0	0	-	7	49
% Buses	16.7	6.4	3.3	-	-	4.9	2.0	12.8	8.0	-	-	6.1	6.1	2.1	7.3	-	-	4.5	2.8	2.3	0.0	-	-	2.4	4.4
Trucks	0	1	2	0	-	3	5	0	0	0	-	5	0	0	0	0	-	0	0	2	0	0	-	2	10
% Trucks	0.0	2.1	2.2	-	-	2.1	5.0	0.0	0.0	-	-	2.2	0.0	0.0	0.0	-	-	0.0	0.0	0.9	0.0	-	-	0.7	0.9
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	33	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (5:30 PM)



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Kiryas Joel, NY
Bakertown Rd & Isreal Zupnik Dr
Thursday, June 6, 2019
Location: 41.336605, -
74.160618

Count Name: Bakertown Rd &
Israel Zupnik Dr 6/6 Night
Site Code:
Start Date: 06/06/2019
Page No: 5



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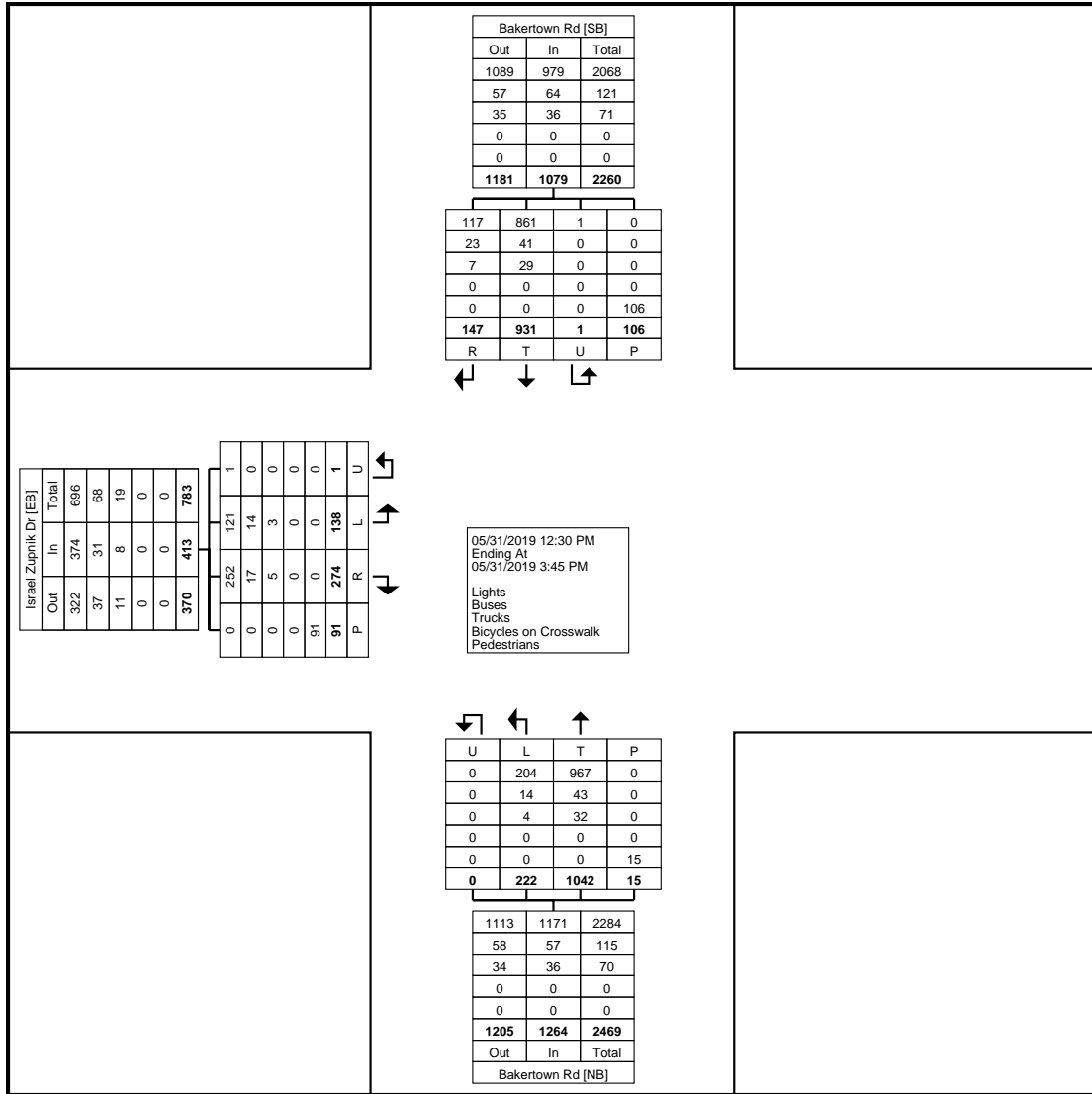
Kiryas Joel, NY
Bakertown Rd & Isreal Zupnik Dr
Friday, May 31, 2019
Location: 41.336605, -
74.160618

Count Name: Bakertown Rd &
Israel Zupnik Dr Friday
Site Code:
Start Date: 05/31/2019
Page No: 1

Turning Movement Data

Start Time	Israel Zupnik Dr Eastbound					Bakertown Rd Northbound					Bakertown Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
12:30 PM	16	14	1	8	31	11	81	0	0	92	68	16	0	7	84	207
12:45 PM	12	17	0	14	29	16	86	0	4	102	58	13	0	19	71	202
Hourly Total	28	31	1	22	60	27	167	0	4	194	126	29	0	26	155	409
1:00 PM	11	22	0	12	33	21	89	0	4	110	70	14	0	14	84	227
1:15 PM	7	19	0	6	26	19	87	0	0	106	92	10	0	18	102	234
1:30 PM	14	30	0	9	44	19	97	0	1	116	68	8	0	6	76	236
1:45 PM	10	28	0	7	38	21	84	0	0	105	82	17	0	8	99	242
Hourly Total	42	99	0	34	141	80	357	0	5	437	312	49	0	46	361	939
2:00 PM	14	21	0	5	35	18	77	0	3	95	86	20	0	4	106	236
2:15 PM	11	20	0	11	31	27	81	0	1	108	87	8	0	12	95	234
2:30 PM	11	29	0	7	40	16	86	0	0	102	72	7	0	9	79	221
2:45 PM	8	27	0	0	35	13	82	0	2	95	98	12	0	2	110	240
Hourly Total	44	97	0	23	141	74	326	0	6	400	343	47	0	27	390	931
3:00 PM	13	18	0	4	31	20	95	0	0	115	72	9	0	3	81	227
3:15 PM	11	29	0	8	40	21	96	0	0	117	78	13	1	4	92	249
3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	138	274	1	91	413	222	1042	0	15	1264	931	147	1	106	1079	2756
Approach %	33.4	66.3	0.2	-	-	17.6	82.4	0.0	-	-	86.3	13.6	0.1	-	-	-
Total %	5.0	9.9	0.0	-	15.0	8.1	37.8	0.0	-	45.9	33.8	5.3	0.0	-	39.2	-
Lights	121	252	1	-	374	204	967	0	-	1171	861	117	1	-	979	2524
% Lights	87.7	92.0	100.0	-	90.6	91.9	92.8	-	-	92.6	92.5	79.6	100.0	-	90.7	91.6
Buses	14	17	0	-	31	14	43	0	-	57	41	23	0	-	64	152
% Buses	10.1	6.2	0.0	-	7.5	6.3	4.1	-	-	4.5	4.4	15.6	0.0	-	5.9	5.5
Trucks	3	5	0	-	8	4	32	0	-	36	29	7	0	-	36	80
% Trucks	2.2	1.8	0.0	-	1.9	1.8	3.1	-	-	2.8	3.1	4.8	0.0	-	3.3	2.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	91	-	-	-	-	15	-	-	-	-	106	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Bakertown Rd & Isreal Zupnik Dr
Friday, May 31, 2019
Location: 41.336605, -
74.160618

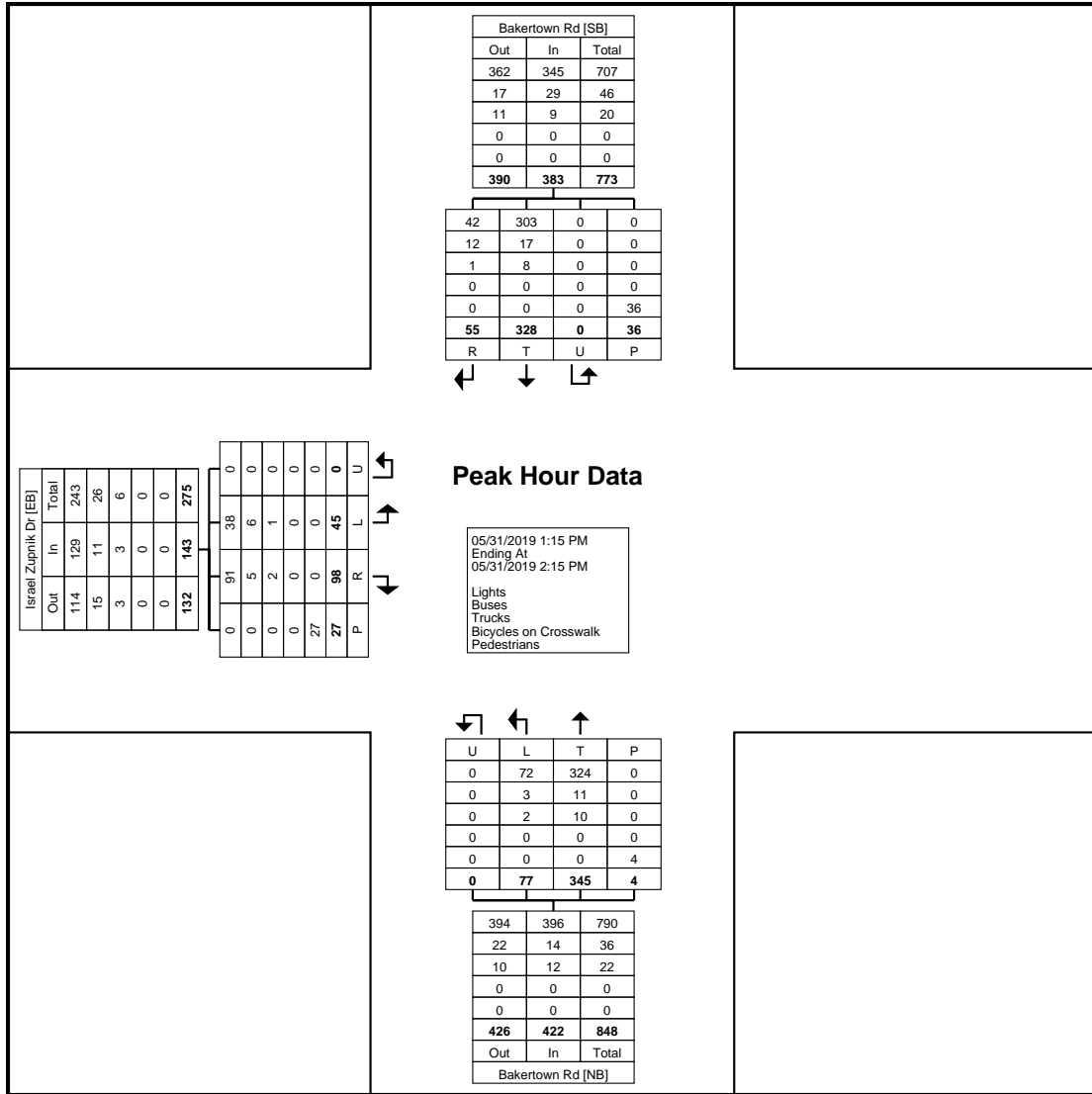


Turning Movement Data Plot

Turning Movement Peak Hour Data (1:15 PM)

Start Time	Israel Zupnik Dr Eastbound					Bakertown Rd Northbound					Bakertown Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
1:15 PM	7	19	0	6	26	19	87	0	0	106	92	10	0	18	102	234
1:30 PM	14	30	0	9	44	19	97	0	1	116	68	8	0	6	76	236
1:45 PM	10	28	0	7	38	21	84	0	0	105	82	17	0	8	99	242
2:00 PM	14	21	0	5	35	18	77	0	3	95	86	20	0	4	106	236
Total	45	98	0	27	143	77	345	0	4	422	328	55	0	36	383	948
Approach %	31.5	68.5	0.0	-	-	18.2	81.8	0.0	-	-	85.6	14.4	0.0	-	-	-
Total %	4.7	10.3	0.0	-	15.1	8.1	36.4	0.0	-	44.5	34.6	5.8	0.0	-	40.4	-
PHF	0.804	0.817	0.000	-	0.813	0.917	0.889	0.000	-	0.909	0.891	0.688	0.000	-	0.903	0.979
Lights	38	91	0	-	129	72	324	0	-	396	303	42	0	-	345	870
% Lights	84.4	92.9	-	-	90.2	93.5	93.9	-	-	93.8	92.4	76.4	-	-	90.1	91.8
Buses	6	5	0	-	11	3	11	0	-	14	17	12	0	-	29	54
% Buses	13.3	5.1	-	-	7.7	3.9	3.2	-	-	3.3	5.2	21.8	-	-	7.6	5.7
Trucks	1	2	0	-	3	2	10	0	-	12	8	1	0	-	9	24
% Trucks	2.2	2.0	-	-	2.1	2.6	2.9	-	-	2.8	2.4	1.8	-	-	2.3	2.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	27	-	-	-	-	4	-	-	-	-	36	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Bakertown Rd & Isreal Zupnik Dr
Friday, May 31, 2019
Location: 41.336605, -
74.160618



Turning Movement Peak Hour Data Plot (1:15 PM)



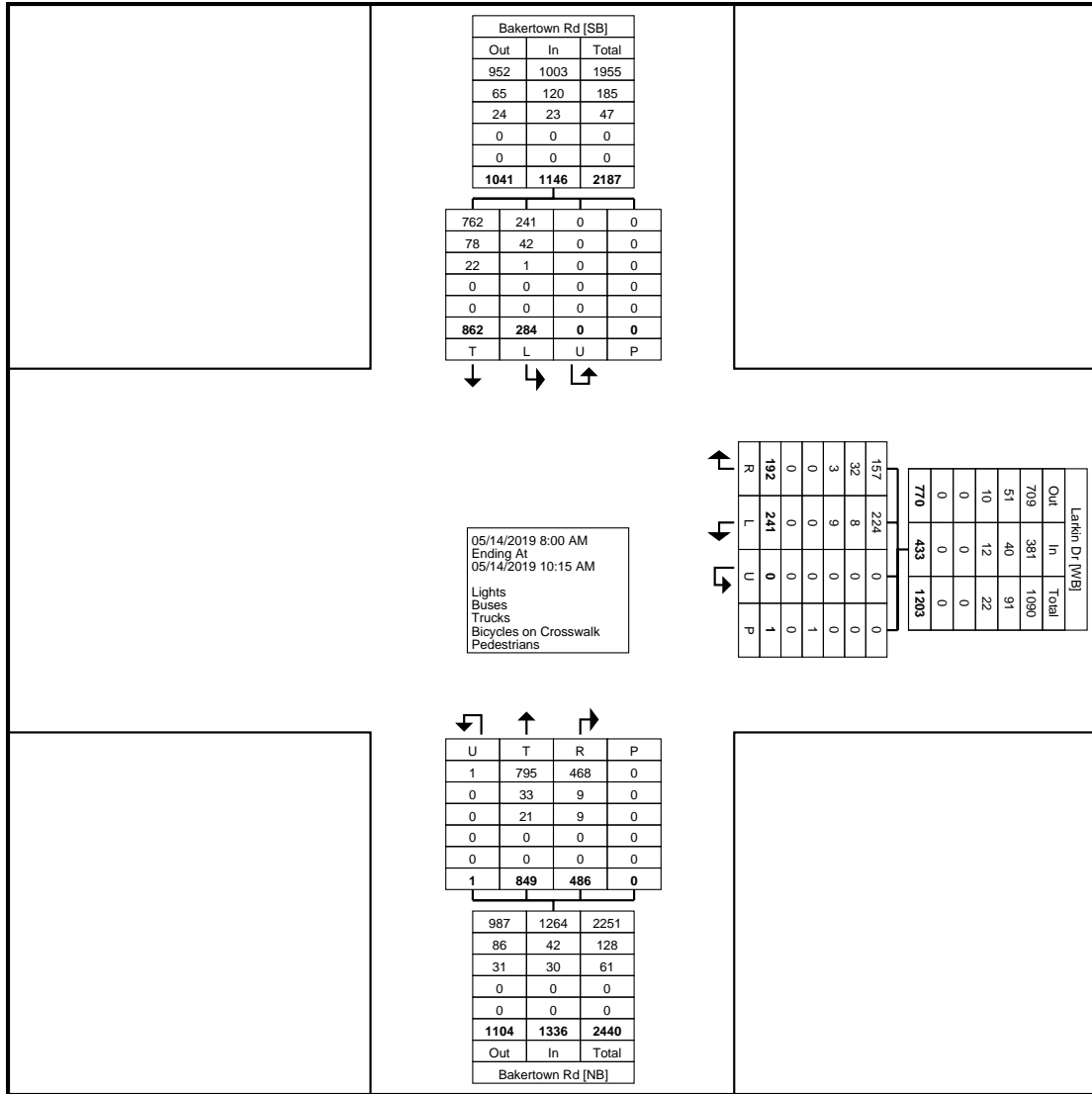
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Kiryas Joel, NY
Bakertown Rd & Isreal Zupnik Dr
Friday, May 31, 2019
Location: 41.336605, -
74.160618

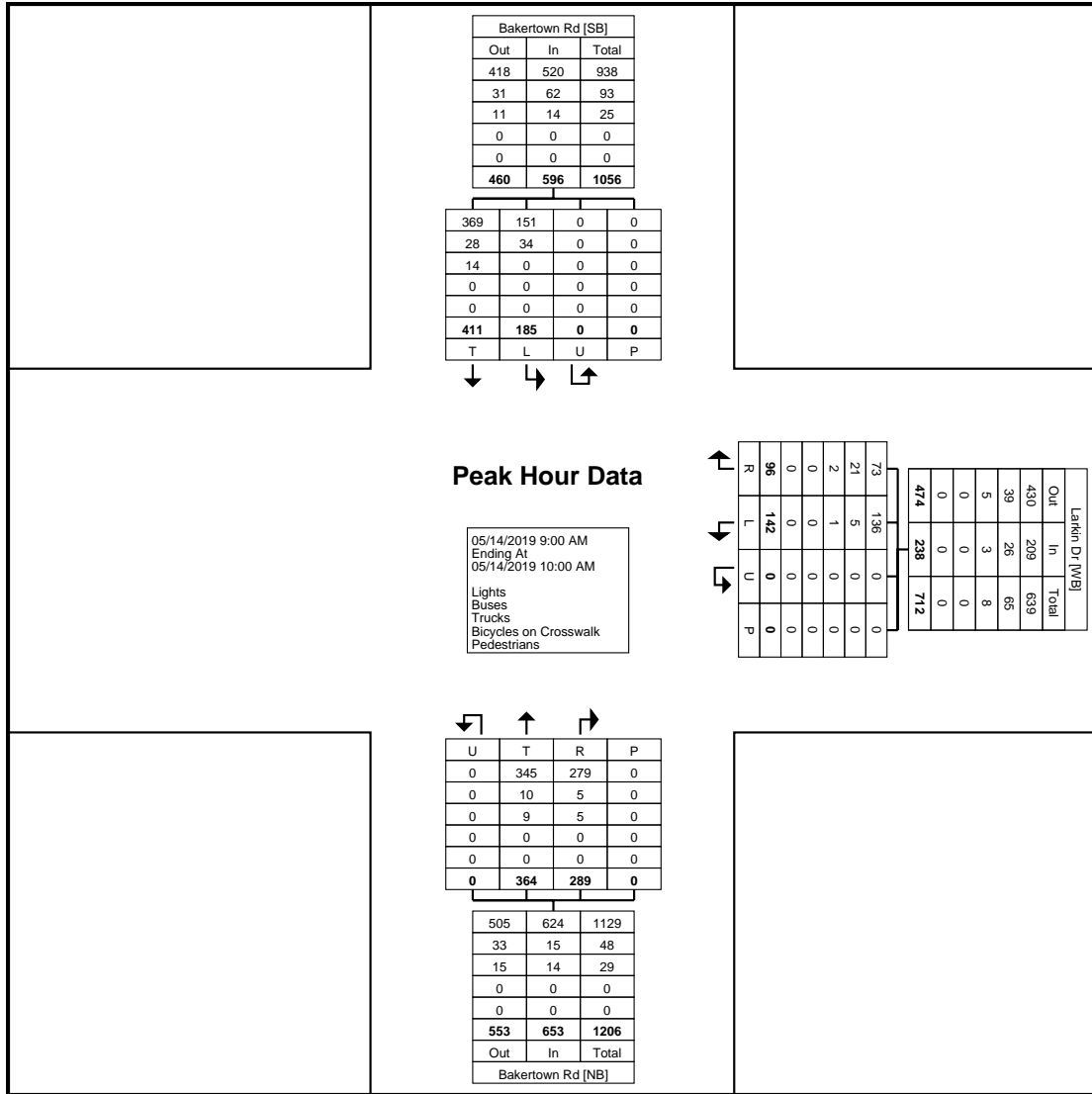
Count Name: Bakertown Rd &
Israel Zupnik Dr Friday
Site Code:
Start Date: 05/31/2019
Page No: 5

Kiryas Joel, NY
Bakertown Rd & Larkin Dr
Tuesday, May 14, 2019
Location: 41.328743, -
74.164746



Turning Movement Data Plot

Kiryas Joel, NY
Bakertown Rd & Larkin Dr
Tuesday, May 14, 2019
Location: 41.328743, -
74.164746



Turning Movement Peak Hour Data Plot (9:00 AM)

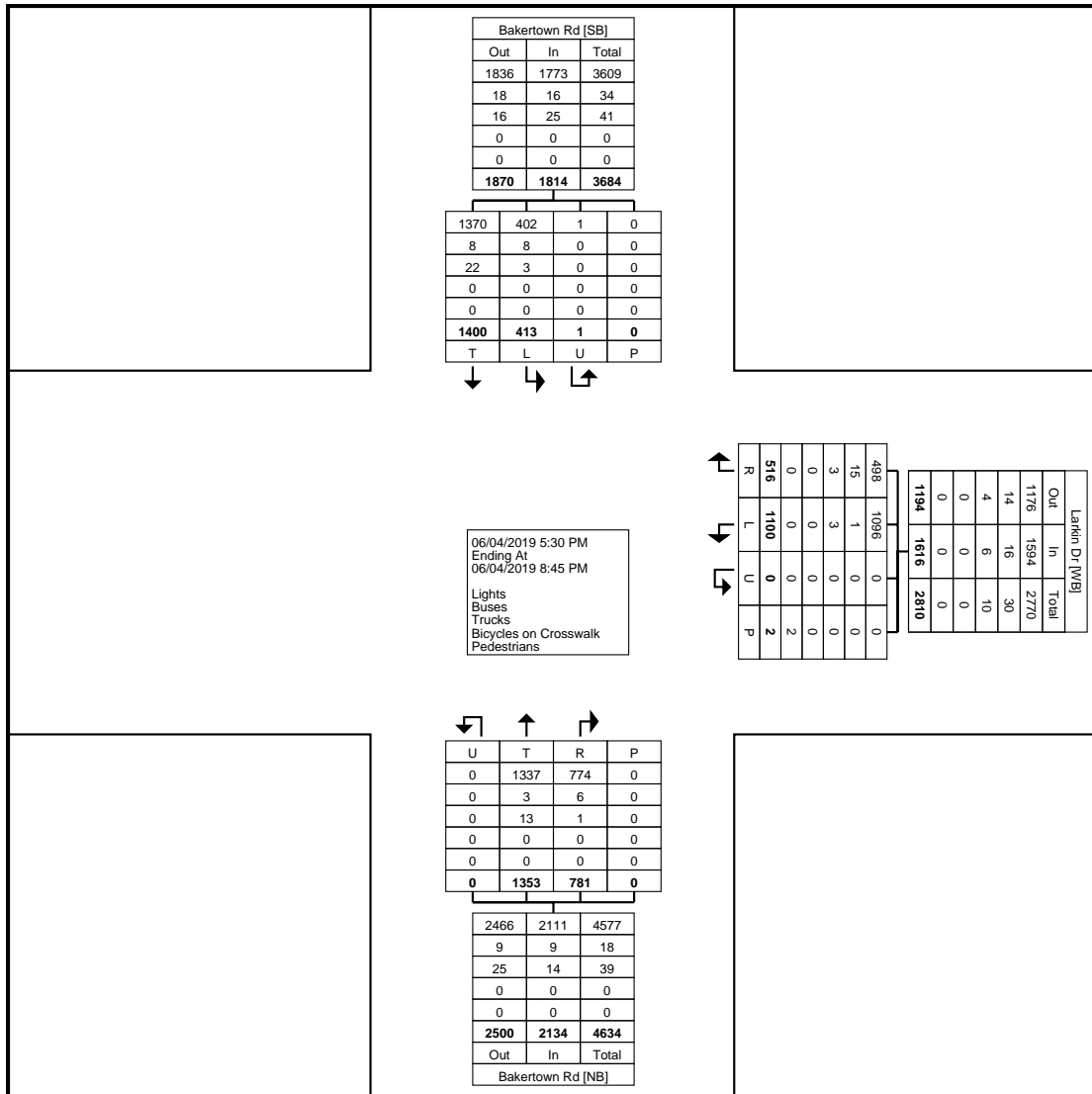


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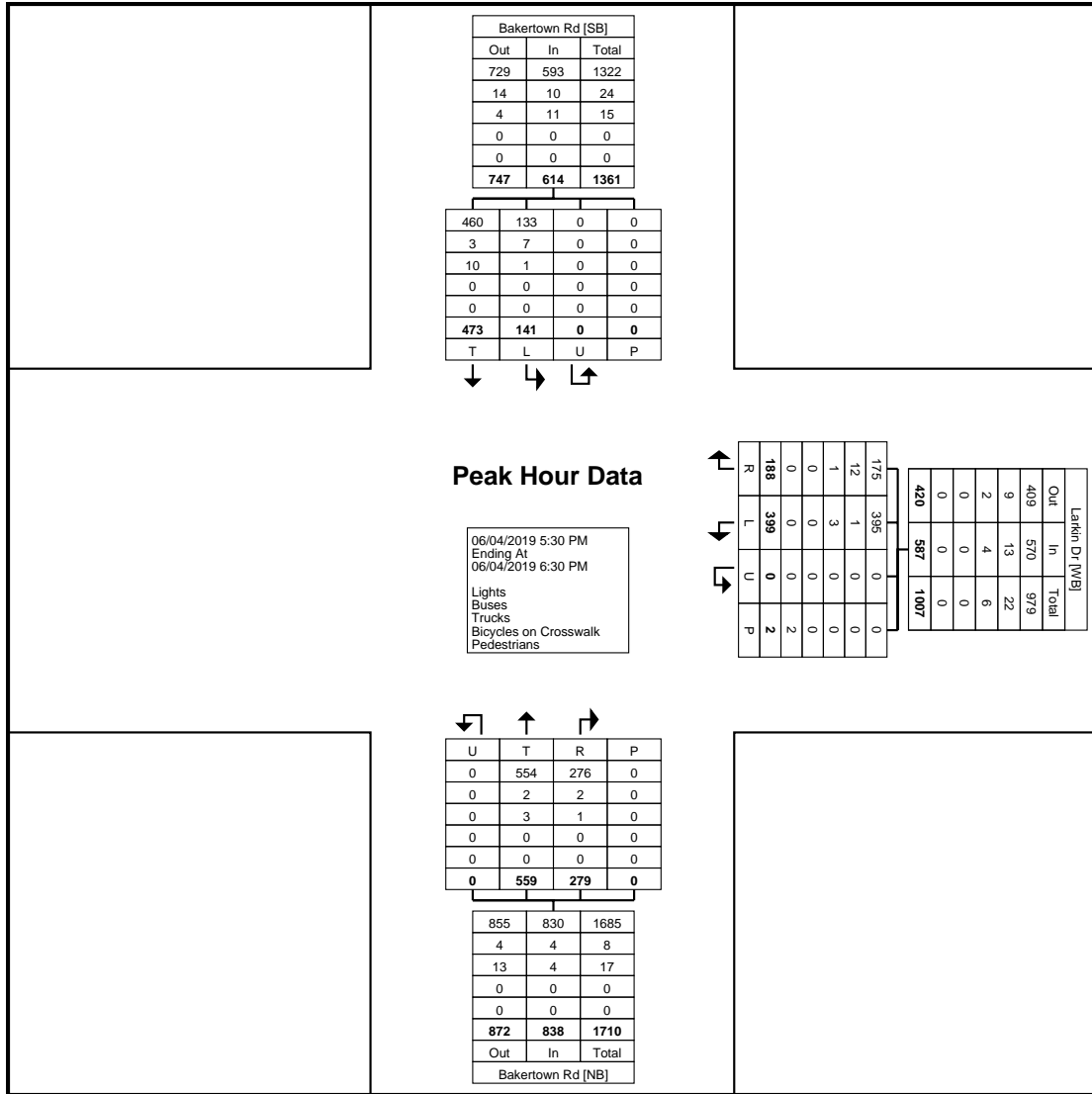
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Bakertown Rd & Larkin Dr
Tuesday, May 14, 2019
Location: 41.328743, -
74.164746

Count Name: Bakertown Rd &
Larkin Dr 5/14 Morning
Site Code:
Start Date: 05/14/2019
Page No: 5



Turning Movement Data Plot



Turning Movement Peak Hour Data Plot (5:30 PM)



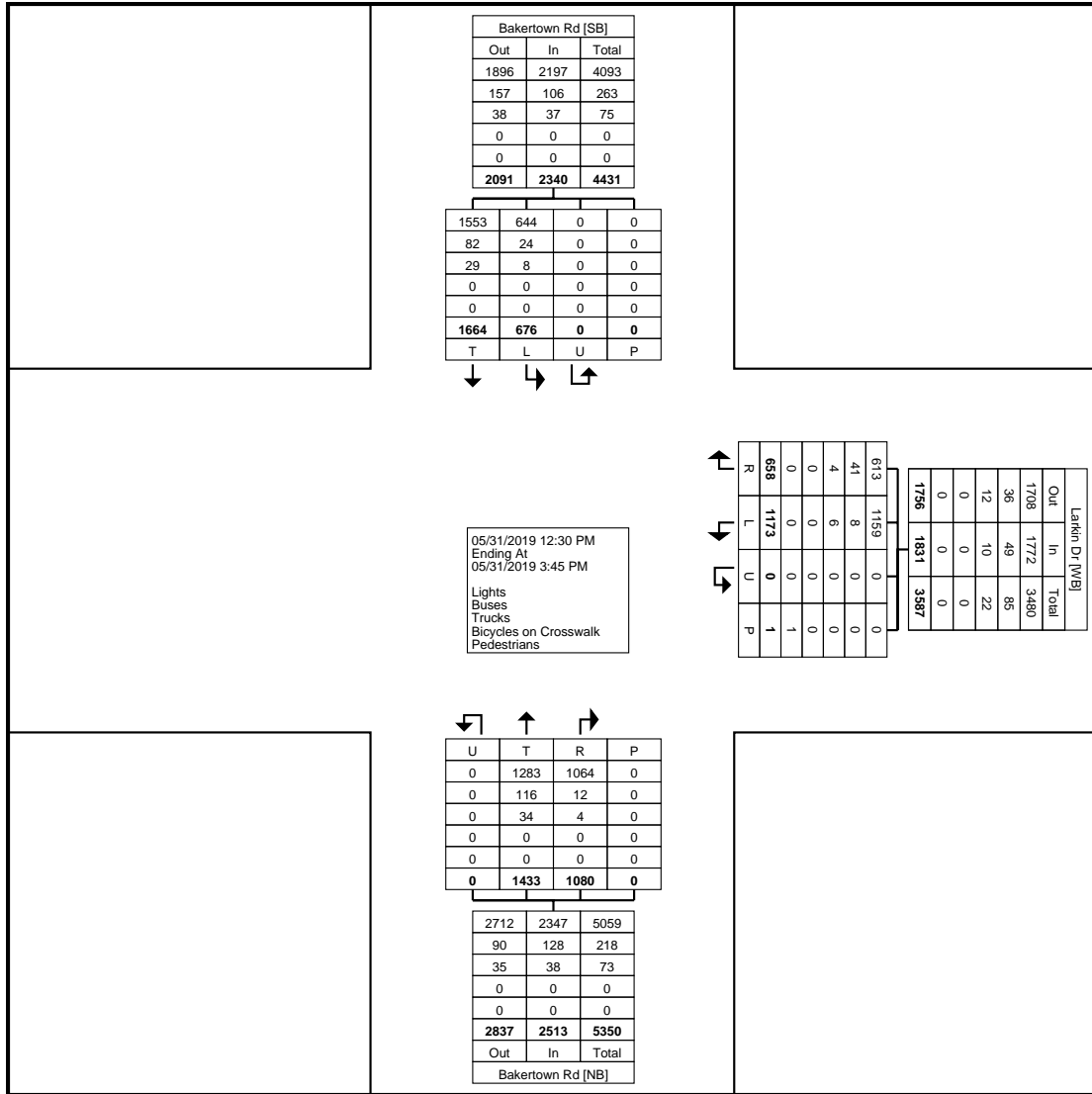
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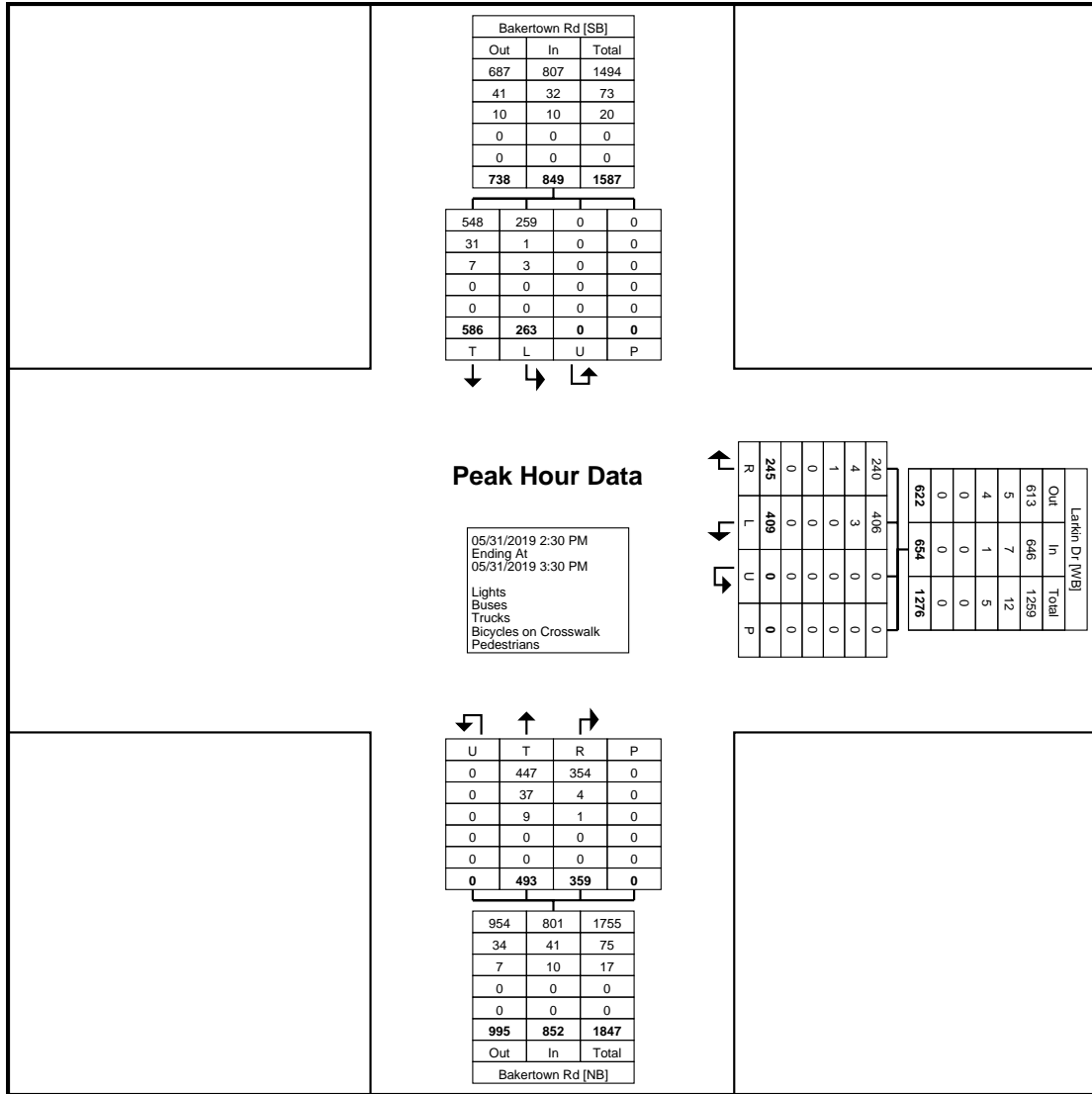
Kiryas Joel, NY
Bakertown Rd & Larkin Dr
Tuesday, June 4, 2019
Location: 41.328743, -
74.164746

Count Name: Bakertown Rd &
Larkin Dr 6/4 Night
Site Code:
Start Date: 06/04/2019
Page No: 5

Kiryas Joel, NY
Bakertown Rd & Larkin Dr
Friday, May 31, 2019
Location: 41.328743, -
74.164746



Turning Movement Data Plot



Turning Movement Peak Hour Data Plot (2:30 PM)



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Kiryas Joel, NY
Bakertown Rd & Larkin Dr
Friday, May 31, 2019
Location: 41.328743, -
74.164746

Count Name: Bakertown Rd &
Larkin Dr Friday
Site Code:
Start Date: 05/31/2019
Page No: 5

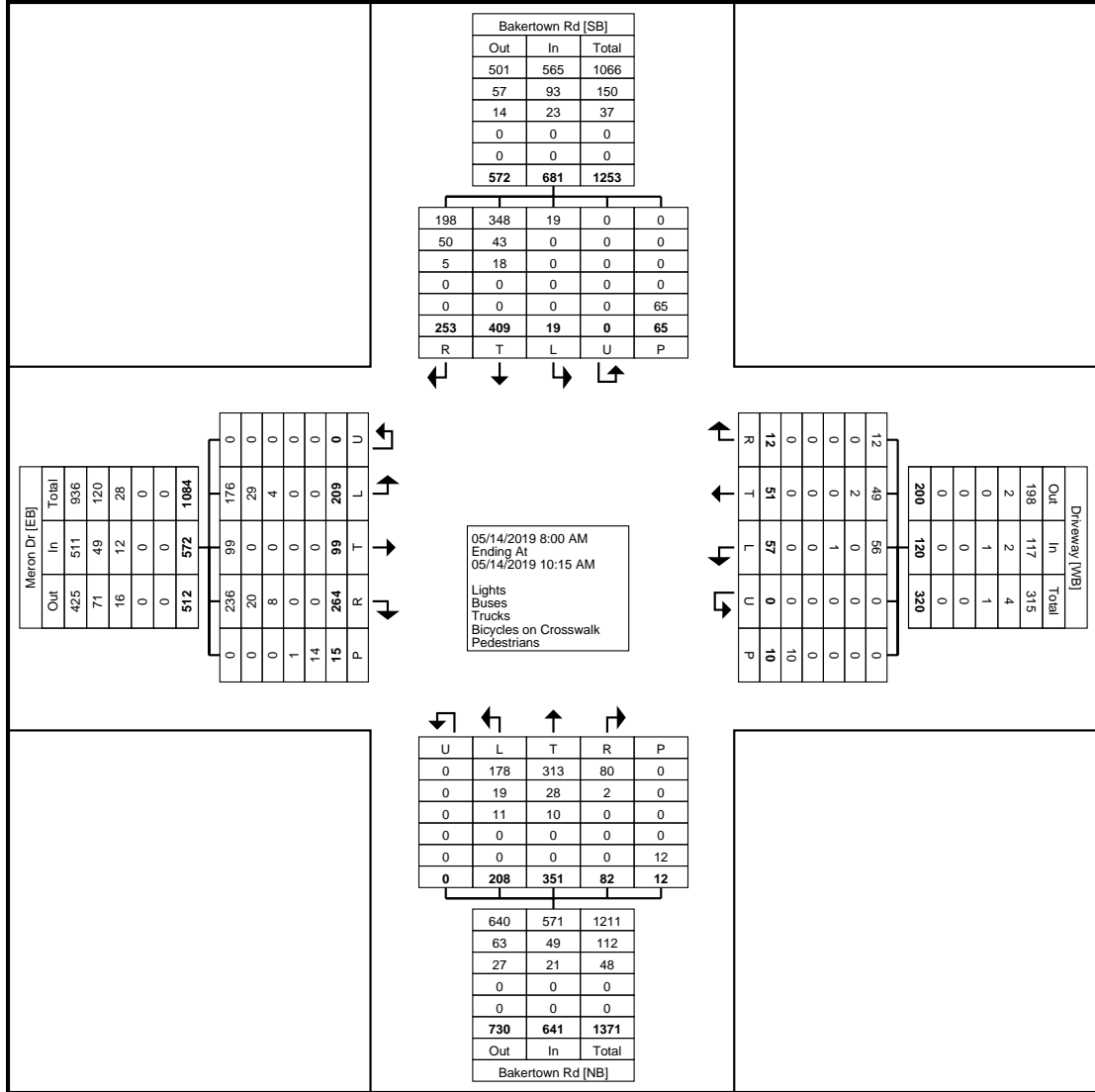
Turning Movement Data

Start Time	Meron Dr Eastbound						Driveway Westbound						Bakertown Rd Northbound						Bakertown Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	18	5	30	0	4	53	2	4	1	0	0	7	31	32	9	0	0	72	1	41	23	0	1	65	197
8:15 AM	20	6	29	0	5	55	6	2	2	0	5	10	31	36	6	0	2	73	2	47	20	0	9	69	207
8:30 AM	20	11	34	0	2	65	3	8	0	0	1	11	22	32	6	0	3	60	4	47	33	0	5	84	220
8:45 AM	32	17	32	0	3	81	10	9	2	0	2	21	23	66	19	0	0	108	5	51	44	0	16	100	310
Hourly Total	90	39	125	0	14	254	21	23	5	0	8	49	107	166	40	0	5	313	12	186	120	0	31	318	934
9:00 AM	28	15	31	0	0	74	14	7	1	0	1	22	24	51	10	0	4	85	3	54	40	0	14	97	278
9:15 AM	38	15	33	0	0	86	7	6	2	0	1	15	25	47	13	0	1	85	3	39	30	0	5	72	258
9:30 AM	26	17	37	0	1	80	5	6	2	0	0	13	30	34	4	0	1	68	1	66	32	0	8	99	260
9:45 AM	27	13	38	0	0	78	10	9	2	0	0	21	22	53	15	0	1	90	0	64	31	0	7	95	284
Hourly Total	119	60	139	0	1	318	36	28	7	0	2	71	101	185	42	0	7	328	7	223	133	0	34	363	1080
10:00 AM	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
Grand Total	209	99	264	0	15	572	57	51	12	0	10	120	208	351	82	0	12	641	19	409	253	0	65	681	2014
Approach %	36.5	17.3	46.2	0.0	-	-	47.5	42.5	10.0	0.0	-	-	32.4	54.8	12.8	0.0	-	-	2.8	60.1	37.2	0.0	-	-	-
Total %	10.4	4.9	13.1	0.0	-	28.4	2.8	2.5	0.6	0.0	-	6.0	10.3	17.4	4.1	0.0	-	31.8	0.9	20.3	12.6	0.0	-	33.8	-
Lights	176	99	236	0	-	511	56	49	12	0	-	117	178	313	80	0	-	571	19	348	198	0	-	565	1764
% Lights	84.2	100.0	89.4	-	-	89.3	98.2	96.1	100.0	-	-	97.5	85.6	89.2	97.6	-	-	89.1	100.0	85.1	78.3	-	-	83.0	87.6
Buses	29	0	20	0	-	49	0	2	0	0	-	2	19	28	2	0	-	49	0	43	50	0	-	93	193
% Buses	13.9	0.0	7.6	-	-	8.6	0.0	3.9	0.0	-	-	1.7	9.1	8.0	2.4	-	-	7.6	0.0	10.5	19.8	-	-	13.7	9.6
Trucks	4	0	8	0	-	12	1	0	0	0	-	1	11	10	0	0	-	21	0	18	5	0	-	23	57
% Trucks	1.9	0.0	3.0	-	-	2.1	1.8	0.0	0.0	-	-	0.8	5.3	2.8	0.0	-	-	3.3	0.0	4.4	2.0	-	-	3.4	2.8
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	6.7	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	14	-	-	-	-	-	10	-	-	-	-	-	12	-	-	-	-	-	65	-	-
% Pedestrians	-	-	-	-	93.3	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Bakertown Rd & Meron Dr
Tuesday, May 14, 2019
Location: 41.333904, -
74.162151

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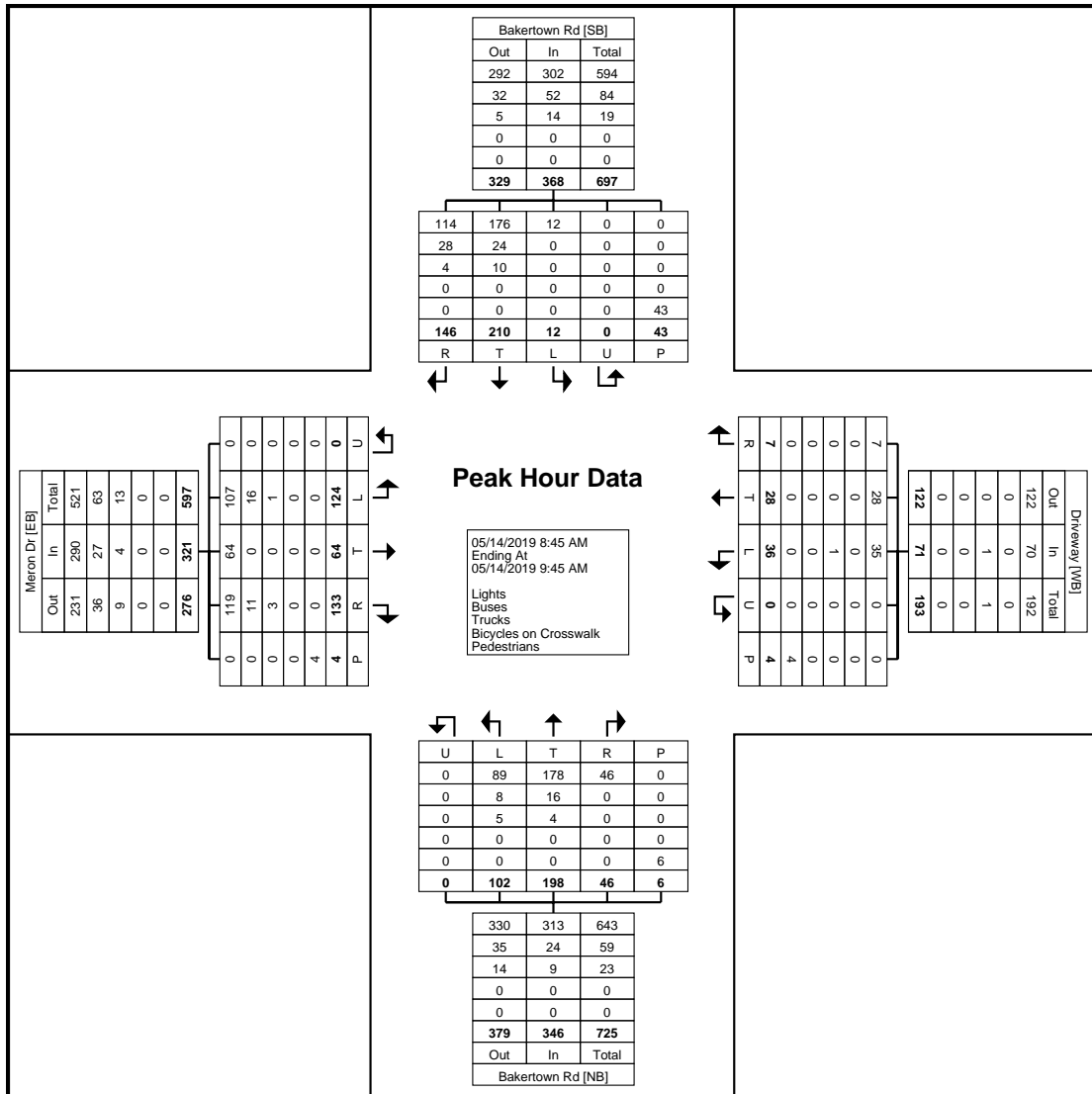
Count Name: Bakertown Rd &
Meron Dr 5/14 Morning
Site Code:
Start Date: 05/14/2019
Page No: 2



Turning Movement Data Plot

Turning Movement Peak Hour Data (8:45 AM)

Start Time	Meron Dr Eastbound						Driveway Westbound						Bakertown Rd Northbound						Bakertown Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:45 AM	32	17	32	0	3	81	10	9	2	0	2	21	23	66	19	0	0	108	5	51	44	0	16	100	310
9:00 AM	28	15	31	0	0	74	14	7	1	0	1	22	24	51	10	0	4	85	3	54	40	0	14	97	278
9:15 AM	38	15	33	0	0	86	7	6	2	0	1	15	25	47	13	0	1	85	3	39	30	0	5	72	258
9:30 AM	26	17	37	0	1	80	5	6	2	0	0	13	30	34	4	0	1	68	1	66	32	0	8	99	260
Total	124	64	133	0	4	321	36	28	7	0	4	71	102	198	46	0	6	346	12	210	146	0	43	368	1106
Approach %	38.6	19.9	41.4	0.0	-	-	50.7	39.4	9.9	0.0	-	-	29.5	57.2	13.3	0.0	-	-	3.3	57.1	39.7	0.0	-	-	-
Total %	11.2	5.8	12.0	0.0	-	29.0	3.3	2.5	0.6	0.0	-	6.4	9.2	17.9	4.2	0.0	-	31.3	1.1	19.0	13.2	0.0	-	33.3	-
PHF	0.816	0.941	0.899	0.000	-	0.933	0.643	0.778	0.875	0.000	-	0.807	0.850	0.750	0.605	0.000	-	0.801	0.600	0.795	0.830	0.000	-	0.920	0.892
Lights	107	64	119	0	-	290	35	28	7	0	-	70	89	178	46	0	-	313	12	176	114	0	-	302	975
% Lights	86.3	100.0	89.5	-	-	90.3	97.2	100.0	100.0	-	-	98.6	87.3	89.9	100.0	-	-	90.5	100.0	83.8	78.1	-	-	82.1	88.2
Buses	16	0	11	0	-	27	0	0	0	0	-	0	8	16	0	0	-	24	0	24	28	0	-	52	103
% Buses	12.9	0.0	8.3	-	-	8.4	0.0	0.0	0.0	-	-	0.0	7.8	8.1	0.0	-	-	6.9	0.0	11.4	19.2	-	-	14.1	9.3
Trucks	1	0	3	0	-	4	1	0	0	0	-	1	5	4	0	0	-	9	0	10	4	0	-	14	28
% Trucks	0.8	0.0	2.3	-	-	1.2	2.8	0.0	0.0	-	-	1.4	4.9	2.0	0.0	-	-	2.6	0.0	4.8	2.7	-	-	3.8	2.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	6	-	-	-	-	-	43	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (8:45 AM)



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Kiryas Joel, NY
Bakertown Rd & Meron Dr
Tuesday, May 14, 2019
Location: 41.333904, -
74.162151

Count Name: Bakertown Rd &
Meron Dr 5/14 Morning
Site Code:
Start Date: 05/14/2019
Page No: 5



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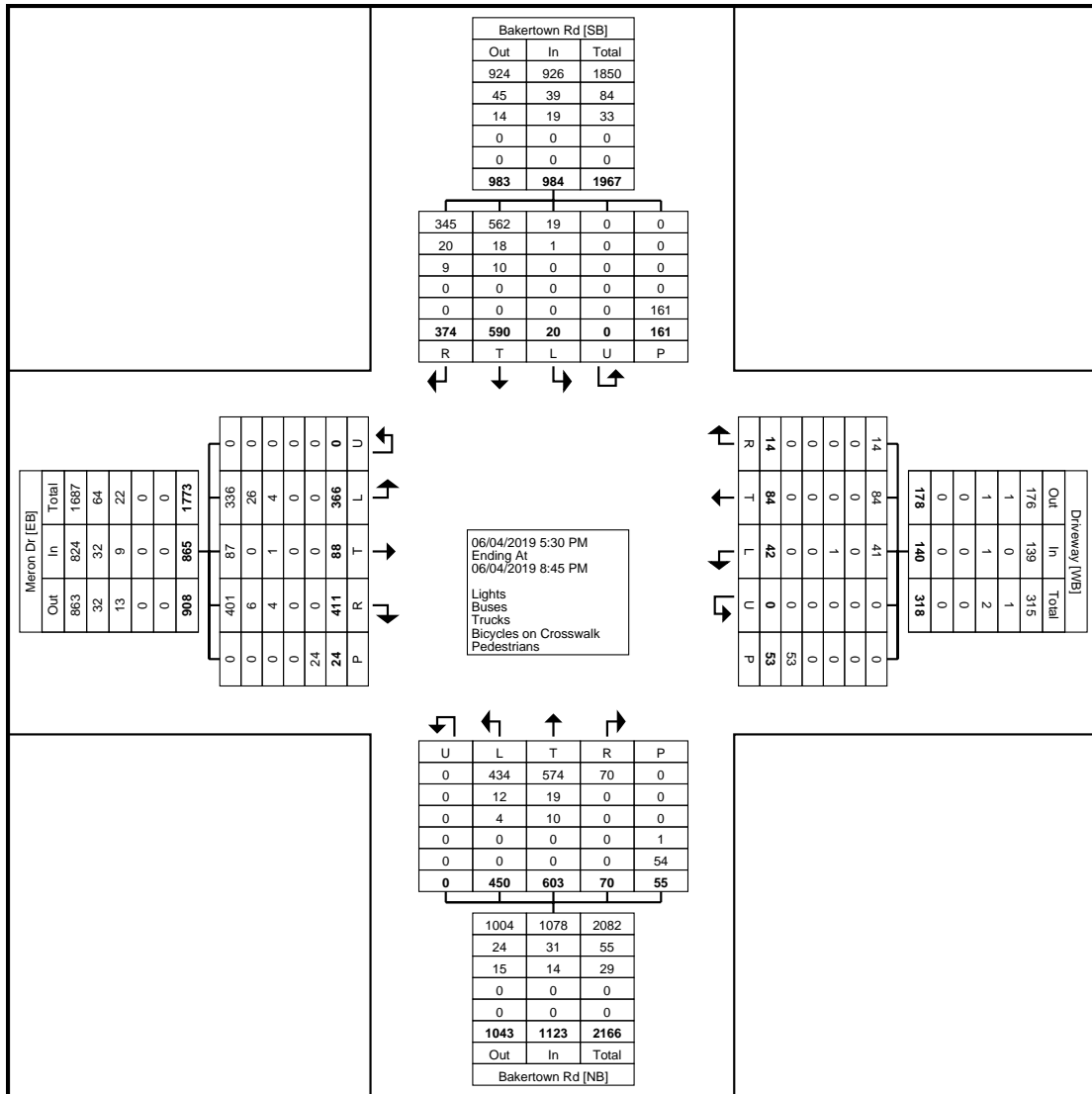
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Kiryas Joel, NY
Bakertown Rd & Meron Dr
Tuesday, June 4, 2019
Location: 41.333879, -
74.162148

Count Name: Bakertown Rd &
Meron Dr 6/4 Night
Site Code:
Start Date: 06/04/2019
Page No: 1

Turning Movement Data

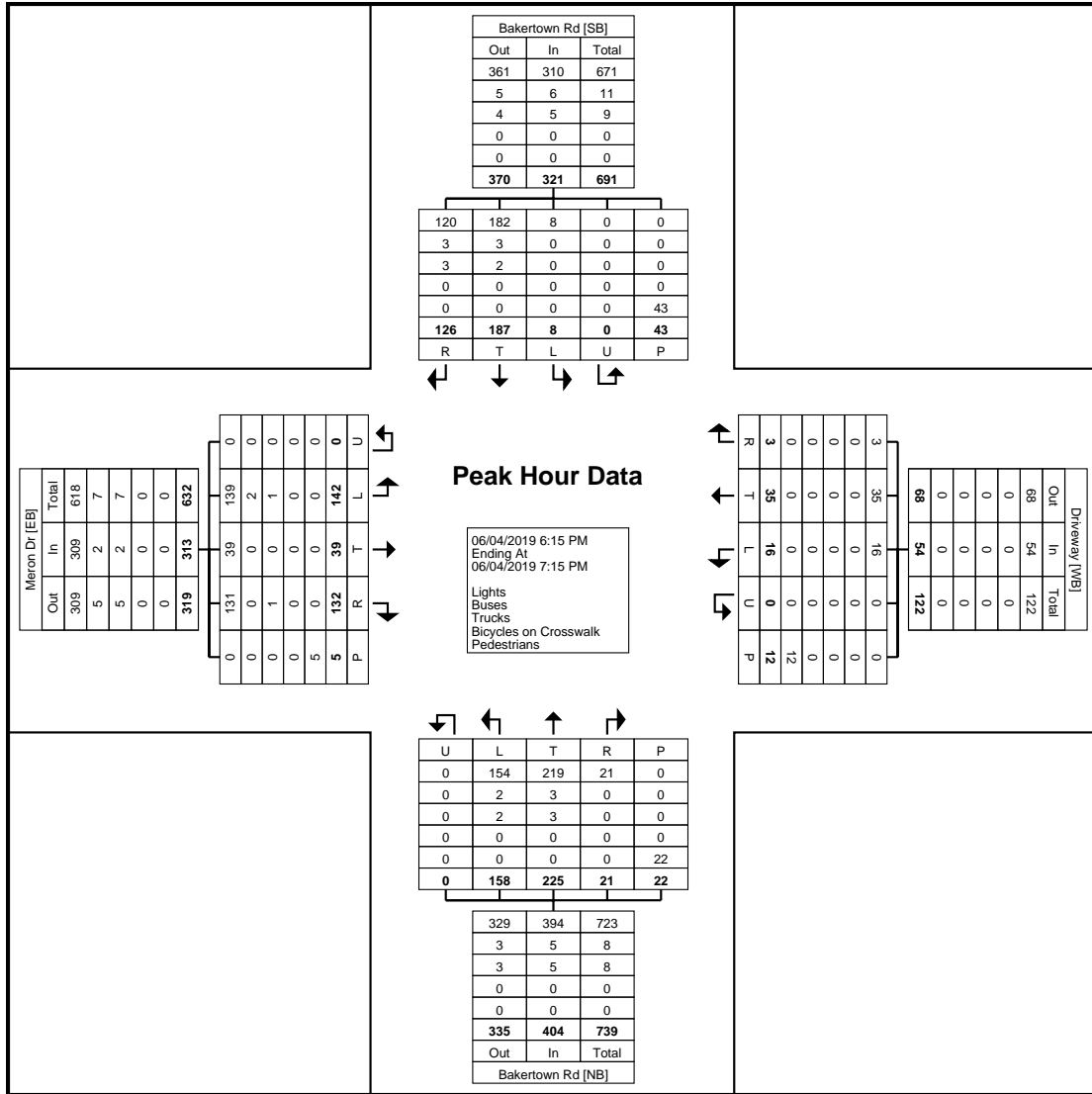
Start Time	Meron Dr Eastbound						Driveway Westbound						Bakertown Rd Northbound						Bakertown Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:30 PM	23	9	30	0	0	62	7	4	1	0	9	12	28	31	8	0	4	67	0	55	36	0	22	91	232
5:45 PM	27	6	30	0	4	63	3	6	2	0	12	11	36	44	8	0	4	88	3	57	31	0	18	91	253
Hourly Total	50	15	60	0	4	125	10	10	3	0	21	23	64	75	16	0	8	155	3	112	67	0	40	182	485
6:00 PM	31	8	26	0	5	65	4	10	0	0	2	14	47	32	6	0	1	85	0	56	42	0	16	98	262
6:15 PM	52	12	27	0	2	91	6	11	1	0	5	18	30	65	6	0	7	101	2	44	35	0	7	81	291
6:30 PM	38	7	32	0	0	77	4	4	0	0	1	8	38	43	4	0	8	85	5	48	30	0	8	83	253
6:45 PM	25	13	31	0	2	69	2	9	0	0	4	11	37	57	8	0	6	102	0	43	28	0	14	71	253
Hourly Total	146	40	116	0	9	302	16	34	1	0	12	51	152	197	24	0	22	373	7	191	135	0	45	333	1059
7:00 PM	27	7	42	0	1	76	4	11	2	0	2	17	53	60	3	0	1	116	1	52	33	0	14	86	295
7:15 PM	25	4	32	0	1	61	1	7	2	0	2	10	43	61	9	0	5	113	4	52	26	0	9	82	266
7:30 PM	32	7	33	0	3	72	4	7	3	0	5	14	38	59	8	0	6	105	1	30	29	0	6	60	251
7:45 PM	36	6	51	0	4	93	0	7	2	0	4	9	27	51	5	0	6	83	1	42	21	0	21	64	249
Hourly Total	120	24	158	0	9	302	9	32	9	0	13	50	161	231	25	0	18	417	7	176	109	0	50	292	1061
8:00 PM	34	3	38	0	1	75	3	5	1	0	4	9	37	52	1	0	1	90	2	54	32	0	10	88	262
8:15 PM	16	6	39	0	1	61	4	3	0	0	3	7	36	48	4	0	6	88	1	57	31	0	16	89	245
8:30 PM	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
Grand Total	366	88	411	0	24	865	42	84	14	0	53	140	450	603	70	0	55	1123	20	590	374	0	161	984	3112
Approach %	42.3	10.2	47.5	0.0	-	-	30.0	60.0	10.0	0.0	-	-	40.1	53.7	6.2	0.0	-	-	2.0	60.0	38.0	0.0	-	-	-
Total %	11.8	2.8	13.2	0.0	-	27.8	1.3	2.7	0.4	0.0	-	4.5	14.5	19.4	2.2	0.0	-	36.1	0.6	19.0	12.0	0.0	-	31.6	-
Lights	336	87	401	0	-	824	41	84	14	0	-	139	434	574	70	0	-	1078	19	562	345	0	-	926	2967
% Lights	91.8	98.9	97.6	-	-	95.3	97.6	100.0	100.0	-	-	99.3	96.4	95.2	100.0	-	-	96.0	95.0	95.3	92.2	-	-	94.1	95.3
Buses	26	0	6	0	-	32	0	0	0	0	-	0	12	19	0	0	-	31	1	18	20	0	-	39	102
% Buses	7.1	0.0	1.5	-	-	3.7	0.0	0.0	0.0	-	-	0.0	2.7	3.2	0.0	-	-	2.8	5.0	3.1	5.3	-	-	4.0	3.3
Trucks	4	1	4	0	-	9	1	0	0	0	-	1	4	10	0	0	-	14	0	10	9	0	-	19	43
% Trucks	1.1	1.1	1.0	-	-	1.0	2.4	0.0	0.0	-	-	0.7	0.9	1.7	0.0	-	-	1.2	0.0	1.7	2.4	-	-	1.9	1.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	1.8	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	24	-	-	-	-	-	53	-	-	-	-	-	54	-	-	-	-	-	161	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	98.2	-	-	-	-	-	100.0	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (6:15 PM)

Start Time	Meron Dr Eastbound						Driveway Westbound						Bakertown Rd Northbound						Bakertown Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:15 PM	52	12	27	0	2	91	6	11	1	0	5	18	30	65	6	0	7	101	2	44	35	0	7	81	291
6:30 PM	38	7	32	0	0	77	4	4	0	0	1	8	38	43	4	0	8	85	5	48	30	0	8	83	253
6:45 PM	25	13	31	0	2	69	2	9	0	0	4	11	37	57	8	0	6	102	0	43	28	0	14	71	253
7:00 PM	27	7	42	0	1	76	4	11	2	0	2	17	53	60	3	0	1	116	1	52	33	0	14	86	295
Total	142	39	132	0	5	313	16	35	3	0	12	54	158	225	21	0	22	404	8	187	126	0	43	321	1092
Approach %	45.4	12.5	42.2	0.0	-	-	29.6	64.8	5.6	0.0	-	-	39.1	55.7	5.2	0.0	-	-	2.5	58.3	39.3	0.0	-	-	-
Total %	13.0	3.6	12.1	0.0	-	28.7	1.5	3.2	0.3	0.0	-	4.9	14.5	20.6	1.9	0.0	-	37.0	0.7	17.1	11.5	0.0	-	29.4	-
PHF	0.683	0.750	0.786	0.000	-	0.860	0.667	0.795	0.375	0.000	-	0.750	0.745	0.865	0.656	0.000	-	0.871	0.400	0.899	0.900	0.000	-	0.933	0.925
Lights	139	39	131	0	-	309	16	35	3	0	-	54	154	219	21	0	-	394	8	182	120	0	-	310	1067
% Lights	97.9	100.0	99.2	-	-	98.7	100.0	100.0	100.0	-	-	100.0	97.5	97.3	100.0	-	-	97.5	100.0	97.3	95.2	-	-	96.6	97.7
Buses	2	0	0	0	-	2	0	0	0	0	-	0	2	3	0	0	-	5	0	3	3	0	-	6	13
% Buses	1.4	0.0	0.0	-	-	0.6	0.0	0.0	0.0	-	-	0.0	1.3	1.3	0.0	-	-	1.2	0.0	1.6	2.4	-	-	1.9	1.2
Trucks	1	0	1	0	-	2	0	0	0	0	-	0	2	3	0	0	-	5	0	2	3	0	-	5	12
% Trucks	0.7	0.0	0.8	-	-	0.6	0.0	0.0	0.0	-	-	0.0	1.3	1.3	0.0	-	-	1.2	0.0	1.1	2.4	-	-	1.6	1.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	5	-	-	-	-	-	12	-	-	-	-	-	22	-	-	-	-	-	43	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (6:15 PM)



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Kiryas Joel, NY
Bakertown Rd & Meron Dr
Tuesday, June 4, 2019
Location: 41.333879, -
74.162148

Count Name: Bakertown Rd &
Meron Dr 6/4 Night
Site Code:
Start Date: 06/04/2019
Page No: 5



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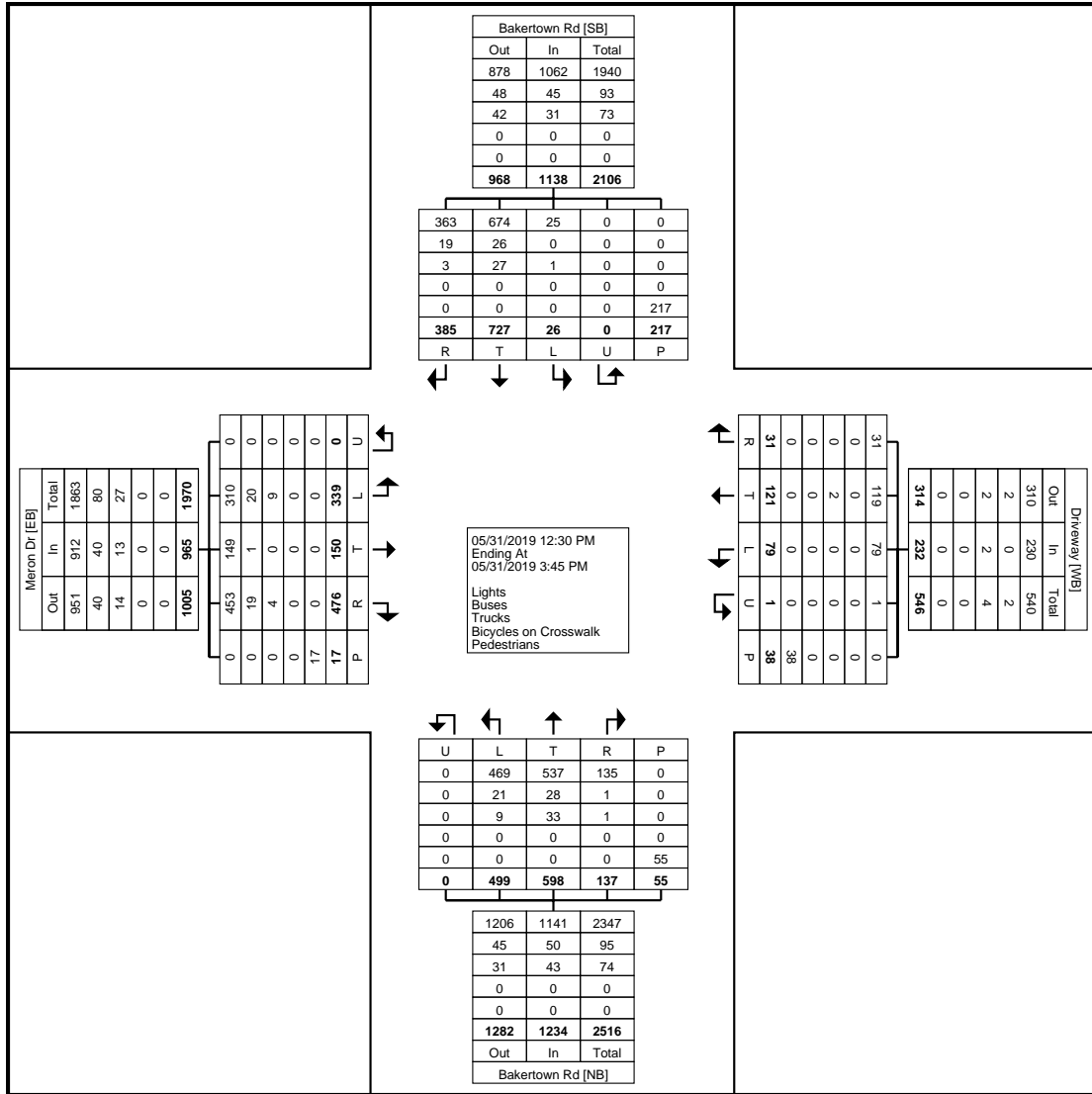
Kiryas Joel, NY
Bakertown Rd & Meron Dr
Friday, May 31, 2019
Location: 41.333879, -
74.162148

Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Count Name: Bakertown Rd &
Meron Dr Friday
Site Code:
Start Date: 05/31/2019
Page No: 1

Turning Movement Data

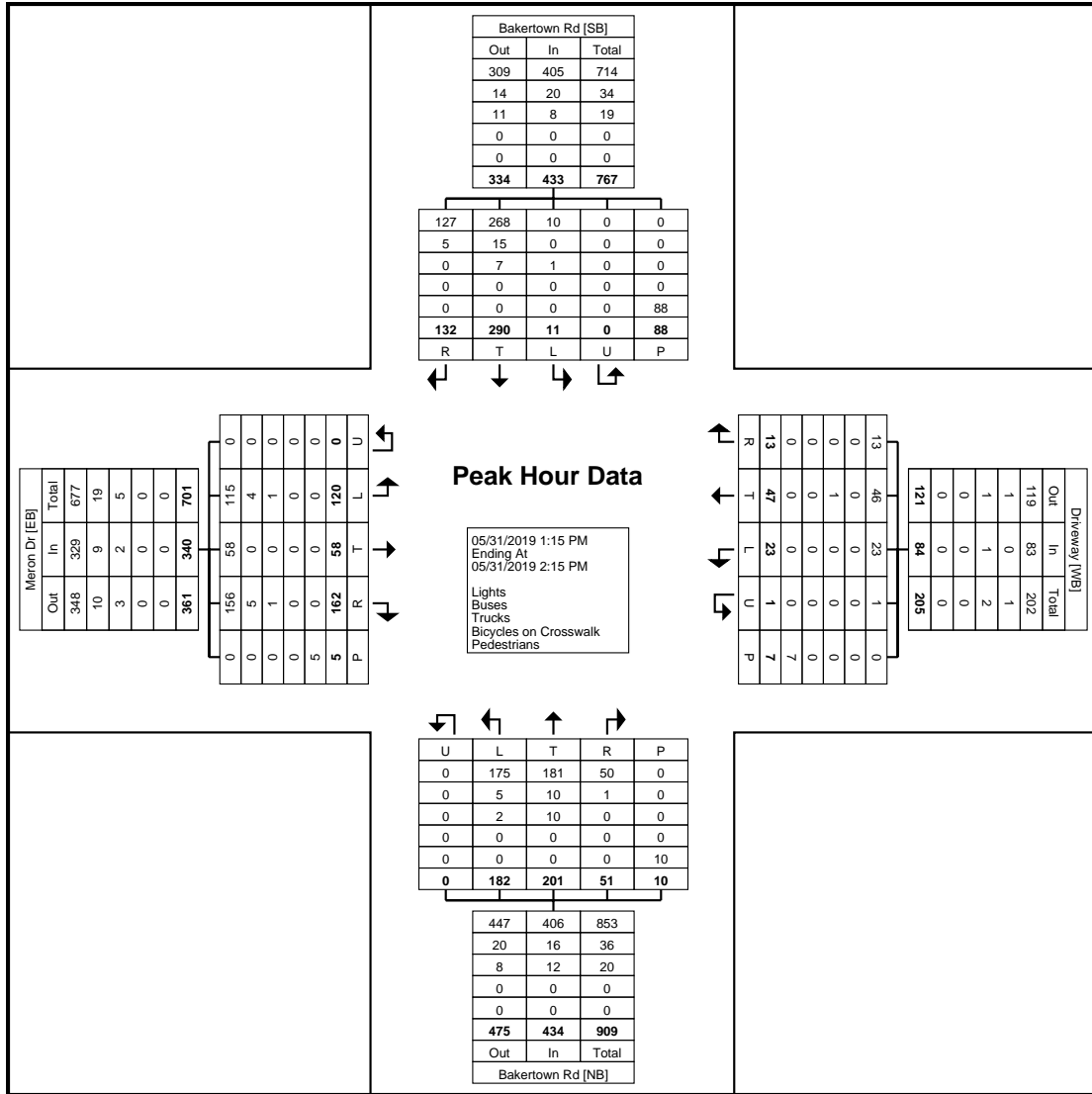
Start Time	Meron Dr Eastbound						Driveway Westbound						Bakertown Rd Northbound						Bakertown Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:30 PM	29	12	34	0	2	75	1	7	1	0	6	9	41	47	14	0	3	102	2	44	41	0	23	87	273
12:45 PM	35	13	38	0	2	86	6	7	1	0	4	14	32	40	7	0	8	79	5	51	31	0	22	87	266
Hourly Total	64	25	72	0	4	161	7	14	2	0	10	23	73	87	21	0	11	181	7	95	72	0	45	174	539
1:00 PM	32	18	38	0	3	88	12	8	1	0	5	21	40	48	7	0	7	95	3	46	50	0	36	99	303
1:15 PM	32	13	35	0	1	80	7	9	6	0	2	22	54	55	11	0	2	120	3	66	37	0	25	106	328
1:30 PM	33	17	43	0	0	93	6	12	1	1	1	20	49	50	14	0	2	113	3	66	36	0	18	105	331
1:45 PM	24	13	47	0	4	84	5	15	4	0	3	24	42	48	12	0	5	102	3	77	29	0	25	109	319
Hourly Total	121	61	163	0	8	345	30	44	12	1	11	87	185	201	44	0	16	430	12	255	152	0	104	419	1281
2:00 PM	31	15	37	0	0	83	5	11	2	0	1	18	37	48	14	0	1	99	2	81	30	0	20	113	313
2:15 PM	28	13	37	0	2	78	13	10	2	0	1	25	38	49	6	0	4	93	1	68	20	0	10	89	285
2:30 PM	29	13	50	0	1	92	4	8	3	0	6	15	40	51	12	0	4	103	1	66	23	0	12	90	300
2:45 PM	25	11	45	0	1	81	6	7	3	0	5	16	32	55	10	0	12	97	1	70	44	0	12	115	309
Hourly Total	113	52	169	0	4	334	28	36	10	0	13	74	147	203	42	0	21	392	5	285	117	0	54	407	1207
3:00 PM	25	8	43	0	1	76	7	12	5	0	1	24	43	54	18	0	3	115	2	55	32	0	9	89	304
3:15 PM	16	4	28	0	0	48	7	15	2	0	2	24	51	53	12	0	4	116	0	37	12	0	5	49	237
3:30 PM	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	339	150	476	0	17	965	79	121	31	1	38	232	499	598	137	0	55	1234	26	727	385	0	217	1138	3569
Approach %	35.1	15.5	49.3	0.0	-	-	34.1	52.2	13.4	0.4	-	-	40.4	48.5	11.1	0.0	-	-	2.3	63.9	33.8	0.0	-	-	-
Total %	9.5	4.2	13.3	0.0	-	27.0	2.2	3.4	0.9	0.0	-	6.5	14.0	16.8	3.8	0.0	-	34.6	0.7	20.4	10.8	0.0	-	31.9	-
Lights	310	149	453	0	-	912	79	119	31	1	-	230	469	537	135	0	-	1141	25	674	363	0	-	1062	3345
% Lights	91.4	99.3	95.2	-	-	94.5	100.0	98.3	100.0	100.0	-	99.1	94.0	89.8	98.5	-	-	92.5	96.2	92.7	94.3	-	-	93.3	93.7
Buses	20	1	19	0	-	40	0	0	0	0	-	0	21	28	1	0	-	50	0	26	19	0	-	45	135
% Buses	5.9	0.7	4.0	-	-	4.1	0.0	0.0	0.0	0.0	-	0.0	4.2	4.7	0.7	-	-	4.1	0.0	3.6	4.9	-	-	4.0	3.8
Trucks	9	0	4	0	-	13	0	2	0	0	-	2	9	33	1	0	-	43	1	27	3	0	-	31	89
% Trucks	2.7	0.0	0.8	-	-	1.3	0.0	1.7	0.0	0.0	-	0.9	1.8	5.5	0.7	-	-	3.5	3.8	3.7	0.8	-	-	2.7	2.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	17	-	-	-	-	-	38	-	-	-	-	-	55	-	-	-	-	-	217	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (1:15 PM)

Start Time	Meron Dr Eastbound						Driveway Westbound						Bakertown Rd Northbound						Bakertown Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
1:15 PM	32	13	35	0	1	80	7	9	6	0	2	22	54	55	11	0	2	120	3	66	37	0	25	106	328
1:30 PM	33	17	43	0	0	93	6	12	1	1	1	20	49	50	14	0	2	113	3	66	36	0	18	105	331
1:45 PM	24	13	47	0	4	84	5	15	4	0	3	24	42	48	12	0	5	102	3	77	29	0	25	109	319
2:00 PM	31	15	37	0	0	83	5	11	2	0	1	18	37	48	14	0	1	99	2	81	30	0	20	113	313
Total	120	58	162	0	5	340	23	47	13	1	7	84	182	201	51	0	10	434	11	290	132	0	88	433	1291
Approach %	35.3	17.1	47.6	0.0	-	-	27.4	56.0	15.5	1.2	-	-	41.9	46.3	11.8	0.0	-	-	2.5	67.0	30.5	0.0	-	-	-
Total %	9.3	4.5	12.5	0.0	-	26.3	1.8	3.6	1.0	0.1	-	6.5	14.1	15.6	4.0	0.0	-	33.6	0.9	22.5	10.2	0.0	-	33.5	-
PHF	0.909	0.853	0.862	0.000	-	0.914	0.821	0.783	0.542	0.250	-	0.875	0.843	0.914	0.911	0.000	-	0.904	0.917	0.895	0.892	0.000	-	0.958	0.975
Lights	115	58	156	0	-	329	23	46	13	1	-	83	175	181	50	0	-	406	10	268	127	0	-	405	1223
% Lights	95.8	100.0	96.3	-	-	96.8	100.0	97.9	100.0	100.0	-	98.8	96.2	90.0	98.0	-	-	93.5	90.9	92.4	96.2	-	-	93.5	94.7
Buses	4	0	5	0	-	9	0	0	0	0	-	0	5	10	1	0	-	16	0	15	5	0	-	20	45
% Buses	3.3	0.0	3.1	-	-	2.6	0.0	0.0	0.0	0.0	-	0.0	2.7	5.0	2.0	-	-	3.7	0.0	5.2	3.8	-	-	4.6	3.5
Trucks	1	0	1	0	-	2	0	1	0	0	-	1	2	10	0	0	-	12	1	7	0	0	-	8	23
% Trucks	0.8	0.0	0.6	-	-	0.6	0.0	2.1	0.0	0.0	-	1.2	1.1	5.0	0.0	-	-	2.8	9.1	2.4	0.0	-	-	1.8	1.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	5	-	-	-	-	-	7	-	-	-	-	-	10	-	-	-	-	-	88	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (1:15 PM)



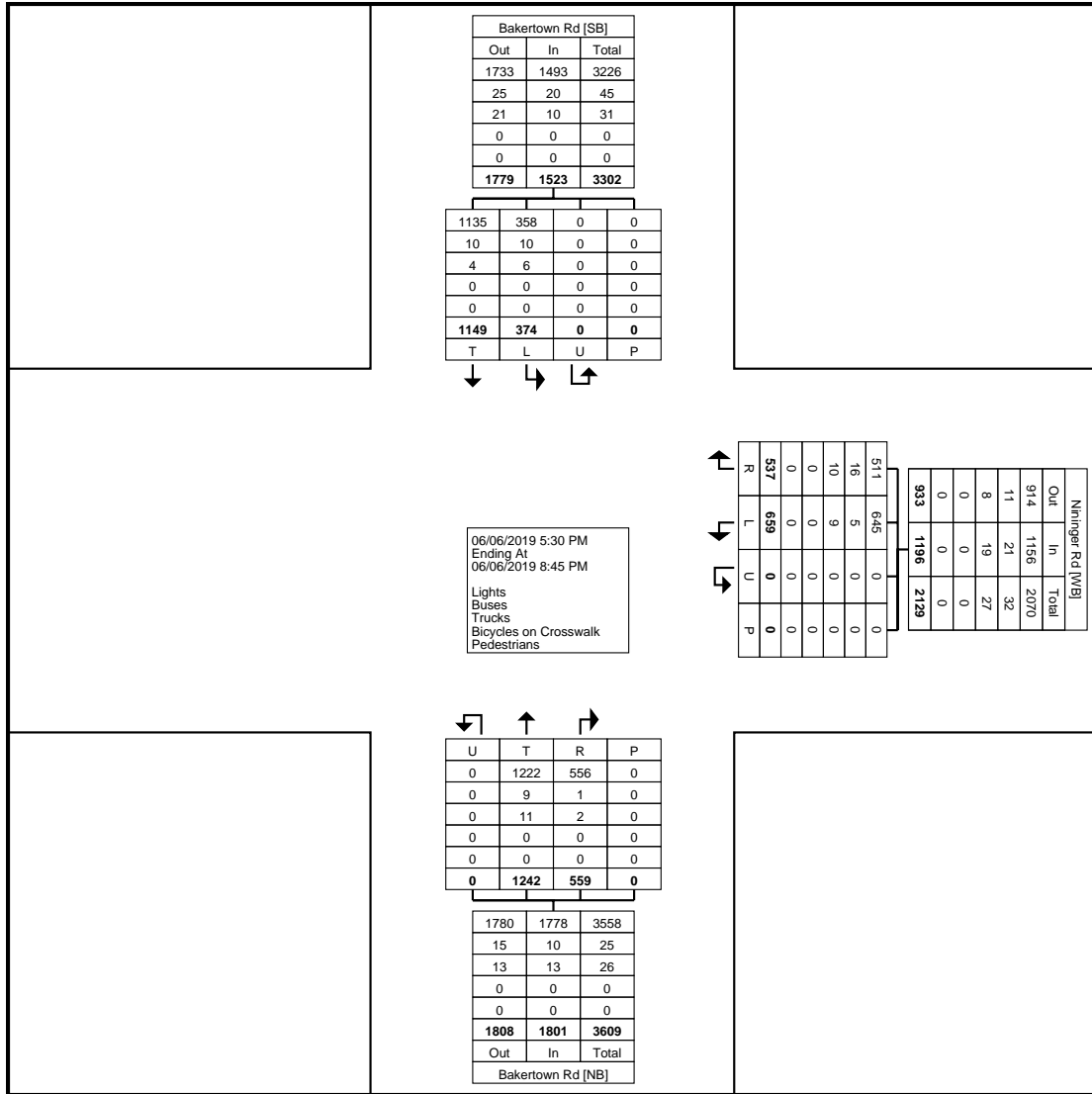
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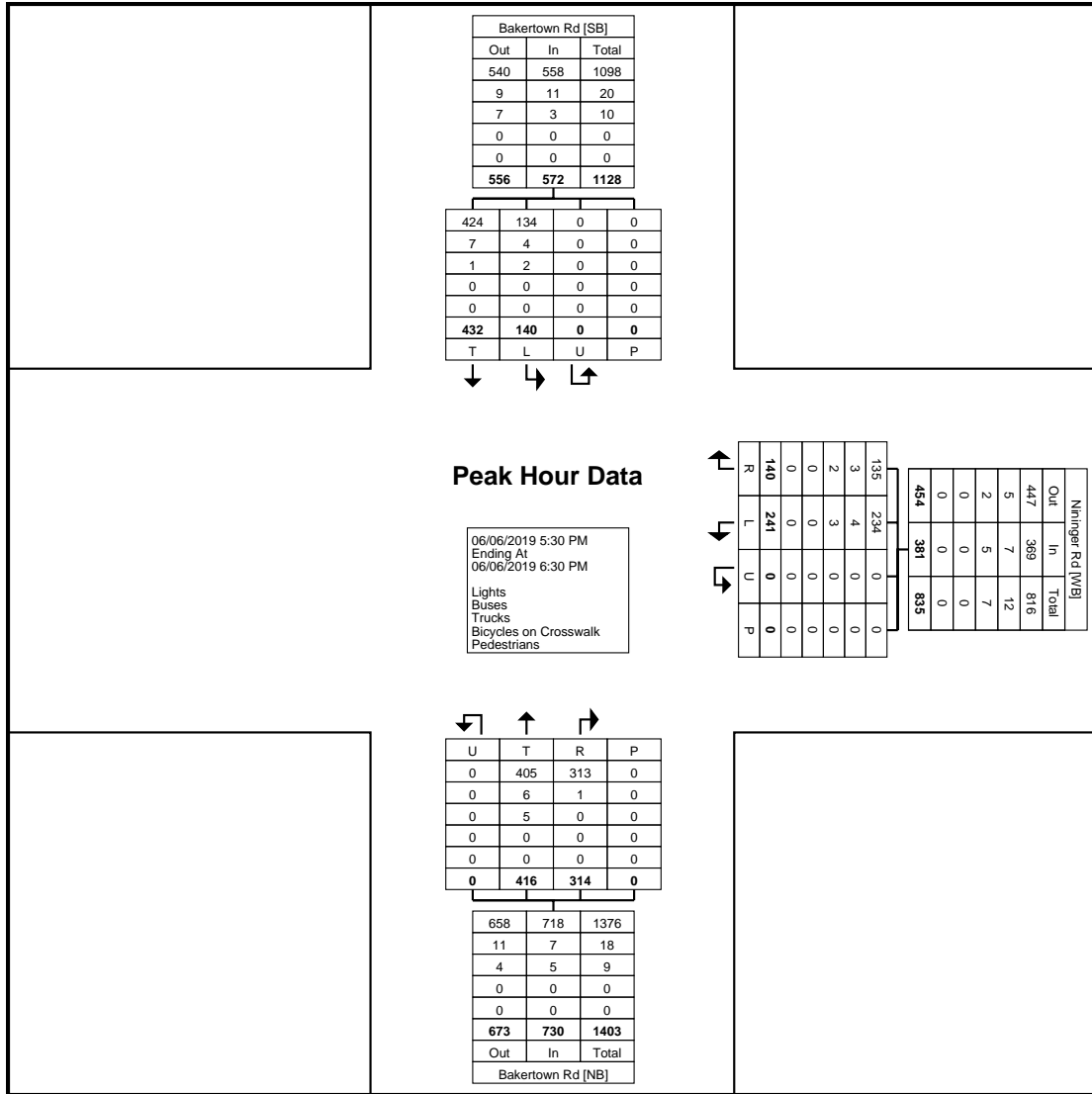
Kiryas Joel, NY
Bakertown Rd & Meron Dr
Friday, May 31, 2019
Location: 41.333879, -
74.162148

Count Name: Bakertown Rd &
Meron Dr Friday
Site Code:
Start Date: 05/31/2019
Page No: 5

Kiryas Joel, NY
Bakertown Rd & Niniger
Thursday, June 6, 2019
Location: 41.330335, -
74.163291

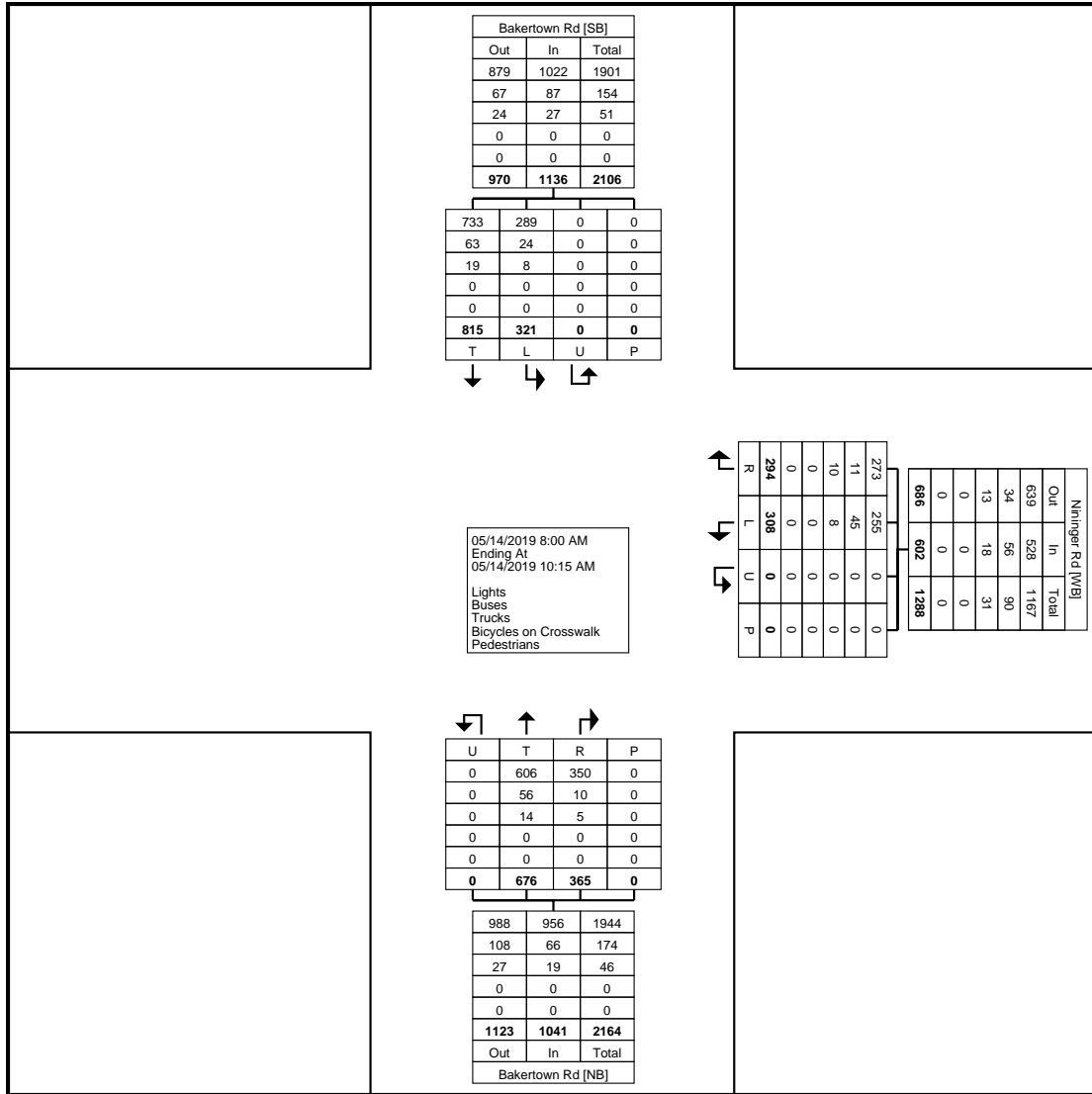


Turning Movement Data Plot



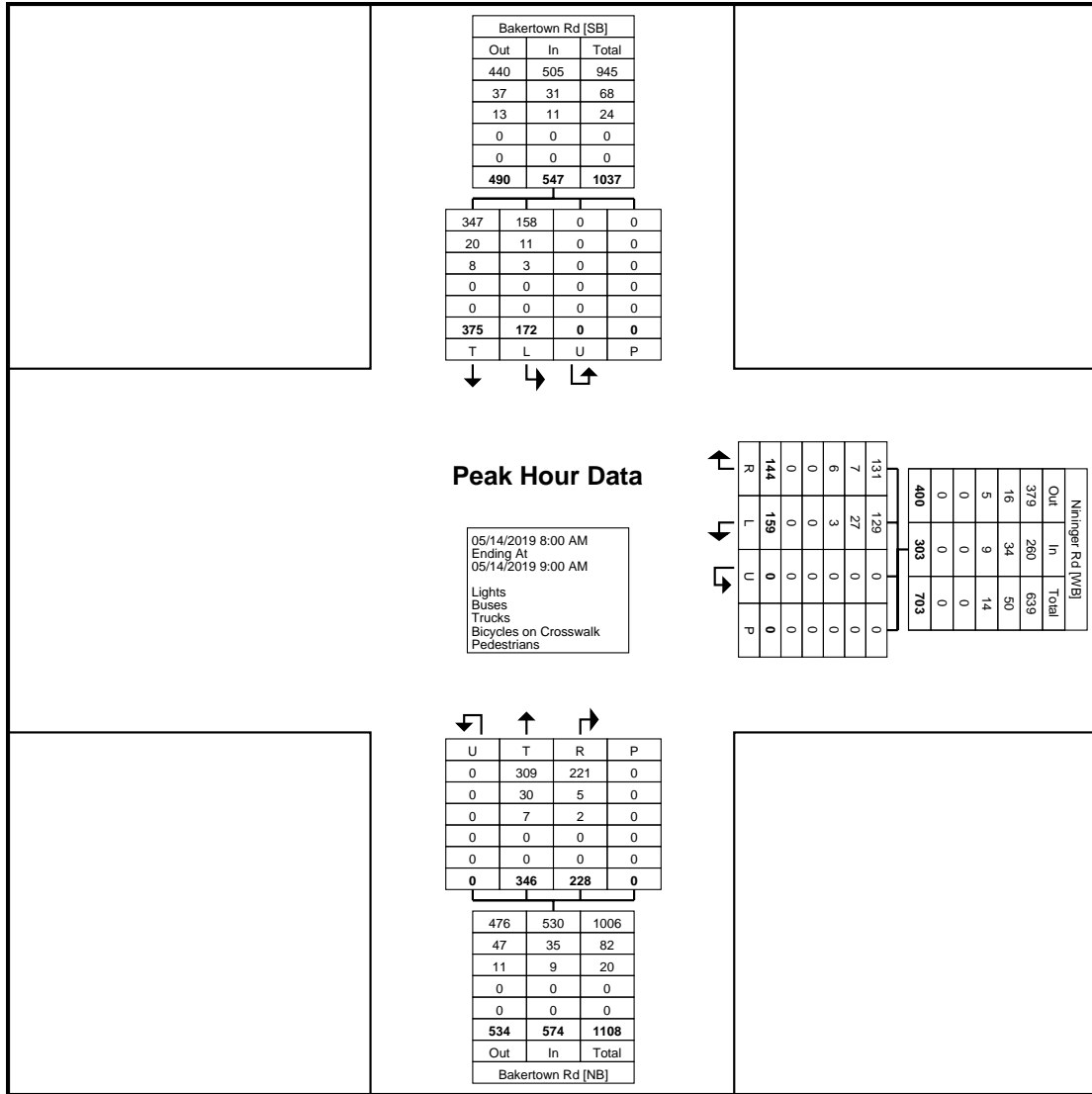
Turning Movement Peak Hour Data Plot (5:30 PM)

Kiryas Joel, NY
Bakertown Rd & Nininger
Tuesday, May 14, 2019
Location: 41.330335, -
74.163291



Turning Movement Data Plot

Kiryas Joel, NY
Bakertown Rd & Nininger
Tuesday, May 14, 2019
Location: 41.330335, -
74.163291



Turning Movement Peak Hour Data Plot (8:00 AM)



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Kiryas Joel, NY
Bakertown Rd & Niniger
Tuesday, May 14, 2019
Location: 41.330335, -
74.163291

Count Name: Bakertown Rd &
Niniger Rd 5/14 Morning
Site Code:
Start Date: 05/14/2019
Page No: 5



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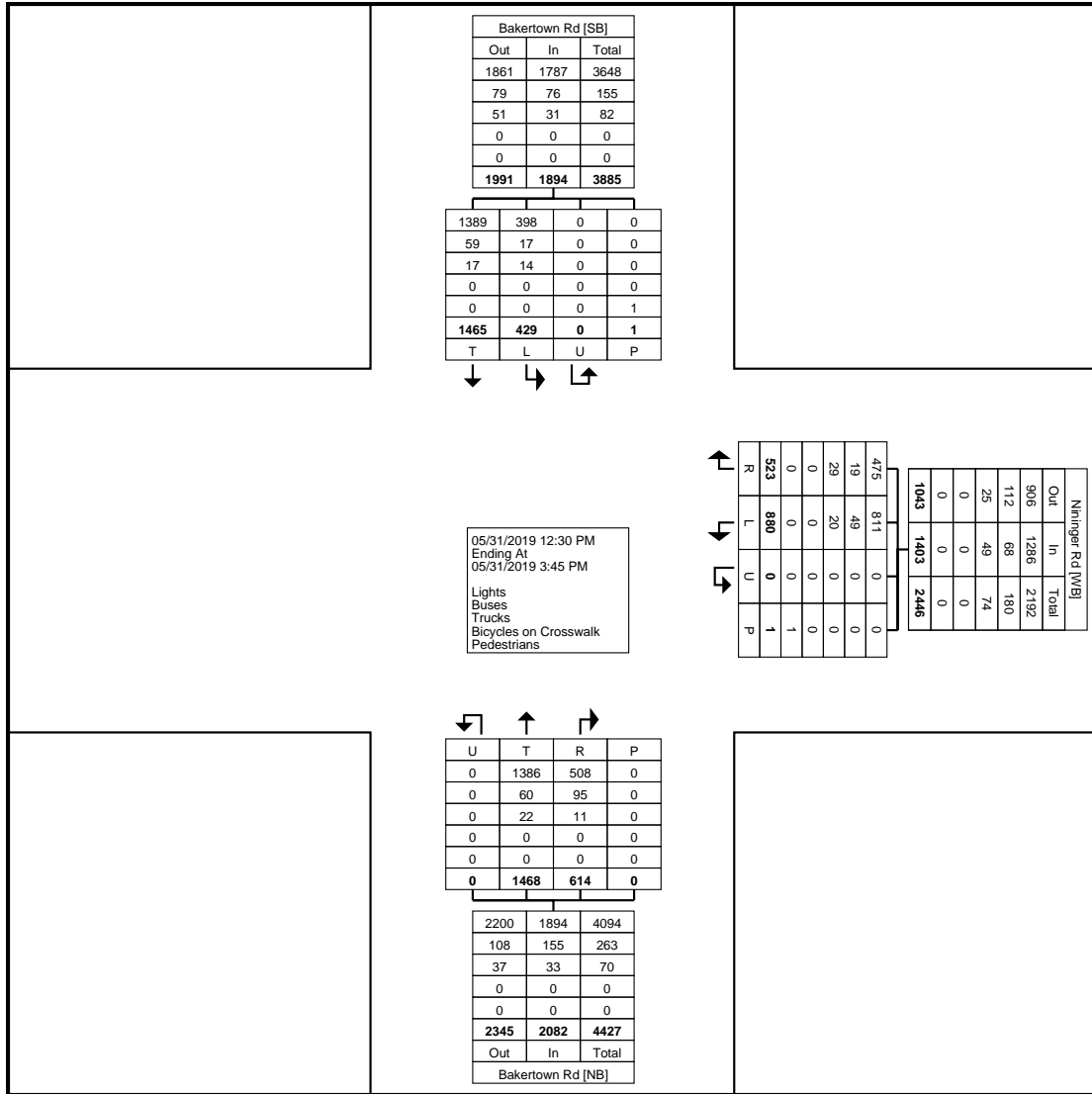
Kiryas Joel, NY
Bakertown Rd & Niniger
Friday, May 31, 2019
Location: 41.330335, -
74.163291

Count Name: Bakertown Rd &
Niniger Rd Friday
Site Code:
Start Date: 05/31/2019
Page No: 1

Turning Movement Data

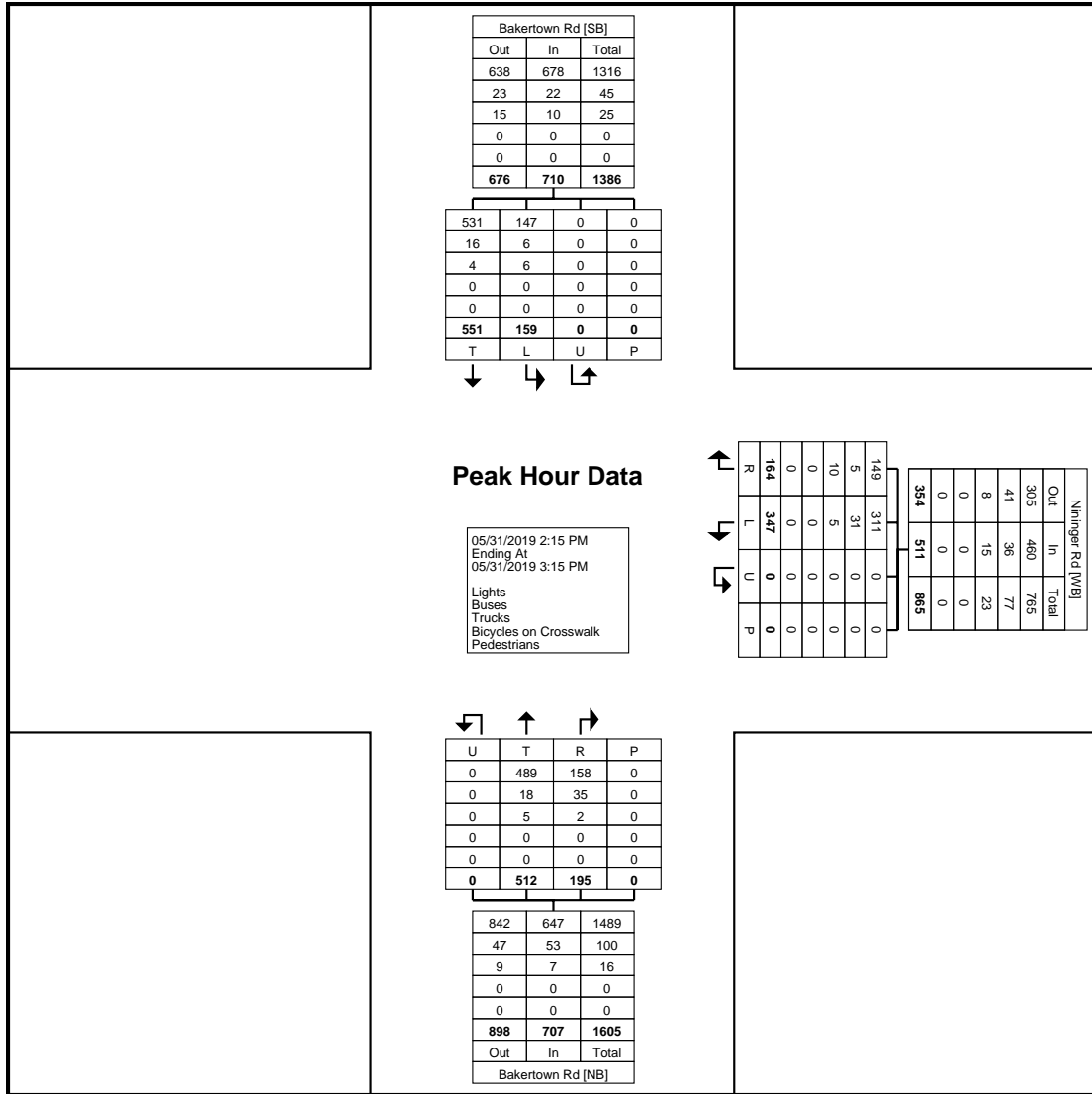
Start Time	Niniger Rd Westbound						Bakertown Rd Northbound						Bakertown Rd Southbound					Int. Total
	Left	Right	Right on Red	U-Turn	Peds	App. Total	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
12:30 PM	77	27	16	0	0	120	124	31	15	0	0	170	24	110	0	0	134	424
12:45 PM	50	22	11	0	1	83	107	34	17	0	0	158	28	110	0	1	138	379
Hourly Total	127	49	27	0	1	203	231	65	32	0	0	328	52	220	0	1	272	803
1:00 PM	25	21	19	0	0	65	132	30	9	0	0	171	34	118	0	0	152	388
1:15 PM	78	36	16	0	0	130	107	30	24	0	0	161	36	125	0	0	161	452
1:30 PM	54	27	31	0	0	112	110	28	34	0	0	172	46	117	0	0	163	447
1:45 PM	59	30	24	0	0	113	100	28	45	0	0	173	40	119	0	0	159	445
Hourly Total	216	114	90	0	0	420	449	116	112	0	0	677	156	479	0	0	635	1732
2:00 PM	104	23	19	0	0	146	129	15	32	0	0	176	40	138	0	0	178	500
2:15 PM	93	27	5	0	0	125	123	8	32	0	0	163	47	115	0	0	162	450
2:30 PM	92	34	25	0	0	151	119	45	9	0	0	173	37	159	0	0	196	520
2:45 PM	57	19	11	0	0	87	125	31	20	0	0	176	39	148	0	0	187	450
Hourly Total	346	103	60	0	0	509	496	99	93	0	0	688	163	560	0	0	723	1920
3:00 PM	105	33	10	0	0	148	145	25	25	0	0	195	36	129	0	0	165	508
3:15 PM	85	24	13	0	0	122	147	8	39	0	0	194	22	77	0	0	99	415
3:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	880	323	200	0	1	1403	1468	313	301	0	0	2082	429	1465	0	1	1894	5379
Approach %	62.7	23.0	14.3	0.0	-	-	70.5	15.0	14.5	0.0	-	-	22.7	77.3	0.0	-	-	-
Total %	16.4	6.0	3.7	0.0	-	26.1	27.3	5.8	5.6	0.0	-	38.7	8.0	27.2	0.0	-	35.2	-
Lights	811	286	189	0	-	1286	1386	256	252	0	-	1894	398	1389	0	-	1787	4967
% Lights	92.2	88.5	94.5	-	-	91.7	94.4	81.8	83.7	-	-	91.0	92.8	94.8	-	-	94.4	92.3
Buses	49	16	3	0	-	68	60	51	44	0	-	155	17	59	0	-	76	299
% Buses	5.6	5.0	1.5	-	-	4.8	4.1	16.3	14.6	-	-	7.4	4.0	4.0	-	-	4.0	5.6
Trucks	20	21	8	0	-	49	22	6	5	0	-	33	14	17	0	-	31	113
% Trucks	2.3	6.5	4.0	-	-	3.5	1.5	1.9	1.7	-	-	1.6	3.3	1.2	-	-	1.6	2.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Bakertown Rd & Nininger
Friday, May 31, 2019
Location: 41.330335, -
74.163291



Turning Movement Data Plot

Kiryas Joel, NY
Bakertown Rd & Nininger
Friday, May 31, 2019
Location: 41.330335, -
74.163291



Turning Movement Peak Hour Data Plot (2:15 PM)



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Kiryas Joel, NY
Bakertown Rd & Niniger
Friday, May 31, 2019
Location: 41.330335, -
74.163291

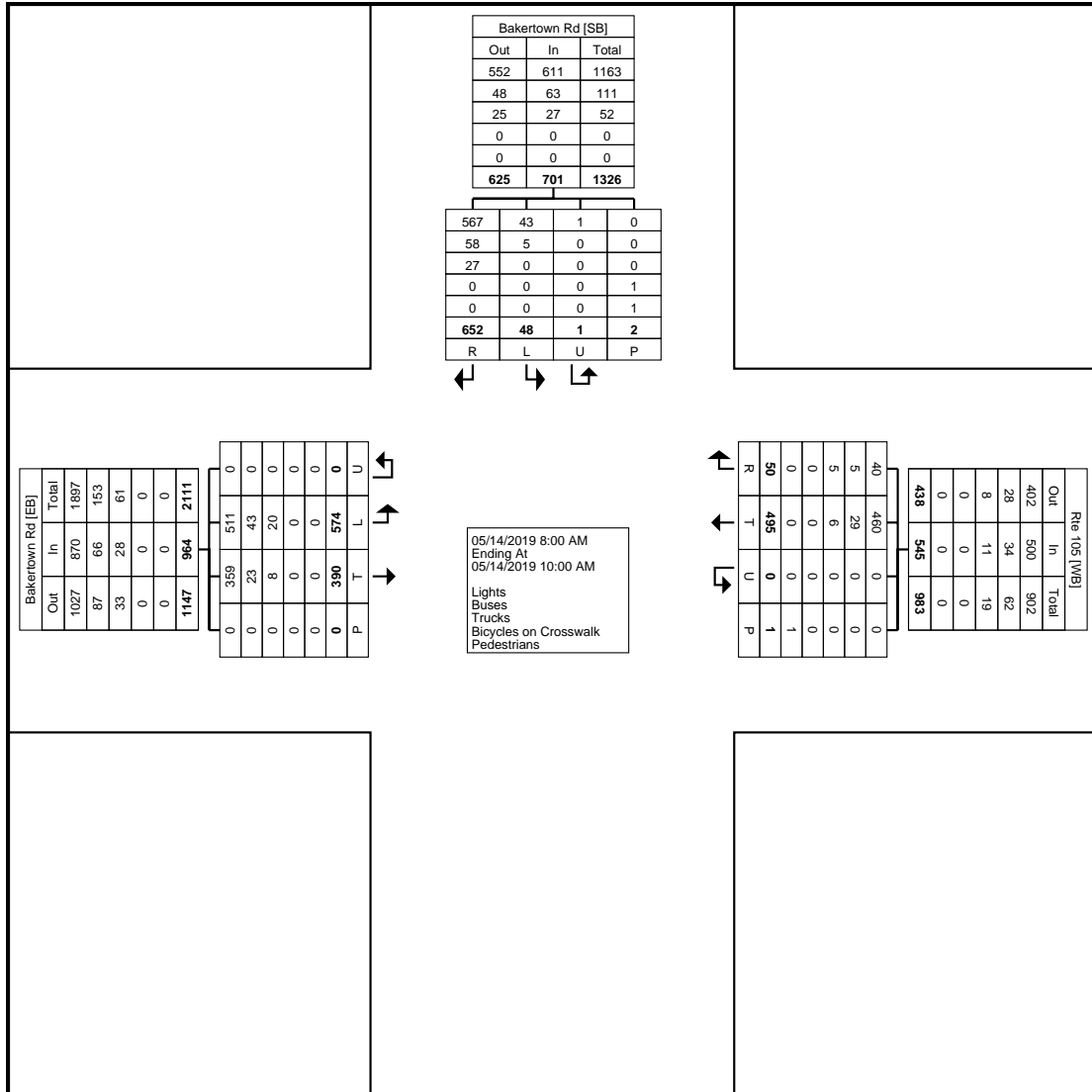
Count Name: Bakertown Rd &
Niniger Rd Friday
Site Code:
Start Date: 05/31/2019
Page No: 5

Kiryas Joel, NY
Bakertown Rd & Route 105
Tuesday, May 14, 2019
Location: 41.332867, -74.162

Turning Movement Data

Start Time	Bakertown Rd Eastbound					Rte 105 Westbound					Bakertown Rd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:00 AM	61	60	0	0	121	52	9	0	0	61	6	66	0	1	72	254
8:15 AM	63	54	0	0	117	68	11	0	0	79	4	67	0	0	71	267
8:30 AM	59	43	0	0	102	71	4	0	0	75	5	70	0	0	75	252
8:45 AM	90	53	0	0	143	63	11	0	0	74	6	84	0	1	90	307
Hourly Total	273	210	0	0	483	254	35	0	0	289	21	287	0	2	308	1080
9:00 AM	73	46	0	0	119	64	9	0	0	73	7	84	0	0	91	283
9:15 AM	79	34	0	0	113	60	4	0	0	64	6	78	0	0	84	261
9:30 AM	66	39	0	0	105	54	1	0	0	55	10	94	0	0	104	264
9:45 AM	83	61	0	0	144	63	1	0	1	64	4	109	1	0	114	322
Hourly Total	301	180	0	0	481	241	15	0	1	256	27	365	1	0	393	1130
Grand Total	574	390	0	0	964	495	50	0	1	545	48	652	1	2	701	2210
Approach %	59.5	40.5	0.0	-	-	90.8	9.2	0.0	-	-	6.8	93.0	0.1	-	-	-
Total %	26.0	17.6	0.0	-	43.6	22.4	2.3	0.0	-	24.7	2.2	29.5	0.0	-	31.7	-
Lights	511	359	0	-	870	460	40	0	-	500	43	567	1	-	611	1981
% Lights	89.0	92.1	-	-	90.2	92.9	80.0	-	-	91.7	89.6	87.0	100.0	-	87.2	89.6
Buses	43	23	0	-	66	29	5	0	-	34	5	58	0	-	63	163
% Buses	7.5	5.9	-	-	6.8	5.9	10.0	-	-	6.2	10.4	8.9	0.0	-	9.0	7.4
Trucks	20	8	0	-	28	6	5	0	-	11	0	27	0	-	27	66
% Trucks	3.5	2.1	-	-	2.9	1.2	10.0	-	-	2.0	0.0	4.1	0.0	-	3.9	3.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	50.0	-	-

Kiryas Joel, NY
Bakertown Rd & Route 105
Tuesday, May 14, 2019
Location: 41.332867, -74.162



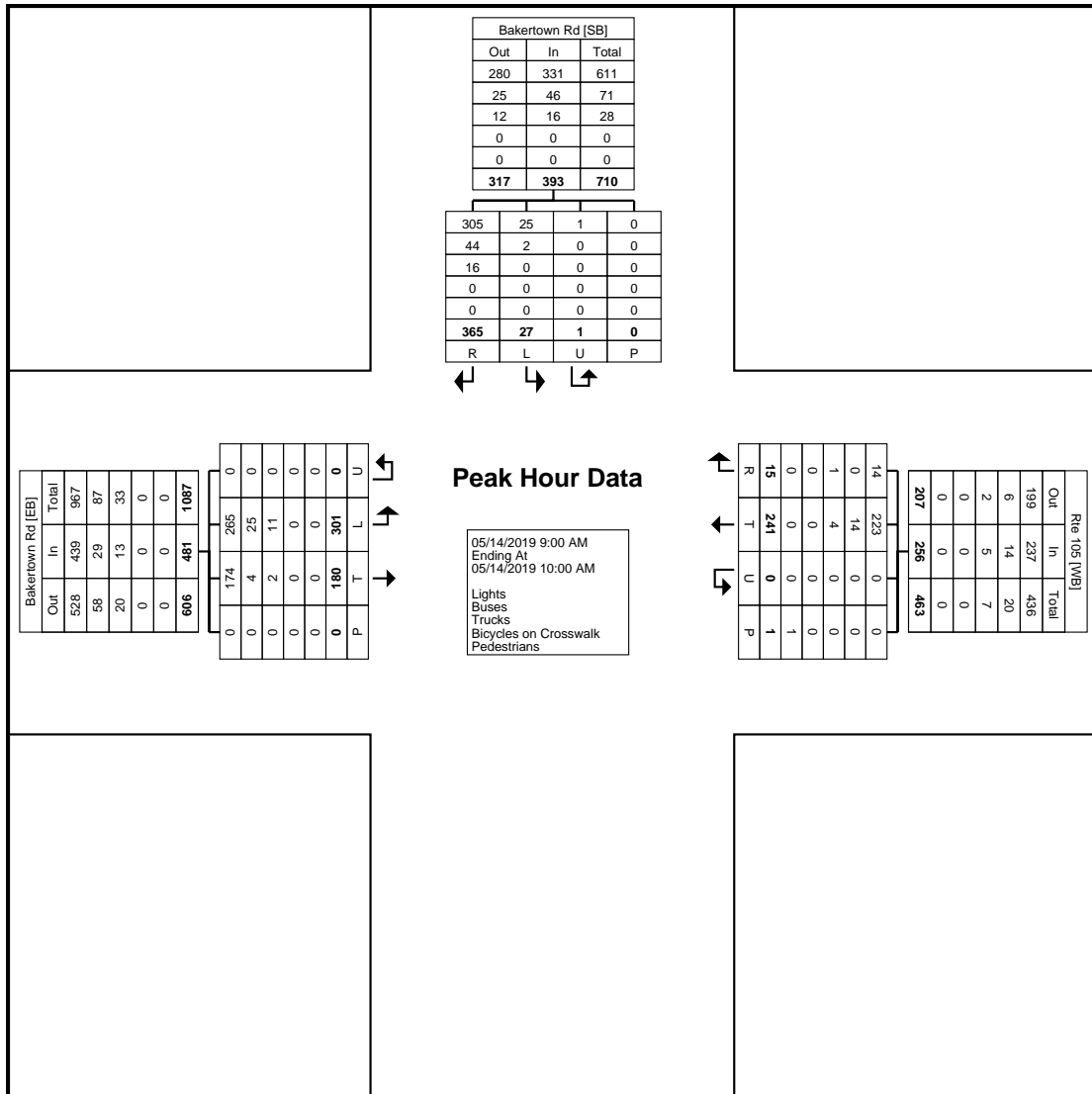
Turning Movement Data Plot

Kiryas Joel, NY
Bakertown Rd & Route 105
Tuesday, May 14, 2019
Location: 41.332867, -74.162

Turning Movement Peak Hour Data (9:00 AM)

Start Time	Bakertown Rd Eastbound					Rte 105 Westbound					Bakertown Rd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
9:00 AM	73	46	0	0	119	64	9	0	0	73	7	84	0	0	91	283
9:15 AM	79	34	0	0	113	60	4	0	0	64	6	78	0	0	84	261
9:30 AM	66	39	0	0	105	54	1	0	0	55	10	94	0	0	104	264
9:45 AM	83	61	0	0	144	63	1	0	1	64	4	109	1	0	114	322
Total	301	180	0	0	481	241	15	0	1	256	27	365	1	0	393	1130
Approach %	62.6	37.4	0.0	-	-	94.1	5.9	0.0	-	-	6.9	92.9	0.3	-	-	-
Total %	26.6	15.9	0.0	-	42.6	21.3	1.3	0.0	-	22.7	2.4	32.3	0.1	-	34.8	-
PHF	0.907	0.738	0.000	-	0.835	0.941	0.417	0.000	-	0.877	0.675	0.837	0.250	-	0.862	0.877
Lights	265	174	0	-	439	223	14	0	-	237	25	305	1	-	331	1007
% Lights	88.0	96.7	-	-	91.3	92.5	93.3	-	-	92.6	92.6	83.6	100.0	-	84.2	89.1
Buses	25	4	0	-	29	14	0	0	-	14	2	44	0	-	46	89
% Buses	8.3	2.2	-	-	6.0	5.8	0.0	-	-	5.5	7.4	12.1	0.0	-	11.7	7.9
Trucks	11	2	0	-	13	4	1	0	-	5	0	16	0	-	16	34
% Trucks	3.7	1.1	-	-	2.7	1.7	6.7	-	-	2.0	0.0	4.4	0.0	-	4.1	3.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

Kiryas Joel, NY
Bakertown Rd & Route 105
Tuesday, May 14, 2019
Location: 41.332867, -74.162



Turning Movement Peak Hour Data Plot (9:00 AM)



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Kiryas Joel, NY
Bakertown Rd & Route 105
Tuesday, May 14, 2019
Location: 41.332867, -74.162

Count Name: Bakertown Rd &
Rte 105 5/14 Morning
Site Code:
Start Date: 05/14/2019
Page No: 5



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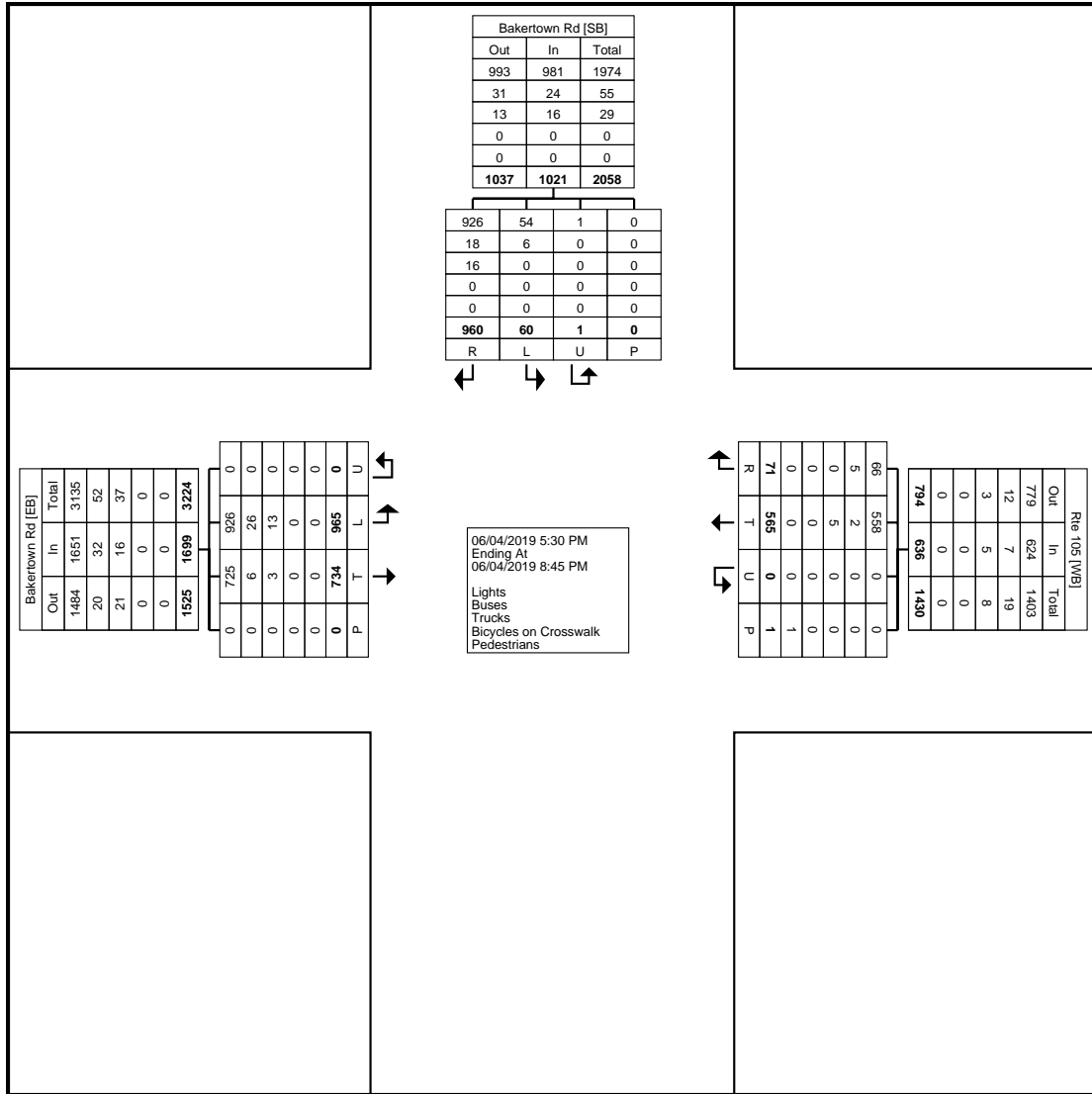
Count Name: Bakertown Rd &
Rte 105 6/4 Night
Site Code:
Start Date: 06/04/2019
Page No: 1

Kiryas Joel, NY
Bakertown Rd & Route 205
Tuesday, June 4, 2019
Location: 41.332867, -74.162

Turning Movement Data

Start Time	Bakertown Rd Eastbound					Rte 105 Westbound					Bakertown Rd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
5:30 PM	59	73	0	0	132	62	7	0	0	69	7	85	0	0	92	293
5:45 PM	81	68	0	0	149	56	10	0	1	66	7	82	0	0	89	304
Hourly Total	140	141	0	0	281	118	17	0	1	135	14	167	0	0	181	597
6:00 PM	69	61	0	0	130	62	14	0	0	76	7	77	1	0	85	291
6:15 PM	78	77	0	0	155	46	7	0	0	53	5	70	0	0	75	283
6:30 PM	84	67	0	0	151	51	1	0	0	52	2	79	0	0	81	284
6:45 PM	85	63	0	0	148	52	8	0	0	60	3	76	0	0	79	287
Hourly Total	316	268	0	0	584	211	30	0	0	241	17	302	1	0	320	1145
7:00 PM	100	49	0	0	149	44	5	0	0	49	6	81	0	0	87	285
7:15 PM	82	69	0	0	151	47	5	0	0	52	2	87	0	0	89	292
7:30 PM	87	58	0	0	145	35	2	0	0	37	5	61	0	0	66	248
7:45 PM	83	54	0	0	137	38	3	0	0	41	6	84	0	0	90	268
Hourly Total	352	230	0	0	582	164	15	0	0	179	19	313	0	0	332	1093
8:00 PM	74	50	0	0	124	32	4	0	0	36	4	89	0	0	93	253
8:15 PM	82	45	0	0	127	40	5	0	0	45	6	89	0	0	95	267
8:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	965	734	0	0	1699	565	71	0	1	636	60	960	1	0	1021	3356
Approach %	56.8	43.2	0.0	-	-	88.8	11.2	0.0	-	-	5.9	94.0	0.1	-	-	-
Total %	28.8	21.9	0.0	-	50.6	16.8	2.1	0.0	-	19.0	1.8	28.6	0.0	-	30.4	-
Lights	926	725	0	-	1651	558	66	0	-	624	54	926	1	-	981	3256
% Lights	96.0	98.8	-	-	97.2	98.8	93.0	-	-	98.1	90.0	96.5	100.0	-	96.1	97.0
Buses	26	6	0	-	32	2	5	0	-	7	6	18	0	-	24	63
% Buses	2.7	0.8	-	-	1.9	0.4	7.0	-	-	1.1	10.0	1.9	0.0	-	2.4	1.9
Trucks	13	3	0	-	16	5	0	0	-	5	0	16	0	-	16	37
% Trucks	1.3	0.4	-	-	0.9	0.9	0.0	-	-	0.8	0.0	1.7	0.0	-	1.6	1.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

Kiryas Joel, NY
Bakertown Rd & Route 205
Tuesday, June 4, 2019
Location: 41.332867, -74.162

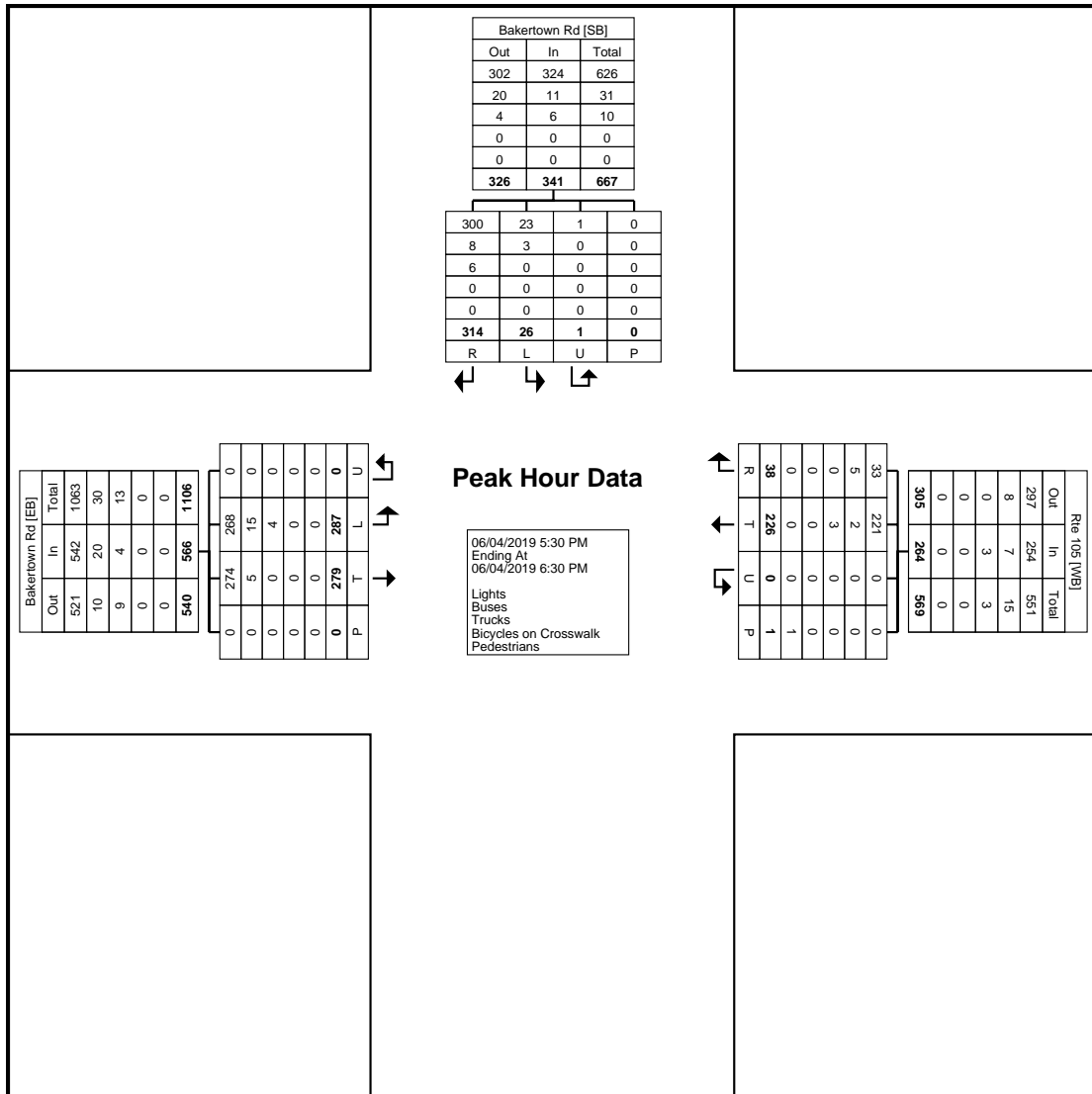


Turning Movement Data Plot

Turning Movement Peak Hour Data (5:30 PM)

Start Time	Bakertown Rd Eastbound					Rte 105 Westbound					Bakertown Rd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
5:30 PM	59	73	0	0	132	62	7	0	0	69	7	85	0	0	92	293
5:45 PM	81	68	0	0	149	56	10	0	1	66	7	82	0	0	89	304
6:00 PM	69	61	0	0	130	62	14	0	0	76	7	77	1	0	85	291
6:15 PM	78	77	0	0	155	46	7	0	0	53	5	70	0	0	75	283
Total	287	279	0	0	566	226	38	0	1	264	26	314	1	0	341	1171
Approach %	50.7	49.3	0.0	-	-	85.6	14.4	0.0	-	-	7.6	92.1	0.3	-	-	-
Total %	24.5	23.8	0.0	-	48.3	19.3	3.2	0.0	-	22.5	2.2	26.8	0.1	-	29.1	-
PHF	0.886	0.906	0.000	-	0.913	0.911	0.679	0.000	-	0.868	0.929	0.924	0.250	-	0.927	0.963
Lights	268	274	0	-	542	221	33	0	-	254	23	300	1	-	324	1120
% Lights	93.4	98.2	-	-	95.8	97.8	86.8	-	-	96.2	88.5	95.5	100.0	-	95.0	95.6
Buses	15	5	0	-	20	2	5	0	-	7	3	8	0	-	11	38
% Buses	5.2	1.8	-	-	3.5	0.9	13.2	-	-	2.7	11.5	2.5	0.0	-	3.2	3.2
Trucks	4	0	0	-	4	3	0	0	-	3	0	6	0	-	6	13
% Trucks	1.4	0.0	-	-	0.7	1.3	0.0	-	-	1.1	0.0	1.9	0.0	-	1.8	1.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

Kiryas Joel, NY
Bakertown Rd & Route 205
Tuesday, June 4, 2019
Location: 41.332867, -74.162



Turning Movement Peak Hour Data Plot (5:30 PM)



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Kiryas Joel, NY
Bakertown Rd & Route 205
Tuesday, June 4, 2019
Location: 41.332867, -74.162

Count Name: Bakertown Rd &
Rte 105 6/4 Night
Site Code:
Start Date: 06/04/2019
Page No: 5



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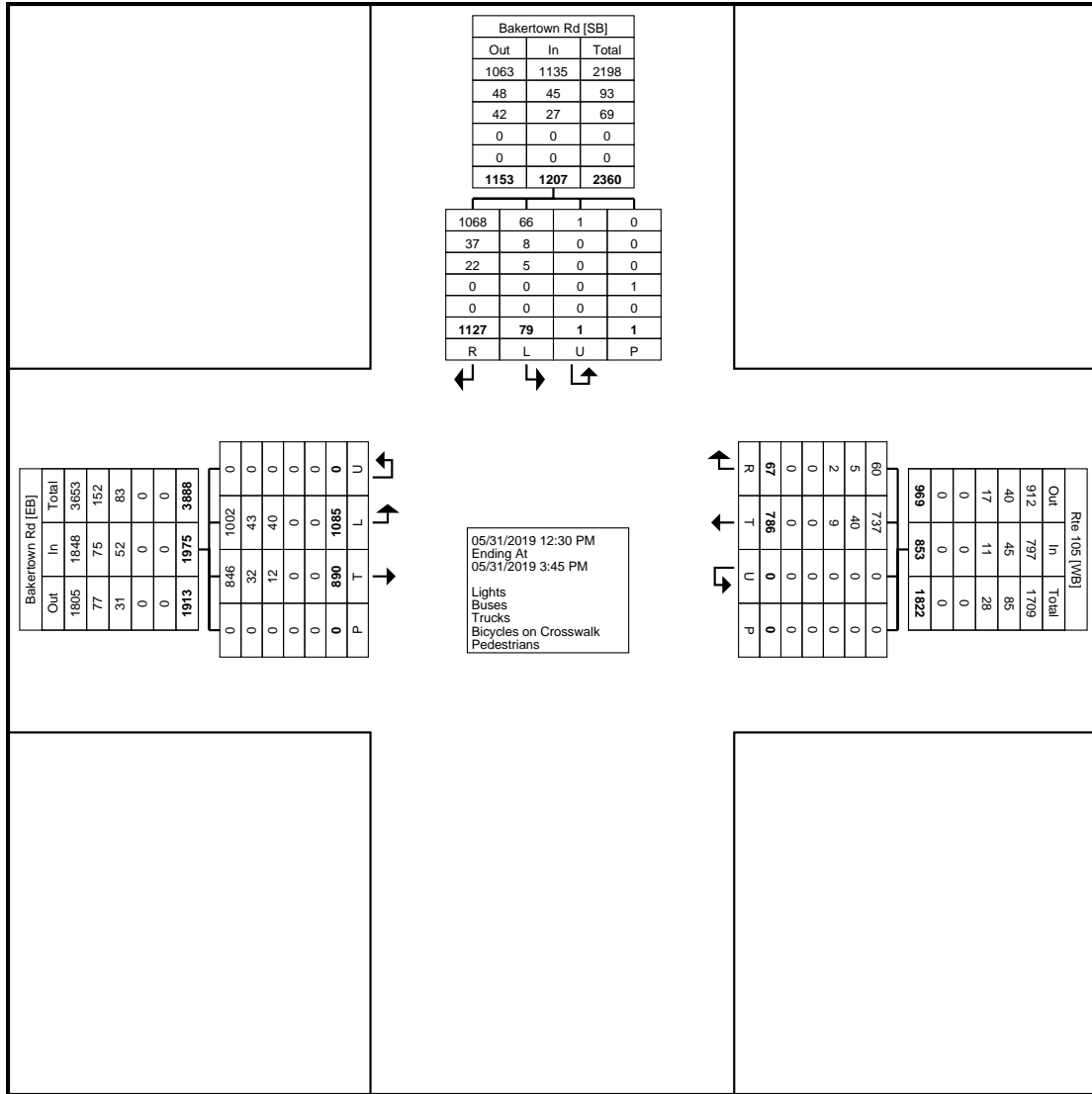
Count Name: Bakertown Rd &
Rte 105 Friday
Site Code:
Start Date: 05/31/2019
Page No: 1

Kiryas Joel, NY
Bakertown Rd & Route 105
Friday, May 31, 2019
Location: 41.332867, -74.162

Turning Movement Data

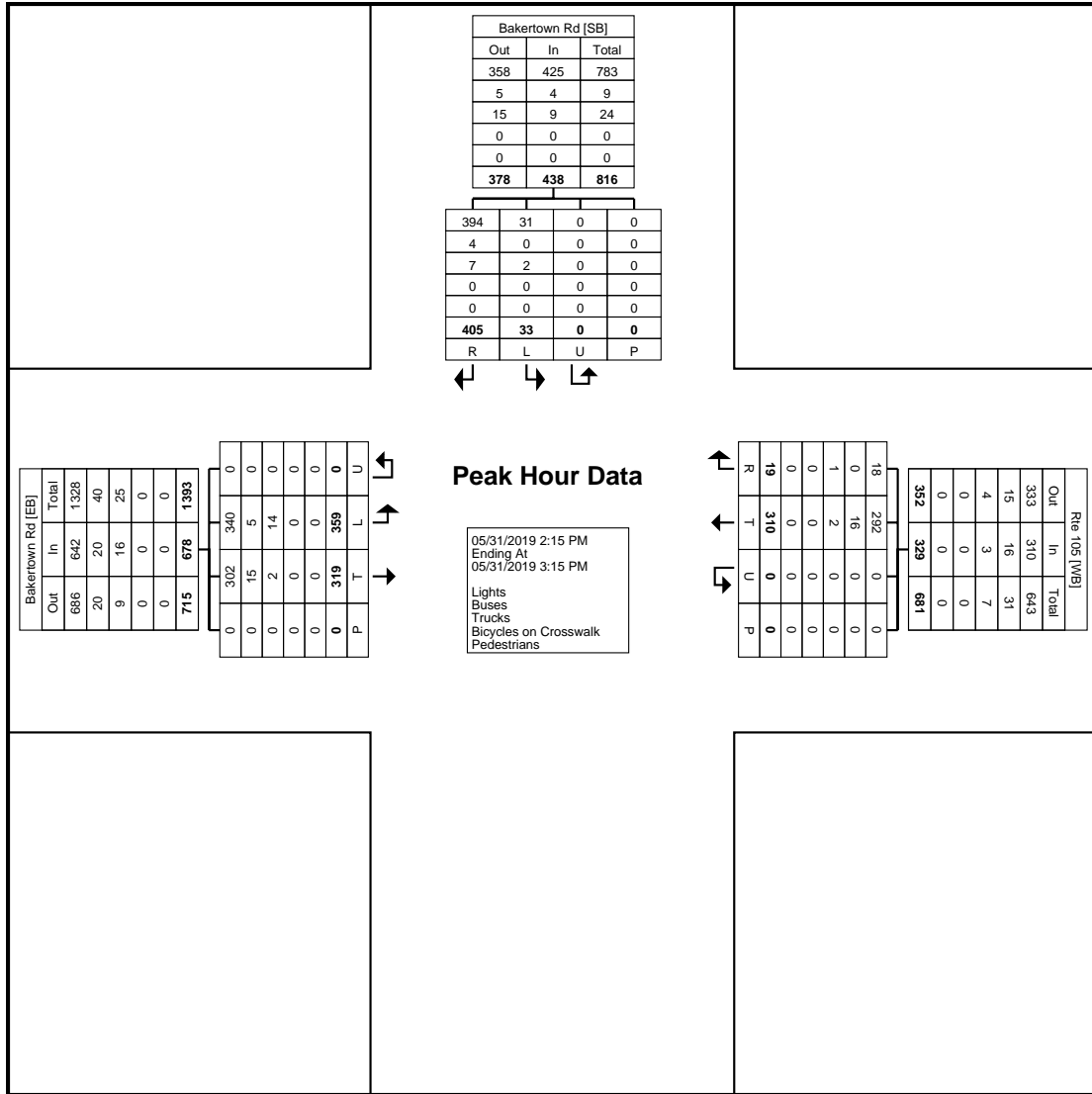
Start Time	Bakertown Rd Eastbound					Rte 105 Westbound					Bakertown Rd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
12:30 PM	92	76	0	0	168	61	6	0	0	67	6	72	1	0	79	314
12:45 PM	71	68	0	0	139	63	6	0	0	69	11	78	0	0	89	297
Hourly Total	163	144	0	0	307	124	12	0	0	136	17	150	1	0	168	611
1:00 PM	89	67	0	0	156	58	11	0	0	69	2	91	0	0	93	318
1:15 PM	106	61	0	0	167	64	8	0	0	72	7	92	0	0	99	338
1:30 PM	96	66	0	0	162	54	5	0	0	59	3	107	0	0	110	331
1:45 PM	97	58	0	0	155	52	4	0	0	56	6	117	0	1	123	334
Hourly Total	388	252	0	0	640	228	28	0	0	256	18	407	0	1	425	1321
2:00 PM	97	75	0	0	172	62	1	0	0	63	5	118	0	0	123	358
2:15 PM	74	82	0	0	156	77	6	0	0	83	9	93	0	0	102	341
2:30 PM	98	78	0	0	176	76	4	0	0	80	12	107	0	0	119	375
2:45 PM	88	70	0	0	158	74	2	0	0	76	8	106	0	0	114	348
Hourly Total	357	305	0	0	662	289	13	0	0	302	34	424	0	0	458	1422
3:00 PM	99	89	0	0	188	83	7	0	0	90	4	99	0	0	103	381
3:15 PM	78	100	0	0	178	62	7	0	0	69	6	47	0	0	53	300
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1085	890	0	0	1975	786	67	0	0	853	79	1127	1	1	1207	4035
Approach %	54.9	45.1	0.0	-	-	92.1	7.9	0.0	-	-	6.5	93.4	0.1	-	-	-
Total %	26.9	22.1	0.0	-	48.9	19.5	1.7	0.0	-	21.1	2.0	27.9	0.0	-	29.9	-
Lights	1002	846	0	-	1848	737	60	0	-	797	66	1068	1	-	1135	3780
% Lights	92.4	95.1	-	-	93.6	93.8	89.6	-	-	93.4	83.5	94.8	100.0	-	94.0	93.7
Buses	43	32	0	-	75	40	5	0	-	45	8	37	0	-	45	165
% Buses	4.0	3.6	-	-	3.8	5.1	7.5	-	-	5.3	10.1	3.3	0.0	-	3.7	4.1
Trucks	40	12	0	-	52	9	2	0	-	11	5	22	0	-	27	90
% Trucks	3.7	1.3	-	-	2.6	1.1	3.0	-	-	1.3	6.3	2.0	0.0	-	2.2	2.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-

Kiryas Joel, NY
Bakertown Rd & Route 105
Friday, May 31, 2019
Location: 41.332867, -74.162



Turning Movement Data Plot

Kiryas Joel, NY
Bakertown Rd & Route 105
Friday, May 31, 2019
Location: 41.332867, -74.162



Turning Movement Peak Hour Data Plot (2:15 PM)



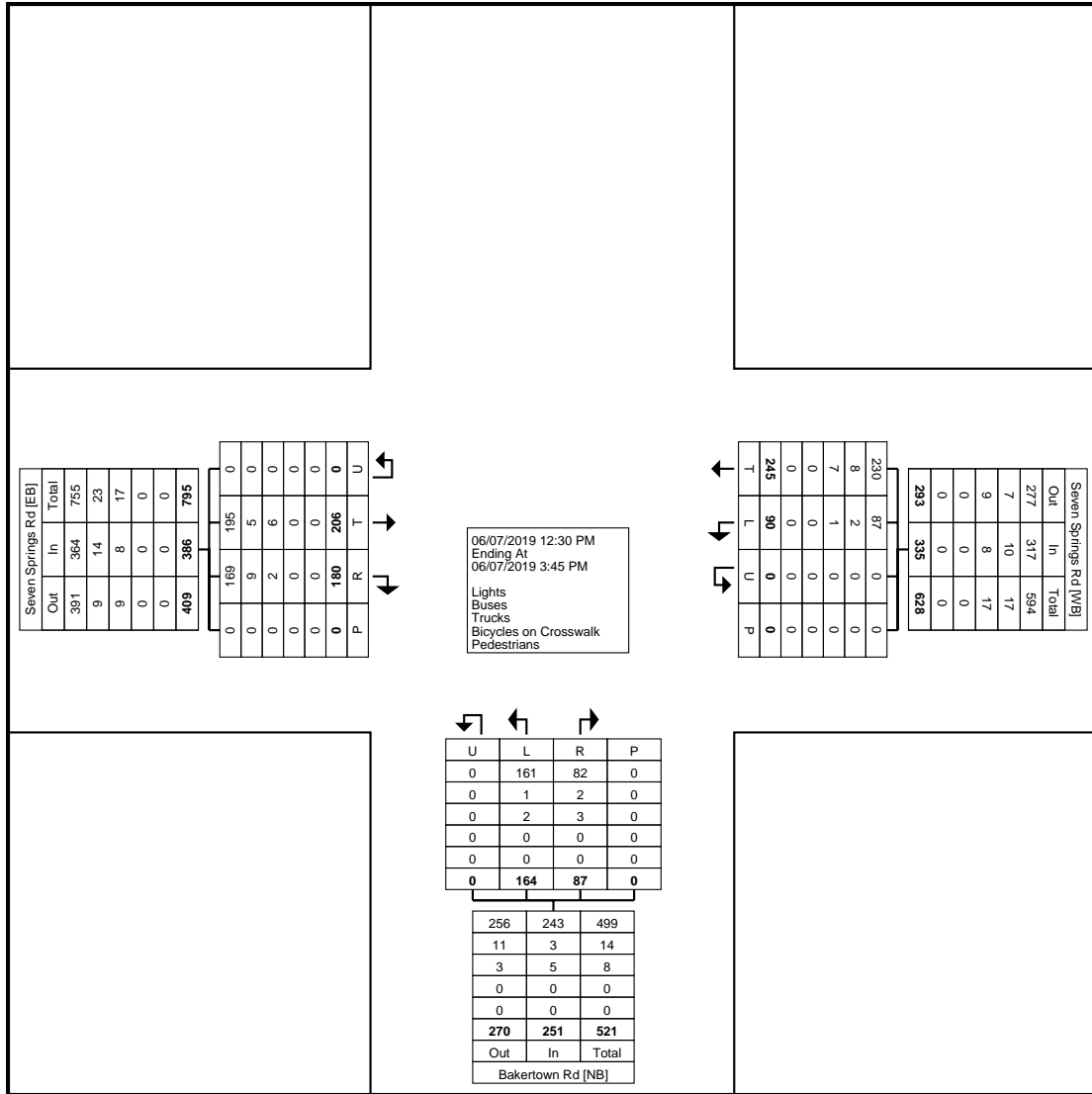
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Kiryas Joel, NY
Bakertown Rd & Route 105
Friday, May 31, 2019
Location: 41.332867, -74.162

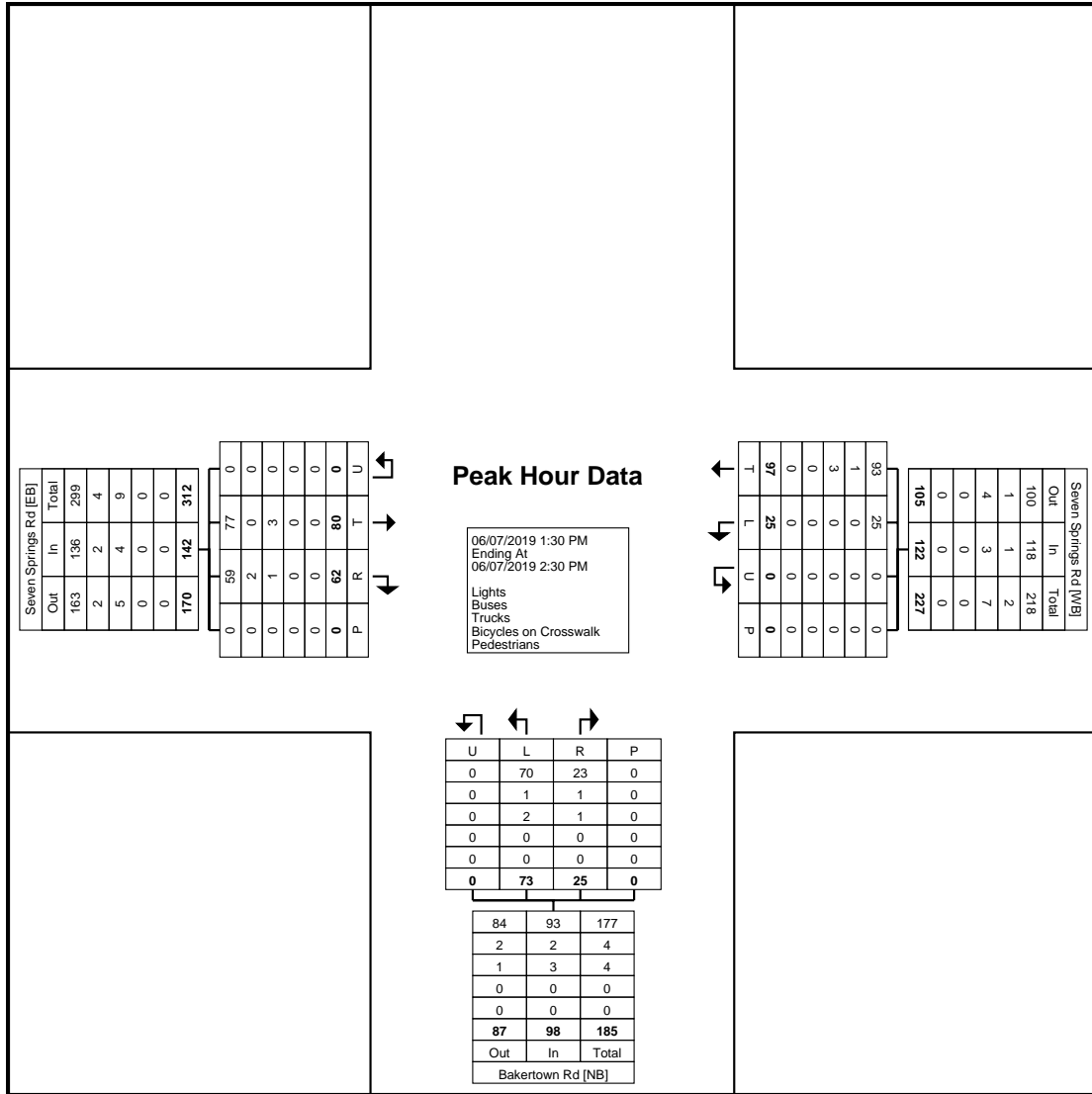
Count Name: Bakertown Rd &
Rte 105 Friday
Site Code:
Start Date: 05/31/2019
Page No: 5

Kiryas Joel, NY
Bakertown Rd & Seven Springs
Rd
Friday, June 7, 2019
Location: 41.351125, -
74.152359



Turning Movement Data Plot

Kiryas Joel, NY
Bakertown Rd & Seven Springs
Rd
Friday, June 7, 2019
Location: 41.351125, -
74.152359



Turning Movement Peak Hour Data Plot (1:30 PM)



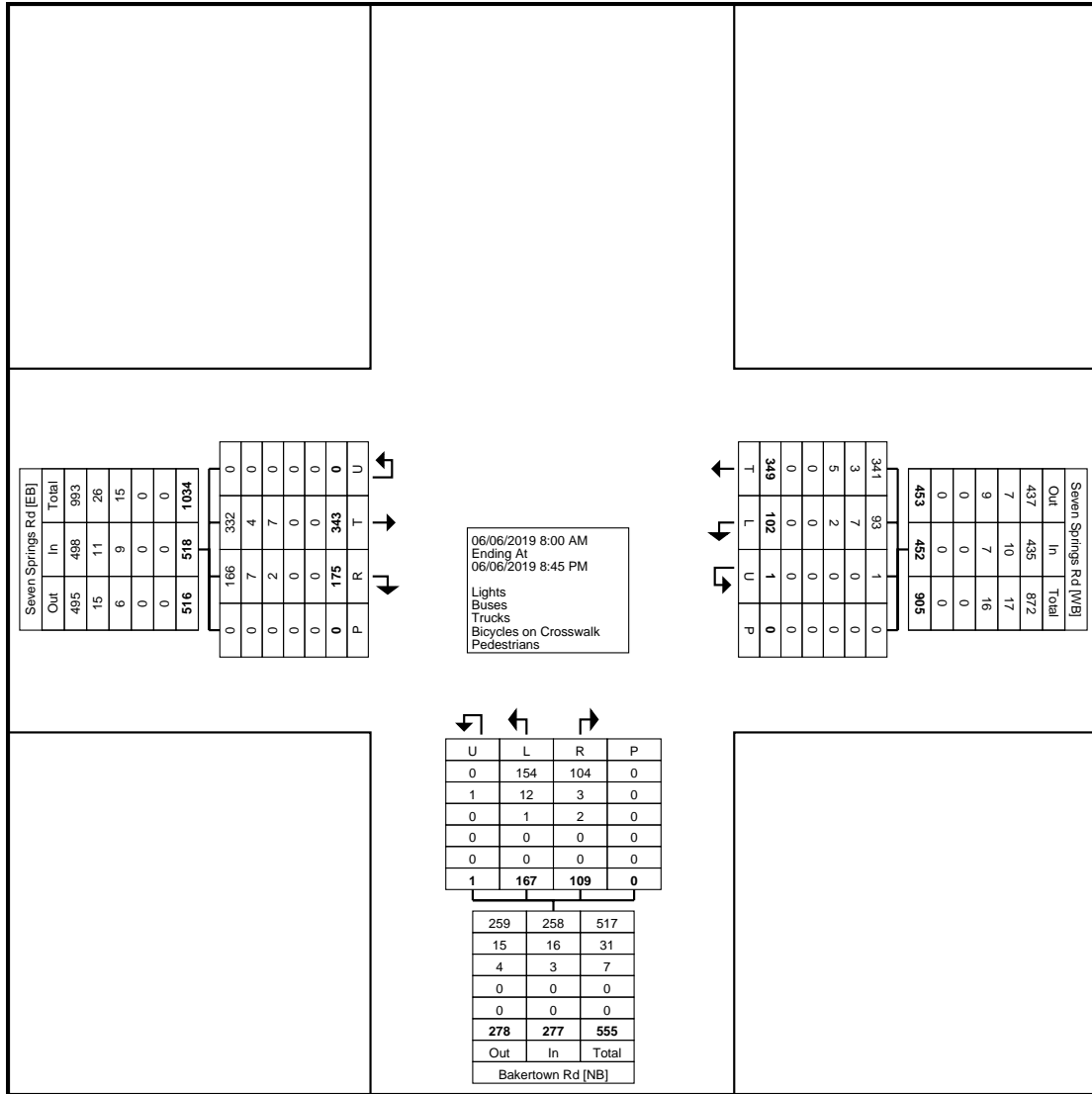
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Kiryas Joel, NY
Bakertown Rd & Seven Springs
Rd
Friday, June 7, 2019
Location: 41.351125, -
74.152359

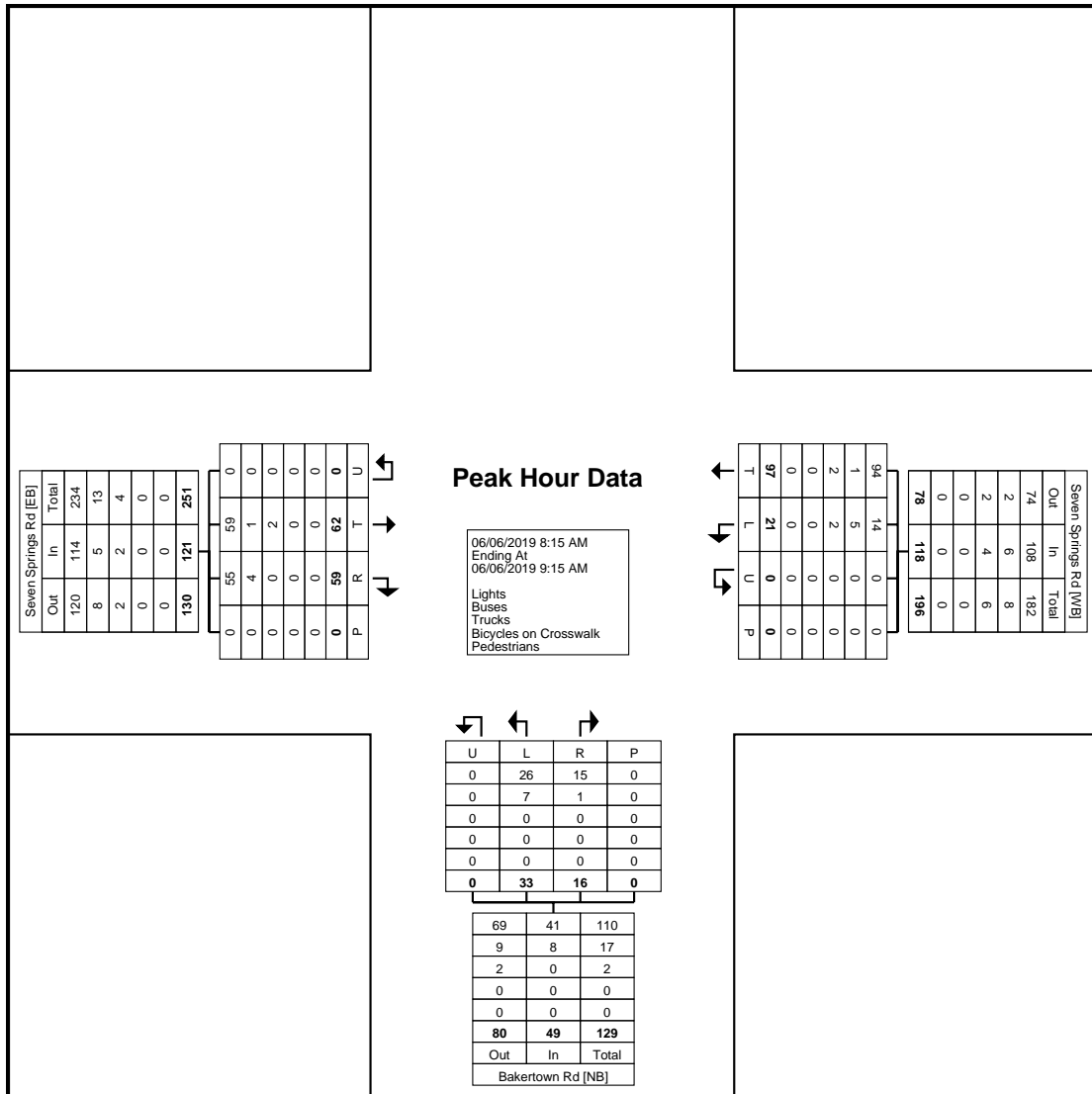
Count Name: Bakertown Rd &
Seven Springs Rd Friday
Site Code:
Start Date: 06/07/2019
Page No: 5

Kiryas Joel, NY
Bakertown Rd & Seven Springs
Rd
Thursday, June 6, 2019
Location: 41.351139, -
74.152375



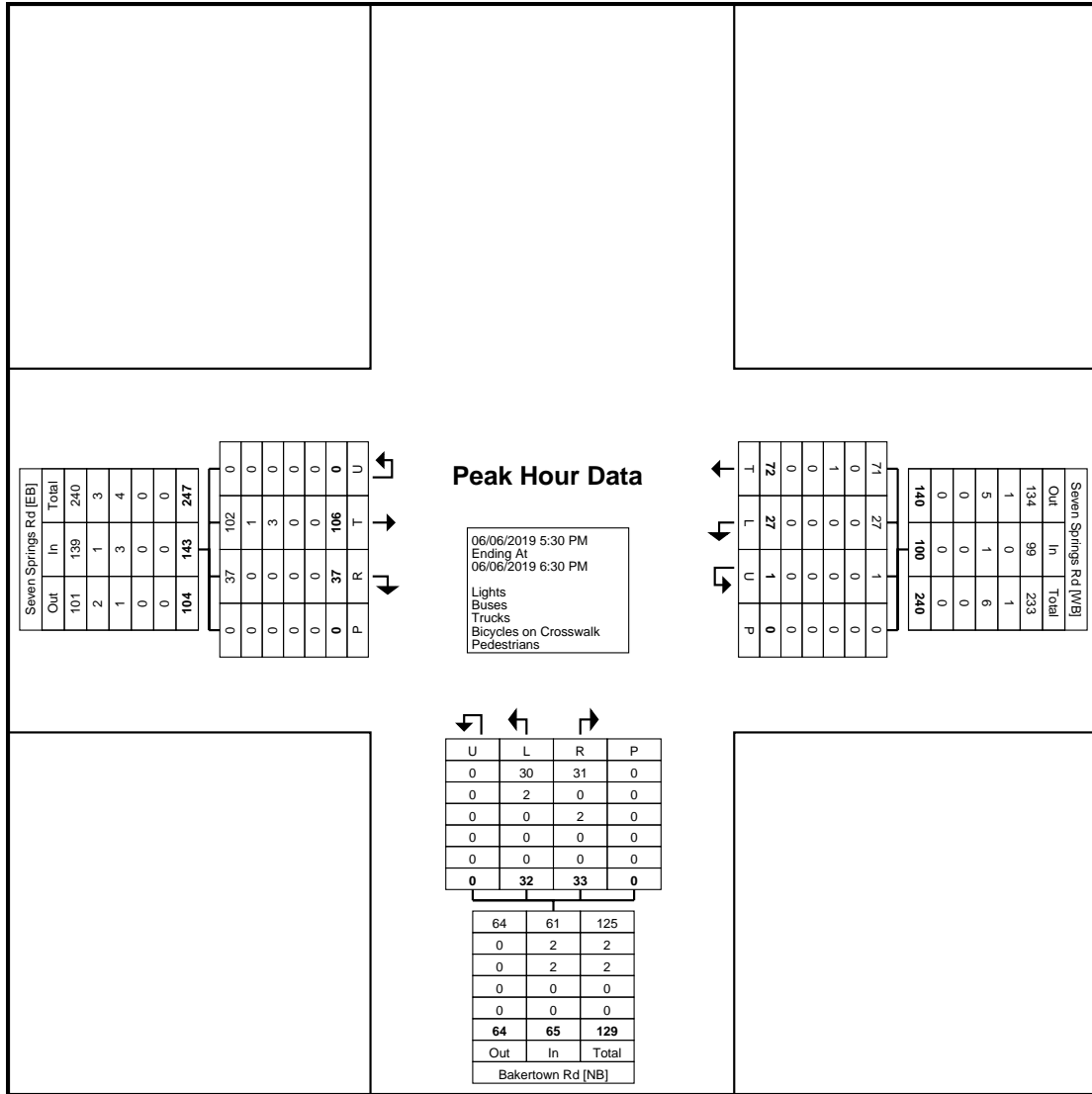
Turning Movement Data Plot

Kiryas Joel, NY
Bakertown Rd & Seven Springs
Rd
Thursday, June 6, 2019
Location: 41.351139, -
74.152375



Turning Movement Peak Hour Data Plot (8:15 AM)

Kiryas Joel, NY
Bakertown Rd & Seven Springs
Rd
Thursday, June 6, 2019
Location: 41.351139, -
74.152375



Turning Movement Peak Hour Data Plot (5:30 PM)



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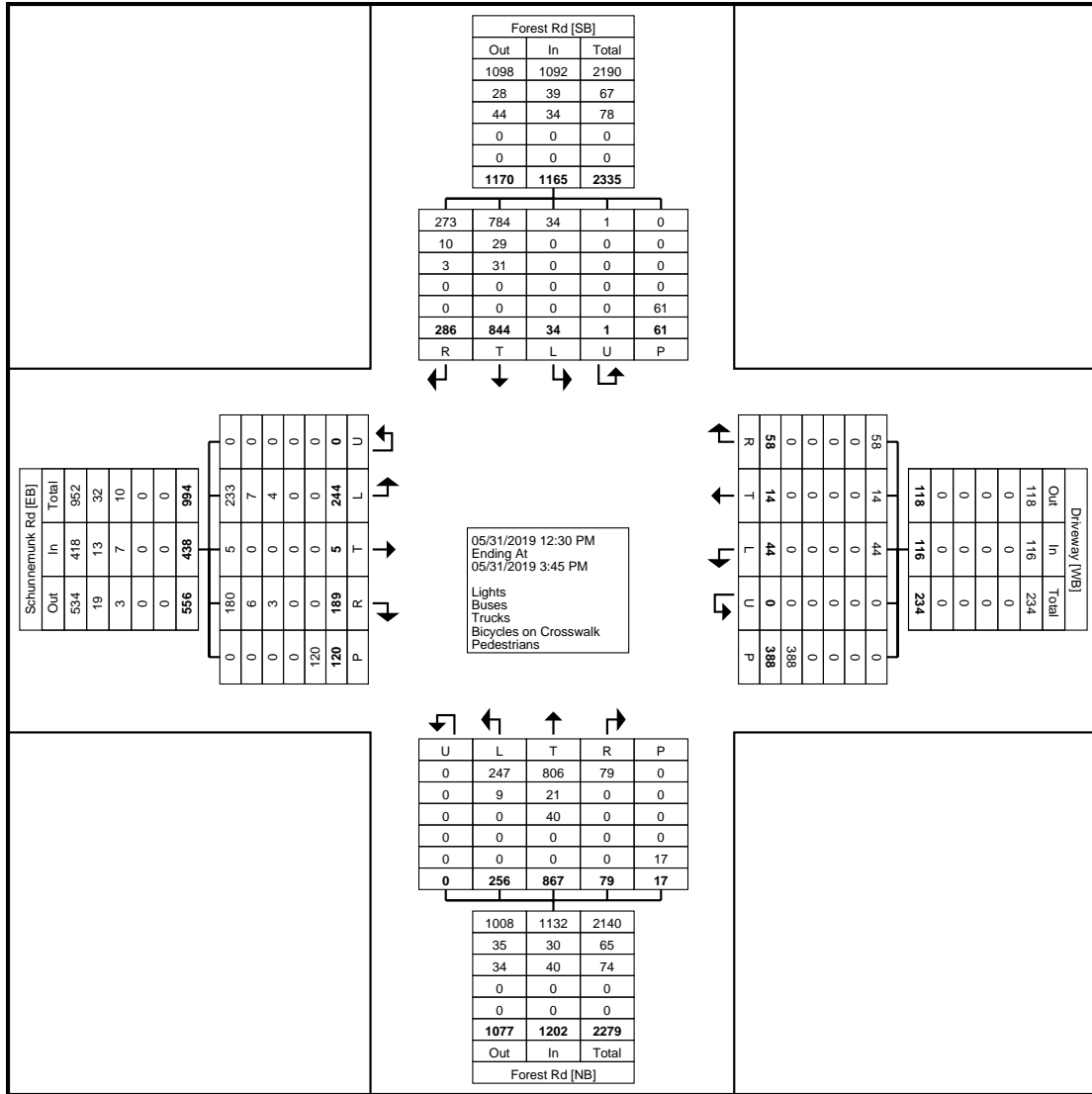
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Kiryas Joel, NY
Bakertown Rd & Seven Springs
Rd
Thursday, June 6, 2019
Location: 41.351139, -
74.152375

Count Name: Bakertown Rd &
Seven Springs Rd Weekday
Site Code:
Start Date: 06/06/2019
Page No: 7

Turning Movement Data

Start Time	Schunemunk Rd Eastbound						Driveway Westbound						Forest Rd Northbound						Forest Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:30 PM	23	0	15	0	20	38	2	2	5	0	31	9	17	67	6	0	0	90	1	76	15	0	16	92	229
12:45 PM	13	0	17	0	13	30	2	1	5	0	39	8	23	64	5	0	0	92	1	70	17	0	2	88	218
Hourly Total	36	0	32	0	33	68	4	3	10	0	70	17	40	131	11	0	0	182	2	146	32	0	18	180	447
1:00 PM	23	0	16	0	10	39	6	1	1	0	28	8	22	81	7	0	0	110	3	75	30	0	2	108	265
1:15 PM	15	0	16	0	10	31	2	1	1	0	39	4	31	66	6	0	2	103	3	72	19	0	1	94	232
1:30 PM	22	0	15	0	12	37	1	2	9	0	29	12	21	72	7	0	2	100	4	77	27	0	2	108	257
1:45 PM	19	1	14	0	5	34	4	1	4	0	38	9	21	79	5	0	0	105	4	70	26	0	8	100	248
Hourly Total	79	1	61	0	37	141	13	5	15	0	134	33	95	298	25	0	4	418	14	294	102	0	13	410	1002
2:00 PM	27	1	15	0	7	43	3	1	8	0	31	12	17	94	6	0	1	117	4	74	27	0	7	105	277
2:15 PM	20	1	13	0	10	34	8	0	4	0	27	12	32	88	6	0	4	126	4	77	24	0	9	105	277
2:30 PM	20	1	20	0	11	41	3	1	7	0	40	11	29	68	6	0	6	103	3	77	28	0	4	108	263
2:45 PM	24	1	15	0	7	40	3	1	6	0	38	10	17	61	12	0	2	90	4	61	30	0	1	95	235
Hourly Total	91	4	63	0	35	158	17	3	25	0	136	45	95	311	30	0	13	436	15	289	109	0	21	413	1052
3:00 PM	12	0	18	0	8	30	3	2	6	0	27	11	18	63	6	0	0	87	1	60	27	1	5	89	217
3:15 PM	26	0	15	0	7	41	7	1	2	0	21	10	8	64	7	0	0	79	2	55	16	0	4	73	203
3:30 PM	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
Grand Total	244	5	189	0	120	438	44	14	58	0	388	116	256	867	79	0	17	1202	34	844	286	1	61	1165	2921
Approach %	55.7	1.1	43.2	0.0	-	-	37.9	12.1	50.0	0.0	-	-	21.3	72.1	6.6	0.0	-	-	2.9	72.4	24.5	0.1	-	-	-
Total %	8.4	0.2	6.5	0.0	-	15.0	1.5	0.5	2.0	0.0	-	4.0	8.8	29.7	2.7	0.0	-	41.2	1.2	28.9	9.8	0.0	-	39.9	-
Lights	233	5	180	0	-	418	44	14	58	0	-	116	247	806	79	0	-	1132	34	784	273	1	-	1092	2758
% Lights	95.5	100.0	95.2	-	-	95.4	100.0	100.0	100.0	-	-	100.0	96.5	93.0	100.0	-	-	94.2	100.0	92.9	95.5	100.0	-	93.7	94.4
Buses	7	0	6	0	-	13	0	0	0	0	-	0	9	21	0	0	-	30	0	29	10	0	-	39	82
% Buses	2.9	0.0	3.2	-	-	3.0	0.0	0.0	0.0	-	-	0.0	3.5	2.4	0.0	-	-	2.5	0.0	3.4	3.5	0.0	-	3.3	2.8
Trucks	4	0	3	0	-	7	0	0	0	0	-	0	0	40	0	0	-	40	0	31	3	0	-	34	81
% Trucks	1.6	0.0	1.6	-	-	1.6	0.0	0.0	0.0	-	-	0.0	0.0	4.6	0.0	-	-	3.3	0.0	3.7	1.0	0.0	-	2.9	2.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	120	-	-	-	-	-	388	-	-	-	-	-	17	-	-	-	-	-	61	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (1:45 PM)

Start Time	Schunemunk Rd Eastbound						Driveway Westbound						Forest Rd Northbound						Forest Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
1:45 PM	19	1	14	0	5	34	4	1	4	0	38	9	21	79	5	0	0	105	4	70	26	0	8	100	248
2:00 PM	27	1	15	0	7	43	3	1	8	0	31	12	17	94	6	0	1	117	4	74	27	0	7	105	277
2:15 PM	20	1	13	0	10	34	8	0	4	0	27	12	32	88	6	0	4	126	4	77	24	0	9	105	277
2:30 PM	20	1	20	0	11	41	3	1	7	0	40	11	29	68	6	0	6	103	3	77	28	0	4	108	263
Total	86	4	62	0	33	152	18	3	23	0	136	44	99	329	23	0	11	451	15	298	105	0	28	418	1065
Approach %	56.6	2.6	40.8	0.0	-	-	40.9	6.8	52.3	0.0	-	-	22.0	72.9	5.1	0.0	-	-	3.6	71.3	25.1	0.0	-	-	-
Total %	8.1	0.4	5.8	0.0	-	14.3	1.7	0.3	2.2	0.0	-	4.1	9.3	30.9	2.2	0.0	-	42.3	1.4	28.0	9.9	0.0	-	39.2	-
PHF	0.796	1.000	0.775	0.000	-	0.884	0.563	0.750	0.719	0.000	-	0.917	0.773	0.875	0.958	0.000	-	0.895	0.938	0.968	0.938	0.000	-	0.968	0.961
Lights	84	4	59	0	-	147	18	3	23	0	-	44	98	308	23	0	-	429	15	288	103	0	-	406	1026
% Lights	97.7	100.0	95.2	-	-	96.7	100.0	100.0	100.0	-	-	100.0	99.0	93.6	100.0	-	-	95.1	100.0	96.6	98.1	-	-	97.1	96.3
Buses	0	0	2	0	-	2	0	0	0	0	-	0	1	5	0	0	-	6	0	3	2	0	-	5	13
% Buses	0.0	0.0	3.2	-	-	1.3	0.0	0.0	0.0	-	-	0.0	1.0	1.5	0.0	-	-	1.3	0.0	1.0	1.9	-	-	1.2	1.2
Trucks	2	0	1	0	-	3	0	0	0	0	-	0	0	16	0	0	-	16	0	7	0	0	-	7	26
% Trucks	2.3	0.0	1.6	-	-	2.0	0.0	0.0	0.0	-	-	0.0	0.0	4.9	0.0	-	-	3.5	0.0	2.3	0.0	-	-	1.7	2.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	33	-	-	-	-	-	136	-	-	-	-	-	11	-	-	-	-	-	28	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Friday, May 31, 2019
Location: 41.342998, -
74.168907

Count Name: Forest Rd &
Schunnemunk Rd Friday
Site Code:
Start Date: 05/31/2019
Page No: 5



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Forest Rd & Schunneunk Rd
Tuesday, June 4, 2019
Location: 41.343013, -
74.168898

Count Name: Forest Rd &
Schunneunk Rd Weekday
Site Code:
Start Date: 06/04/2019
Page No: 1

Turning Movement Data

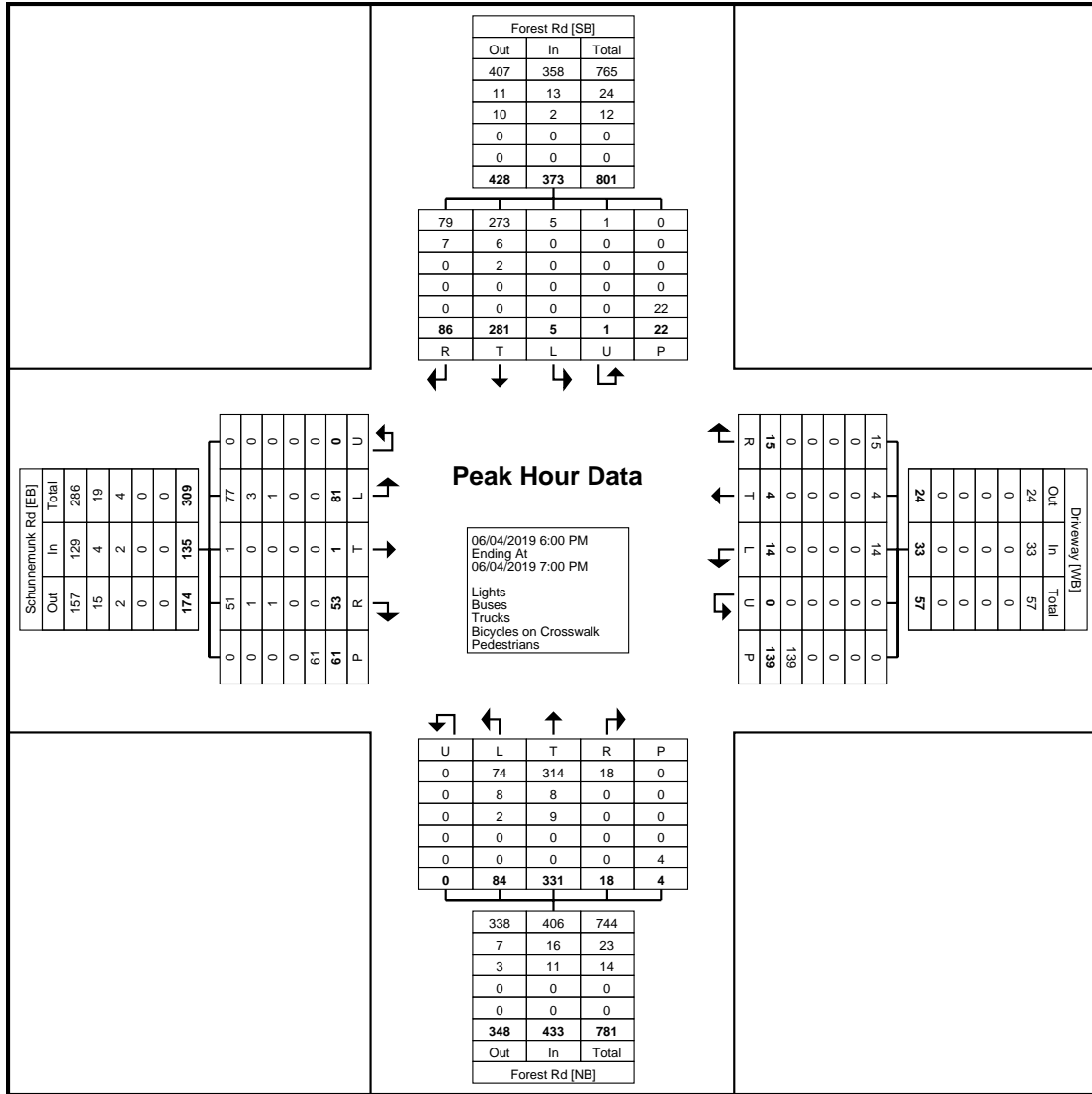
Start Time	Schunneunk Rd Eastbound						Driveway Westbound						Forest Rd Northbound						Forest Rd Southbound						Int. Total	
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total		
8:00 AM	14	0	11	0	6	25	0	1	1	0	8	2	15	44	2	1	0	62	1	61	20	0	0	82	171	
8:15 AM	22	0	10	0	7	32	1	0	1	0	7	2	16	41	0	1	0	58	0	60	17	0	2	77	169	
8:30 AM	21	0	8	0	9	29	1	1	0	0	12	2	15	51	1	0	0	67	1	50	17	0	3	68	166	
8:45 AM	16	0	11	0	6	27	0	0	0	0	9	0	10	46	1	0	0	57	2	71	22	0	5	95	179	
Hourly Total	73	0	40	0	28	113	2	2	2	0	36	6	56	182	4	2	0	244	4	242	76	0	10	322	685	
9:00 AM	28	1	15	0	5	44	1	1	0	0	6	2	23	60	1	0	2	84	2	68	23	0	3	93	223	
9:15 AM	14	1	14	0	4	29	1	0	2	0	9	3	16	51	2	0	0	69	1	58	22	0	1	81	182	
9:30 AM	18	0	16	0	3	34	1	2	0	0	4	3	16	55	0	0	0	71	0	57	19	1	0	77	185	
9:45 AM	15	1	14	0	14	30	1	0	1	0	9	2	15	49	3	1	0	68	3	62	31	0	2	96	196	
Hourly Total	75	3	59	0	26	137	4	3	3	0	28	10	70	215	6	1	2	292	6	245	95	1	6	347	786	
10:00 AM	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	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Hourly Total	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	
5:30 PM	17	1	11	0	5	29	1	2	4	0	27	7	16	71	5	0	1	92	2	62	18	0	2	82	210	
5:45 PM	21	1	20	0	11	42	4	0	1	0	21	5	17	51	1	0	1	69	1	66	23	0	3	90	206	
Hourly Total	38	2	31	0	16	71	5	2	5	0	48	12	33	122	6	0	2	161	3	128	41	0	5	172	416	
6:00 PM	19	1	14	0	13	34	2	1	2	0	28	5	25	75	1	0	0	101	3	67	18	0	2	88	228	
6:15 PM	27	0	14	0	16	41	3	2	6	0	51	11	23	86	5	0	1	114	0	81	21	0	10	102	268	
6:30 PM	13	0	9	0	15	22	6	0	2	0	37	8	21	78	4	0	2	103	1	71	25	1	6	98	231	
6:45 PM	22	0	16	0	17	38	3	1	5	0	23	9	15	92	8	0	1	115	1	62	22	0	4	85	247	
Hourly Total	81	1	53	0	61	135	14	4	15	0	139	33	84	331	18	0	4	433	5	281	86	1	22	373	974	
7:00 PM	20	0	9	0	9	29	3	1	4	0	20	8	15	65	5	0	1	85	3	68	18	0	5	89	211	
7:15 PM	14	0	11	0	3	25	1	1	6	0	22	8	21	59	5	0	3	85	2	57	16	0	3	75	193	
7:30 PM	21	0	13	0	19	34	4	1	3	0	20	8	19	59	1	0	3	79	2	52	20	0	2	74	195	
7:45 PM	21	1	13	0	10	35	1	0	5	0	24	6	10	54	5	0	1	69	4	40	17	1	2	62	172	
Hourly Total	76	1	46	0	41	123	9	3	18	0	86	30	65	237	16	0	8	318	11	217	71	1	12	300	771	
8:00 PM	19	1	11	0	7	31	0	2	4	0	26	6	15	45	2	0	1	62	1	58	22	0	3	81	180	
8:15 PM	14	0	16	0	6	30	6	1	2	0	28	9	23	64	4	0	6	91	4	61	31	0	2	96	226	
8:30 PM	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	
Grand Total	376	8	256	0	185	640	40	17	49	0	391	106	346	1196	56	3	23	1601	34	1232	422	3	60	1691	4038	
Approach %	58.8	1.3	40.0	0.0	-	-	37.7	16.0	46.2	0.0	-	-	21.6	74.7	3.5	0.2	-	-	2.0	72.9	25.0	0.2	-	-	-	
Total %	9.3	0.2	6.3	0.0	-	15.8	1.0	0.4	1.2	0.0	-	2.6	8.6	29.6	1.4	0.1	-	39.6	0.8	30.5	10.5	0.1	-	41.9	-	
Lights	335	8	229	0	-	572	40	16	49	0	-	105	316	1087	56	3	-	1462	34	1159	372	3	-	1568	3707	
% Lights	89.1	100.0	89.5	-	-	89.4	100.0	94.1	100.0	-	-	99.1	91.3	90.9	100.0	100.0	-	91.3	100.0	94.1	88.2	100.0	-	-	92.7	91.8
Buses	35	0	21	0	-	56	0	0	0	0	-	0	26	73	0	0	-	99	0	48	44	0	-	92	247	
% Buses	9.3	0.0	8.2	-	-	8.8	0.0	0.0	0.0	-	-	0.0	7.5	6.1	0.0	0.0	-	6.2	0.0	3.9	10.4	0.0	-	5.4	6.1	
Trucks	6	0	6	0	-	12	0	1	0	0	-	1	4	36	0	0	-	40	0	25	6	0	-	31	84	
% Trucks	1.6	0.0	2.3	-	-	1.9	0.0	5.9	0.0	-	-	0.9	1.2	3.0	0.0	0.0	-	2.5	0.0	2.0	1.4	0.0	-	1.8	2.1	
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	-	-	
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	1.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	
Pedestrians	-	-	-	-	185	-	-	-	-	-	387	-	-	-	-	-	23	-	-	-	-	-	60	-	-	
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	99.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	

Turning Movement Peak Hour Data (9:00 AM)

Start Time	Schunemunk Rd Eastbound						Driveway Westbound						Forest Rd Northbound						Forest Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
9:00 AM	28	1	15	0	5	44	1	1	0	0	6	2	23	60	1	0	2	84	2	68	23	0	3	93	223
9:15 AM	14	1	14	0	4	29	1	0	2	0	9	3	16	51	2	0	0	69	1	58	22	0	1	81	182
9:30 AM	18	0	16	0	3	34	1	2	0	0	4	3	16	55	0	0	0	71	0	57	19	1	0	77	185
9:45 AM	15	1	14	0	14	30	1	0	1	0	9	2	15	49	3	1	0	68	3	62	31	0	2	96	196
Total	75	3	59	0	26	137	4	3	3	0	28	10	70	215	6	1	2	292	6	245	95	1	6	347	786
Approach %	54.7	2.2	43.1	0.0	-	-	40.0	30.0	30.0	0.0	-	-	24.0	73.6	2.1	0.3	-	-	1.7	70.6	27.4	0.3	-	-	-
Total %	9.5	0.4	7.5	0.0	-	17.4	0.5	0.4	0.4	0.0	-	1.3	8.9	27.4	0.8	0.1	-	37.2	0.8	31.2	12.1	0.1	-	44.1	-
PHF	0.670	0.750	0.922	0.000	-	0.778	1.000	0.375	0.375	0.000	-	0.833	0.761	0.896	0.500	0.250	-	0.869	0.500	0.901	0.766	0.250	-	0.904	0.881
Lights	64	3	51	0	-	118	4	3	3	0	-	10	62	188	6	1	-	257	6	224	76	1	-	307	692
% Lights	85.3	100.0	86.4	-	-	86.1	100.0	100.0	100.0	-	-	100.0	88.6	87.4	100.0	100.0	-	88.0	100.0	91.4	80.0	100.0	-	88.5	88.0
Buses	8	0	5	0	-	13	0	0	0	0	-	0	7	15	0	0	-	22	0	15	18	0	-	33	68
% Buses	10.7	0.0	8.5	-	-	9.5	0.0	0.0	0.0	-	-	0.0	10.0	7.0	0.0	0.0	-	7.5	0.0	6.1	18.9	0.0	-	9.5	8.7
Trucks	3	0	3	0	-	6	0	0	0	0	-	0	1	12	0	0	-	13	0	6	1	0	-	7	26
% Trucks	4.0	0.0	5.1	-	-	4.4	0.0	0.0	0.0	-	-	0.0	1.4	5.6	0.0	0.0	-	4.5	0.0	2.4	1.1	0.0	-	2.0	3.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	7.1	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	26	-	-	-	-	26	-	-	-	-	-	-	2	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	92.9	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Turning Movement Peak Hour Data (6:00 PM)

Start Time	Schunemunk Rd Eastbound						Driveway Westbound						Forest Rd Northbound						Forest Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 PM	19	1	14	0	13	34	2	1	2	0	28	5	25	75	1	0	0	101	3	67	18	0	2	88	228
6:15 PM	27	0	14	0	16	41	3	2	6	0	51	11	23	86	5	0	1	114	0	81	21	0	10	102	268
6:30 PM	13	0	9	0	15	22	6	0	2	0	37	8	21	78	4	0	2	103	1	71	25	1	6	98	231
6:45 PM	22	0	16	0	17	38	3	1	5	0	23	9	15	92	8	0	1	115	1	62	22	0	4	85	247
Total	81	1	53	0	61	135	14	4	15	0	139	33	84	331	18	0	4	433	5	281	86	1	22	373	974
Approach %	60.0	0.7	39.3	0.0	-	-	42.4	12.1	45.5	0.0	-	-	19.4	76.4	4.2	0.0	-	-	1.3	75.3	23.1	0.3	-	-	-
Total %	8.3	0.1	5.4	0.0	-	13.9	1.4	0.4	1.5	0.0	-	3.4	8.6	34.0	1.8	0.0	-	44.5	0.5	28.9	8.8	0.1	-	38.3	-
PHF	0.750	0.250	0.828	0.000	-	0.823	0.583	0.500	0.625	0.000	-	0.750	0.840	0.899	0.563	0.000	-	0.941	0.417	0.867	0.860	0.250	-	0.914	0.909
Lights	77	1	51	0	-	129	14	4	15	0	-	33	74	314	18	0	-	406	5	273	79	1	-	358	926
% Lights	95.1	100.0	96.2	-	-	95.6	100.0	100.0	100.0	-	-	100.0	88.1	94.9	100.0	-	-	93.8	100.0	97.2	91.9	100.0	-	96.0	95.1
Buses	3	0	1	0	-	4	0	0	0	0	-	0	8	8	0	0	-	16	0	6	7	0	-	13	33
% Buses	3.7	0.0	1.9	-	-	3.0	0.0	0.0	0.0	-	-	0.0	9.5	2.4	0.0	-	-	3.7	0.0	2.1	8.1	0.0	-	3.5	3.4
Trucks	1	0	1	0	-	2	0	0	0	0	-	0	2	9	0	0	-	11	0	2	0	0	-	2	15
% Trucks	1.2	0.0	1.9	-	-	1.5	0.0	0.0	0.0	-	-	0.0	2.4	2.7	0.0	-	-	2.5	0.0	0.7	0.0	0.0	-	0.5	1.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	61	-	-	-	-	-	139	-	-	-	-	-	4	-	-	-	-	-	22	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (6:00 PM)



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184 Baker Rd

Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Kiryas Joel, NY
Forest Rd & Schunemunk Rd
Tuesday, June 4, 2019
Location: 41.343013, -
74.168898

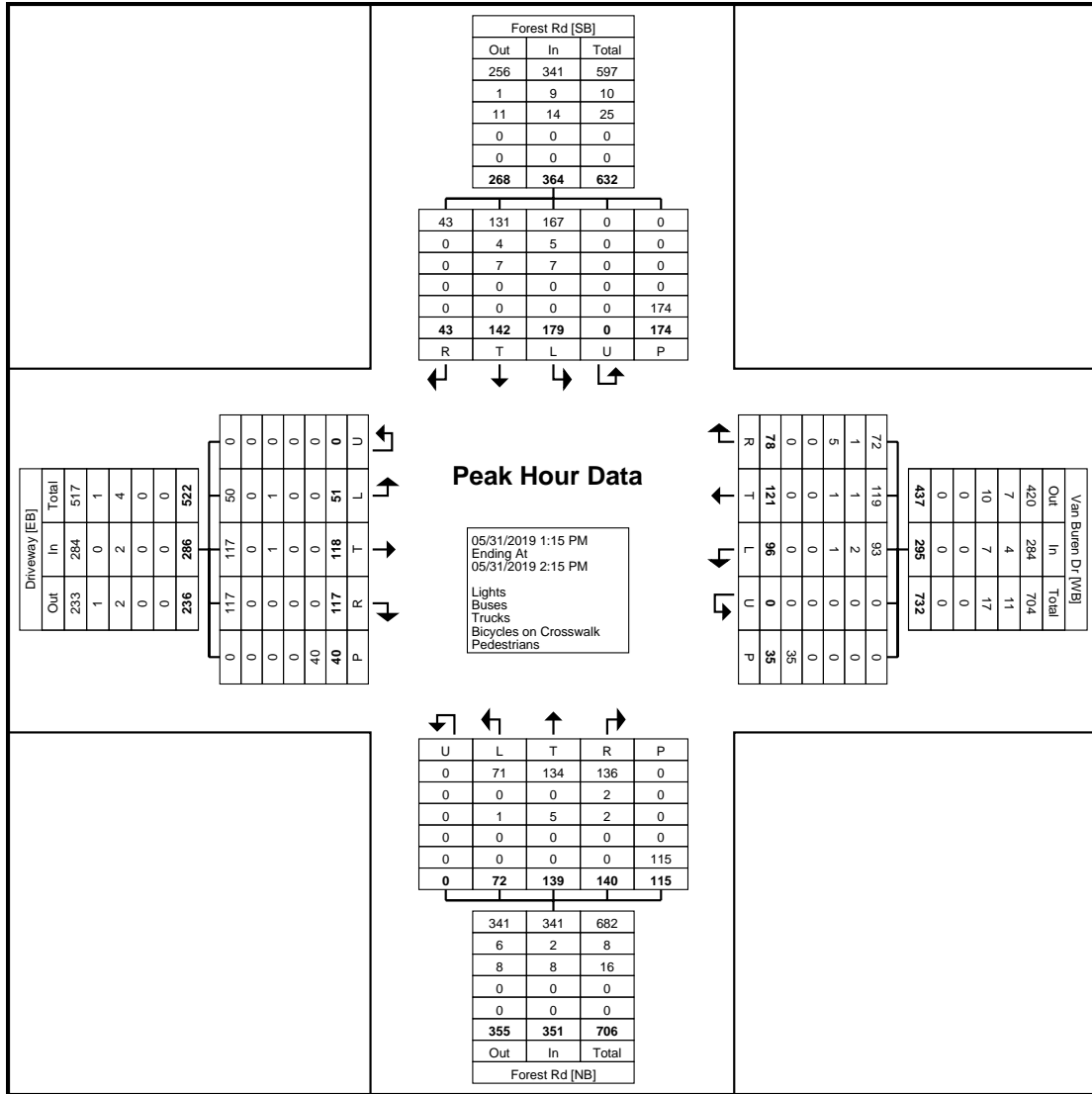
Count Name: Forest Rd &
Schunemunk Rd Weekday
Site Code:
Start Date: 06/04/2019
Page No: 7

Turning Movement Data

Start Time	Driveway Eastbound						Van Buren Dr Westbound						Forest Rd Northbound						Forest Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:30 PM	14	28	22	0	10	64	18	21	18	0	9	57	22	26	31	1	37	80	38	34	9	0	36	81	282
12:45 PM	20	19	20	0	14	59	27	18	19	0	10	64	14	41	34	0	43	89	32	42	10	0	47	84	296
Hourly Total	34	47	42	0	24	123	45	39	37	0	19	121	36	67	65	1	80	169	70	76	19	0	83	165	578
1:00 PM	15	36	21	0	11	72	26	18	15	0	23	59	20	38	28	0	40	86	45	43	8	0	55	96	313
1:15 PM	14	26	20	0	10	60	27	26	17	0	10	70	14	42	28	0	32	84	41	38	15	0	47	94	308
1:30 PM	13	28	25	0	15	66	19	42	14	0	10	75	13	32	30	0	34	75	60	31	9	0	43	100	316
1:45 PM	12	37	35	0	10	84	17	26	25	0	11	68	20	33	46	0	26	99	43	32	13	0	51	88	339
Hourly Total	54	127	101	0	46	282	89	112	71	0	54	272	67	145	132	0	132	344	189	144	45	0	196	378	1276
2:00 PM	12	27	37	0	5	76	33	27	22	0	4	82	25	32	36	0	23	93	35	41	6	0	33	82	333
2:15 PM	11	25	16	0	4	52	16	26	26	0	6	68	19	37	42	0	25	98	42	39	5	0	34	86	304
2:30 PM	8	34	27	0	7	69	17	20	12	0	7	49	18	38	28	0	25	84	35	43	6	0	16	84	286
2:45 PM	12	25	21	0	11	58	18	26	18	0	6	62	22	43	22	0	17	87	43	30	4	0	42	77	284
Hourly Total	43	111	101	0	27	255	84	99	78	0	23	261	84	150	128	0	90	362	155	153	21	0	125	329	1207
3:00 PM	13	22	32	0	6	67	21	17	16	0	8	54	16	28	26	0	31	70	35	36	5	0	18	76	267
3:15 PM	12	21	31	0	7	64	20	9	18	0	7	47	16	22	20	0	12	58	36	34	5	1	21	76	245
3:30 PM	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
Grand Total	156	328	307	0	110	791	259	276	220	0	111	755	219	412	371	1	345	1003	485	443	95	1	443	1024	3573
Approach %	19.7	41.5	38.8	0.0	-	-	34.3	36.6	29.1	0.0	-	-	21.8	41.1	37.0	0.1	-	-	47.4	43.3	9.3	0.1	-	-	-
Total %	4.4	9.2	8.6	0.0	-	22.1	7.2	7.7	6.2	0.0	-	21.1	6.1	11.5	10.4	0.0	-	28.1	13.6	12.4	2.7	0.0	-	28.7	-
Lights	153	325	303	0	-	781	247	274	209	0	-	730	215	403	356	1	-	975	452	413	95	1	-	961	3447
% Lights	98.1	99.1	98.7	-	-	98.7	95.4	99.3	95.0	-	-	96.7	98.2	97.8	96.0	100.0	-	97.2	93.2	93.2	100.0	100.0	-	93.8	96.5
Buses	0	0	0	0	-	0	9	1	3	0	-	13	2	3	10	0	-	15	17	17	0	0	-	34	62
% Buses	0.0	0.0	0.0	-	-	0.0	3.5	0.4	1.4	-	-	1.7	0.9	0.7	2.7	0.0	-	1.5	3.5	3.8	0.0	0.0	-	3.3	1.7
Trucks	3	3	4	0	-	10	3	1	8	0	-	12	2	6	5	0	-	13	16	13	0	0	-	29	64
% Trucks	1.9	0.9	1.3	-	-	1.3	1.2	0.4	3.6	-	-	1.6	0.9	1.5	1.3	0.0	-	1.3	3.3	2.9	0.0	0.0	-	2.8	1.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	110	-	-	-	-	-	111	-	-	-	-	-	345	-	-	-	-	-	443	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Turning Movement Peak Hour Data (1:15 PM)

Start Time	Driveway Eastbound						Van Buren Dr Westbound						Forest Rd Northbound						Forest Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
1:15 PM	14	26	20	0	10	60	27	26	17	0	10	70	14	42	28	0	32	84	41	38	15	0	47	94	308
1:30 PM	13	28	25	0	15	66	19	42	14	0	10	75	13	32	30	0	34	75	60	31	9	0	43	100	316
1:45 PM	12	37	35	0	10	84	17	26	25	0	11	68	20	33	46	0	26	99	43	32	13	0	51	88	339
2:00 PM	12	27	37	0	5	76	33	27	22	0	4	82	25	32	36	0	23	93	35	41	6	0	33	82	333
Total	51	118	117	0	40	286	96	121	78	0	35	295	72	139	140	0	115	351	179	142	43	0	174	364	1296
Approach %	17.8	41.3	40.9	0.0	-	-	32.5	41.0	26.4	0.0	-	-	20.5	39.6	39.9	0.0	-	-	49.2	39.0	11.8	0.0	-	-	-
Total %	3.9	9.1	9.0	0.0	-	22.1	7.4	9.3	6.0	0.0	-	22.8	5.6	10.7	10.8	0.0	-	27.1	13.8	11.0	3.3	0.0	-	28.1	-
PHF	0.911	0.797	0.791	0.000	-	0.851	0.727	0.720	0.780	0.000	-	0.899	0.720	0.827	0.761	0.000	-	0.886	0.746	0.866	0.717	0.000	-	0.910	0.956
Lights	50	117	117	0	-	284	93	119	72	0	-	284	71	134	136	0	-	341	167	131	43	0	-	341	1250
% Lights	98.0	99.2	100.0	-	-	99.3	96.9	98.3	92.3	-	-	96.3	98.6	96.4	97.1	-	-	97.2	93.3	92.3	100.0	-	-	93.7	96.5
Buses	0	0	0	0	-	0	2	1	1	0	-	4	0	0	2	0	-	2	5	4	0	0	-	9	15
% Buses	0.0	0.0	0.0	-	-	0.0	2.1	0.8	1.3	-	-	1.4	0.0	0.0	1.4	-	-	0.6	2.8	2.8	0.0	-	-	2.5	1.2
Trucks	1	1	0	0	-	2	1	1	5	0	-	7	1	5	2	0	-	8	7	7	0	0	-	14	31
% Trucks	2.0	0.8	0.0	-	-	0.7	1.0	0.8	6.4	-	-	2.4	1.4	3.6	1.4	-	-	2.3	3.9	4.9	0.0	-	-	3.8	2.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	40	-	-	-	-	-	35	-	-	-	-	-	115	-	-	-	-	-	174	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (1:15 PM)



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184 Baker Rd

Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Kiryas Joel, NY
Forest Rd & Van Buren Dr
Friday, May 31, 2019
Location: 41.339408, -
74.170734

Count Name: Forest Rd & Van
Buren Dr Friday
Site Code:
Start Date: 05/31/2019
Page No: 5



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184 Baker Rd

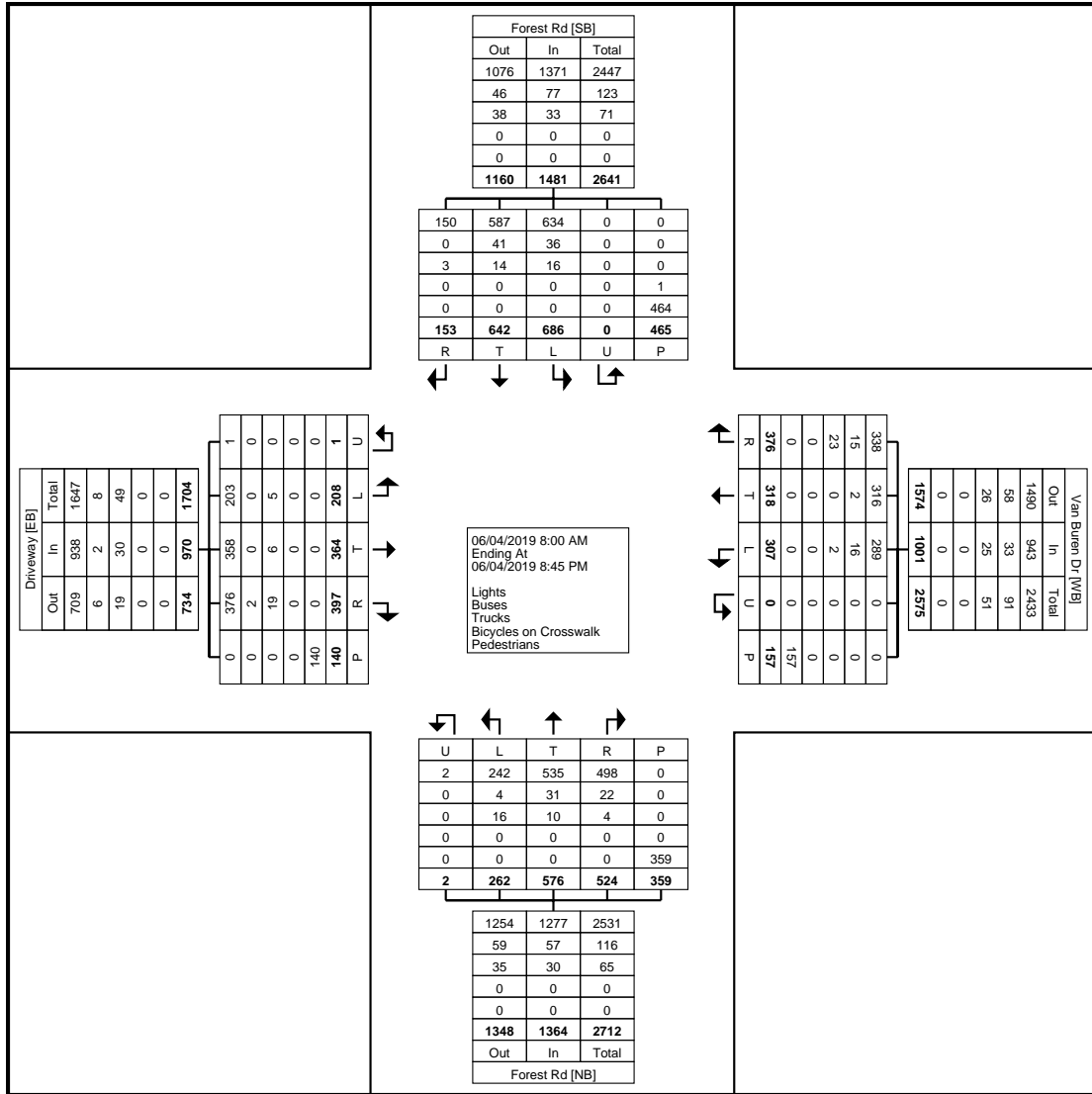
Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Kiryas Joel, NY
Forest Rd & Van Buren Dr
Tuesday, June 4, 2019
Location: 41.339426, -
74.170714

Count Name: Forest Rd & Van
Buren Dr Weekday
Site Code:
Start Date: 06/04/2019
Page No: 1

Turning Movement Data

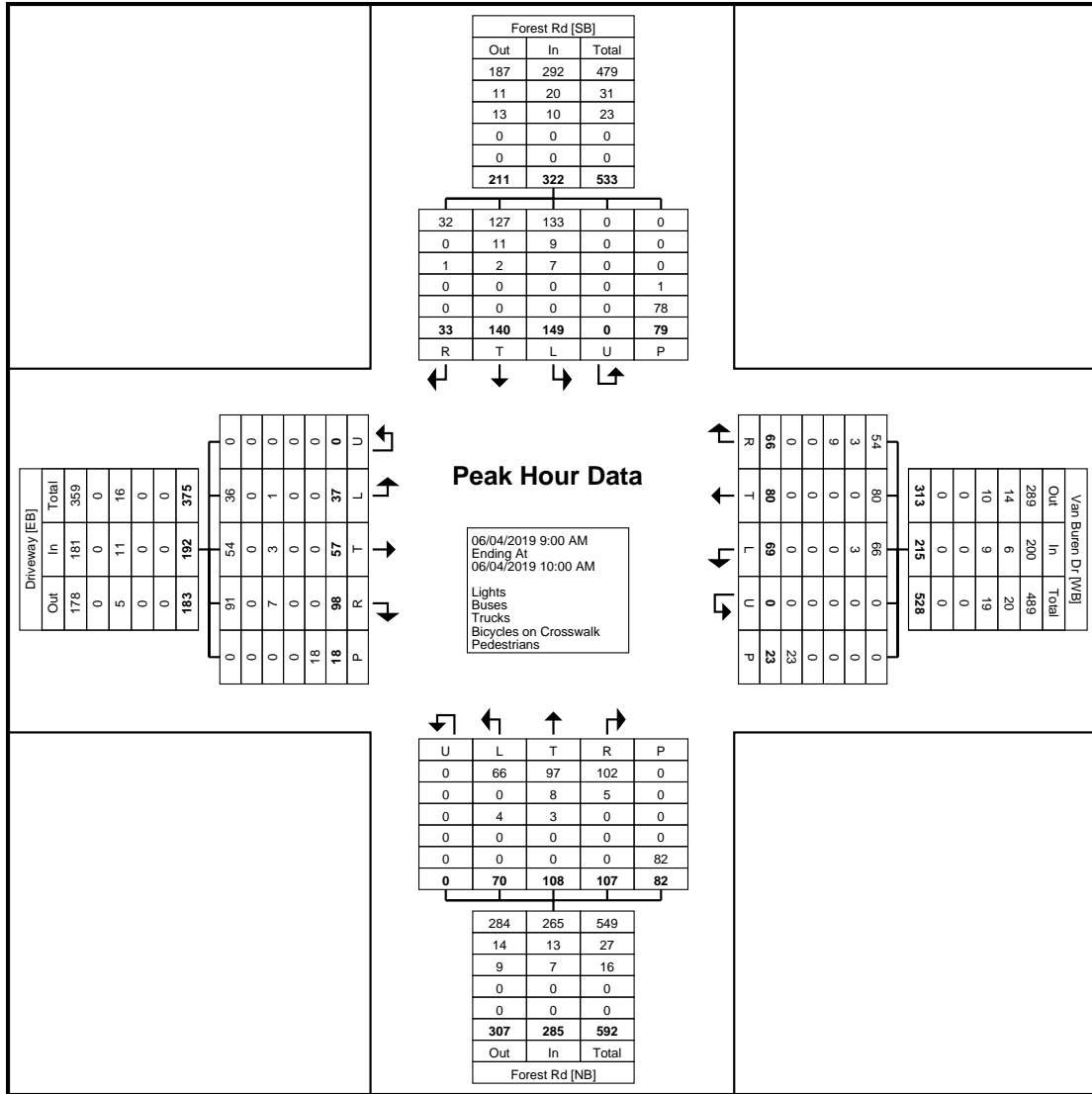
Start Time	Driveway Eastbound						Van Buren Dr Westbound						Forest Rd Northbound						Forest Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	10	11	15	0	7	36	15	13	15	0	3	43	16	26	14	2	17	58	40	33	6	0	7	79	216
8:15 AM	4	13	22	0	7	39	20	16	15	0	4	51	11	23	26	0	15	60	21	26	10	0	7	57	207
8:30 AM	9	8	20	0	11	37	19	22	17	0	2	58	11	29	30	0	19	70	28	23	9	0	15	60	225
8:45 AM	10	22	12	0	12	44	16	19	13	0	10	48	15	22	21	0	14	58	27	29	9	0	17	65	215
Hourly Total	33	54	69	0	37	156	70	70	60	0	19	200	53	100	91	2	65	246	116	111	34	0	46	261	863
9:00 AM	12	14	20	0	5	46	12	20	17	0	3	49	17	26	27	0	21	70	50	39	5	0	19	94	259
9:15 AM	7	11	24	0	2	42	21	20	14	0	11	55	16	29	28	0	21	73	26	32	10	0	15	68	238
9:30 AM	8	13	25	0	9	46	18	24	14	0	8	56	20	26	26	0	12	72	41	39	6	0	16	86	260
9:45 AM	10	19	29	0	2	58	18	16	21	0	1	55	17	27	26	0	28	70	32	30	12	0	29	74	257
Hourly Total	37	57	98	0	18	192	69	80	66	0	23	215	70	108	107	0	82	285	149	140	33	0	79	322	1014
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM	14	17	21	0	15	52	14	12	25	0	5	51	13	29	22	0	17	64	37	31	4	0	36	72	239
5:45 PM	10	15	23	0	8	48	13	19	19	0	7	51	11	26	32	0	18	69	35	32	12	0	35	79	247
Hourly Total	24	32	44	0	23	100	27	31	44	0	12	102	24	55	54	0	35	133	72	63	16	0	71	151	486
6:00 PM	8	31	35	0	11	74	16	17	23	0	20	56	16	34	36	0	17	86	51	38	9	0	38	98	314
6:15 PM	12	19	23	0	6	54	21	15	25	0	9	61	12	38	28	0	31	78	42	38	12	0	48	92	285
6:30 PM	20	27	13	0	9	60	17	17	18	0	17	52	17	40	32	0	30	89	36	37	10	0	44	83	284
6:45 PM	17	22	10	0	5	49	14	18	28	0	14	60	13	36	27	0	24	76	38	31	9	0	30	78	263
Hourly Total	57	99	81	0	31	237	68	67	94	0	60	229	58	148	123	0	102	329	167	144	40	0	160	351	1146
7:00 PM	14	28	15	0	10	57	11	17	24	0	10	52	12	25	27	0	20	64	36	40	6	0	28	82	255
7:15 PM	17	27	15	0	1	59	14	14	12	0	4	40	9	33	19	0	16	61	26	35	12	0	17	73	233
7:30 PM	11	19	21	0	1	51	13	11	12	0	4	36	6	28	24	0	8	58	26	25	5	0	19	56	201
7:45 PM	6	20	15	0	8	41	13	12	19	0	10	44	8	24	25	0	11	57	24	24	1	0	18	49	191
Hourly Total	48	94	66	0	20	208	51	54	67	0	28	172	35	110	95	0	55	240	112	124	24	0	82	260	880
8:00 PM	7	17	24	1	8	49	11	11	26	0	11	48	11	24	20	0	13	55	31	32	2	0	19	65	217
8:15 PM	2	11	15	0	3	28	11	5	19	0	4	35	11	31	34	0	7	76	39	28	4	0	8	71	210
8:30 PM	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
Grand Total	208	364	397	1	140	970	307	318	376	0	157	1001	262	576	524	2	359	1364	686	642	153	0	465	1481	4816
Approach %	21.4	37.5	40.9	0.1	-	-	30.7	31.8	37.6	0.0	-	-	19.2	42.2	38.4	0.1	-	-	46.3	43.3	10.3	0.0	-	-	-
Total %	4.3	7.6	8.2	0.0	-	20.1	6.4	6.6	7.8	0.0	-	20.8	5.4	12.0	10.9	0.0	-	28.3	14.2	13.3	3.2	0.0	-	30.8	-
Lights	203	358	376	1	-	938	289	316	338	0	-	943	242	535	498	2	-	1277	634	587	150	0	-	1371	4529
% Lights	97.6	98.4	94.7	100.0	-	96.7	94.1	99.4	89.9	-	-	94.2	92.4	92.9	95.0	100.0	-	93.6	92.4	91.4	98.0	-	-	92.6	94.0
Buses	0	0	2	0	-	2	16	2	15	0	-	33	4	31	22	0	-	57	36	41	0	0	-	77	169
% Buses	0.0	0.0	0.5	0.0	-	0.2	5.2	0.6	4.0	-	-	3.3	1.5	5.4	4.2	0.0	-	4.2	5.2	6.4	0.0	0	-	5.2	3.5
Trucks	5	6	19	0	-	30	2	0	23	0	-	25	16	10	4	0	-	30	16	14	3	0	-	33	118
% Trucks	2.4	1.6	4.8	0.0	-	3.1	0.7	0.0	6.1	-	-	2.5	6.1	1.7	0.8	0.0	-	2.2	2.3	2.2	2.0	-	-	2.2	2.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.2	-	-
Pedestrians	-	-	-	-	140	-	-	-	-	-	157	-	-	-	-	-	359	-	-	-	-	-	464	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	99.8	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (9:00 AM)

Start Time	Driveway Eastbound						Van Buren Dr Westbound						Forest Rd Northbound						Forest Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
9:00 AM	12	14	20	0	5	46	12	20	17	0	3	49	17	26	27	0	21	70	50	39	5	0	19	94	259
9:15 AM	7	11	24	0	2	42	21	20	14	0	11	55	16	29	28	0	21	73	26	32	10	0	15	68	238
9:30 AM	8	13	25	0	9	46	18	24	14	0	8	56	20	26	26	0	12	72	41	39	6	0	16	86	260
9:45 AM	10	19	29	0	2	58	18	16	21	0	1	55	17	27	26	0	28	70	32	30	12	0	29	74	257
Total	37	57	98	0	18	192	69	80	66	0	23	215	70	108	107	0	82	285	149	140	33	0	79	322	1014
Approach %	19.3	29.7	51.0	0.0	-	-	32.1	37.2	30.7	0.0	-	-	24.6	37.9	37.5	0.0	-	-	46.3	43.5	10.2	0.0	-	-	-
Total %	3.6	5.6	9.7	0.0	-	18.9	6.8	7.9	6.5	0.0	-	21.2	6.9	10.7	10.6	0.0	-	28.1	14.7	13.8	3.3	0.0	-	31.8	-
PHF	0.771	0.750	0.845	0.000	-	0.828	0.821	0.833	0.786	0.000	-	0.960	0.875	0.931	0.955	0.000	-	0.976	0.745	0.897	0.688	0.000	-	0.856	0.975
Lights	36	54	91	0	-	181	66	80	54	0	-	200	66	97	102	0	-	265	133	127	32	0	-	292	938
% Lights	97.3	94.7	92.9	-	-	94.3	95.7	100.0	81.8	-	-	93.0	94.3	89.8	95.3	-	-	93.0	89.3	90.7	97.0	-	-	90.7	92.5
Buses	0	0	0	0	-	0	3	0	3	0	-	6	0	8	5	0	-	13	9	11	0	0	-	20	39
% Buses	0.0	0.0	0.0	-	-	0.0	4.3	0.0	4.5	-	-	2.8	0.0	7.4	4.7	-	-	4.6	6.0	7.9	0.0	-	-	6.2	3.8
Trucks	1	3	7	0	-	11	0	0	9	0	-	9	4	3	0	0	-	7	7	2	1	0	-	10	37
% Trucks	2.7	5.3	7.1	-	-	5.7	0.0	0.0	13.6	-	-	4.2	5.7	2.8	0.0	-	-	2.5	4.7	1.4	3.0	-	-	3.1	3.6
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	1.3	-	-
Pedestrians	-	-	-	-	18	-	-	-	-	-	23	-	-	-	-	-	82	-	-	-	-	-	78	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	98.7	-	-

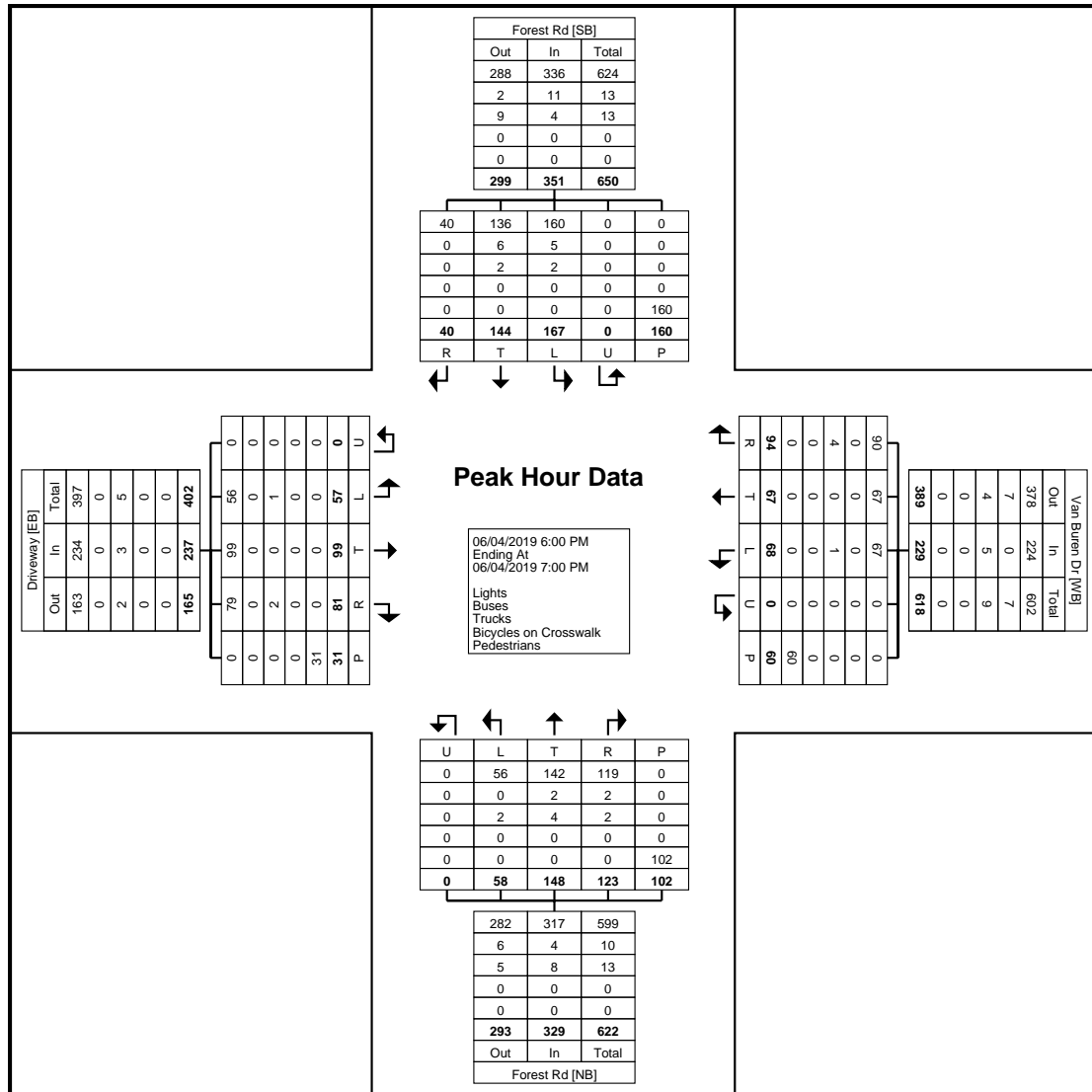


Turning Movement Peak Hour Data Plot (9:00 AM)

Turning Movement Peak Hour Data (6:00 PM)

Start Time	Driveway Eastbound						Van Buren Dr Westbound						Forest Rd Northbound						Forest Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 PM	8	31	35	0	11	74	16	17	23	0	20	56	16	34	36	0	17	86	51	38	9	0	38	98	314
6:15 PM	12	19	23	0	6	54	21	15	25	0	9	61	12	38	28	0	31	78	42	38	12	0	48	92	285
6:30 PM	20	27	13	0	9	60	17	17	18	0	17	52	17	40	32	0	30	89	36	37	10	0	44	83	284
6:45 PM	17	22	10	0	5	49	14	18	28	0	14	60	13	36	27	0	24	76	38	31	9	0	30	78	263
Total	57	99	81	0	31	237	68	67	94	0	60	229	58	148	123	0	102	329	167	144	40	0	160	351	1146
Approach %	24.1	41.8	34.2	0.0	-	-	29.7	29.3	41.0	0.0	-	-	17.6	45.0	37.4	0.0	-	-	47.6	41.0	11.4	0.0	-	-	-
Total %	5.0	8.6	7.1	0.0	-	20.7	5.9	5.8	8.2	0.0	-	20.0	5.1	12.9	10.7	0.0	-	28.7	14.6	12.6	3.5	0.0	-	30.6	-
PHF	0.713	0.798	0.579	0.000	-	0.801	0.810	0.931	0.839	0.000	-	0.939	0.853	0.925	0.854	0.000	-	0.924	0.819	0.947	0.833	0.000	-	0.895	0.912
Lights	56	99	79	0	-	234	67	67	90	0	-	224	56	142	119	0	-	317	160	136	40	0	-	336	1111
% Lights	98.2	100.0	97.5	-	-	98.7	98.5	100.0	95.7	-	-	97.8	96.6	95.9	96.7	-	-	96.4	95.8	94.4	100.0	-	-	95.7	96.9
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	2	2	0	-	4	5	6	0	0	-	11	15
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	1.4	1.6	-	-	1.2	3.0	4.2	0.0	-	-	3.1	1.3
Trucks	1	0	2	0	-	3	1	0	4	0	-	5	2	4	2	0	-	8	2	2	0	0	-	4	20
% Trucks	1.8	0.0	2.5	-	-	1.3	1.5	0.0	4.3	-	-	2.2	3.4	2.7	1.6	-	-	2.4	1.2	1.4	0.0	-	-	1.1	1.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	31	-	-	-	-	-	60	-	-	-	-	-	102	-	-	-	-	-	160	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Forest Rd & Van Buren Dr
Tuesday, June 4, 2019
Location: 41.339426, -
74.170714



Turning Movement Peak Hour Data Plot (6:00 PM)



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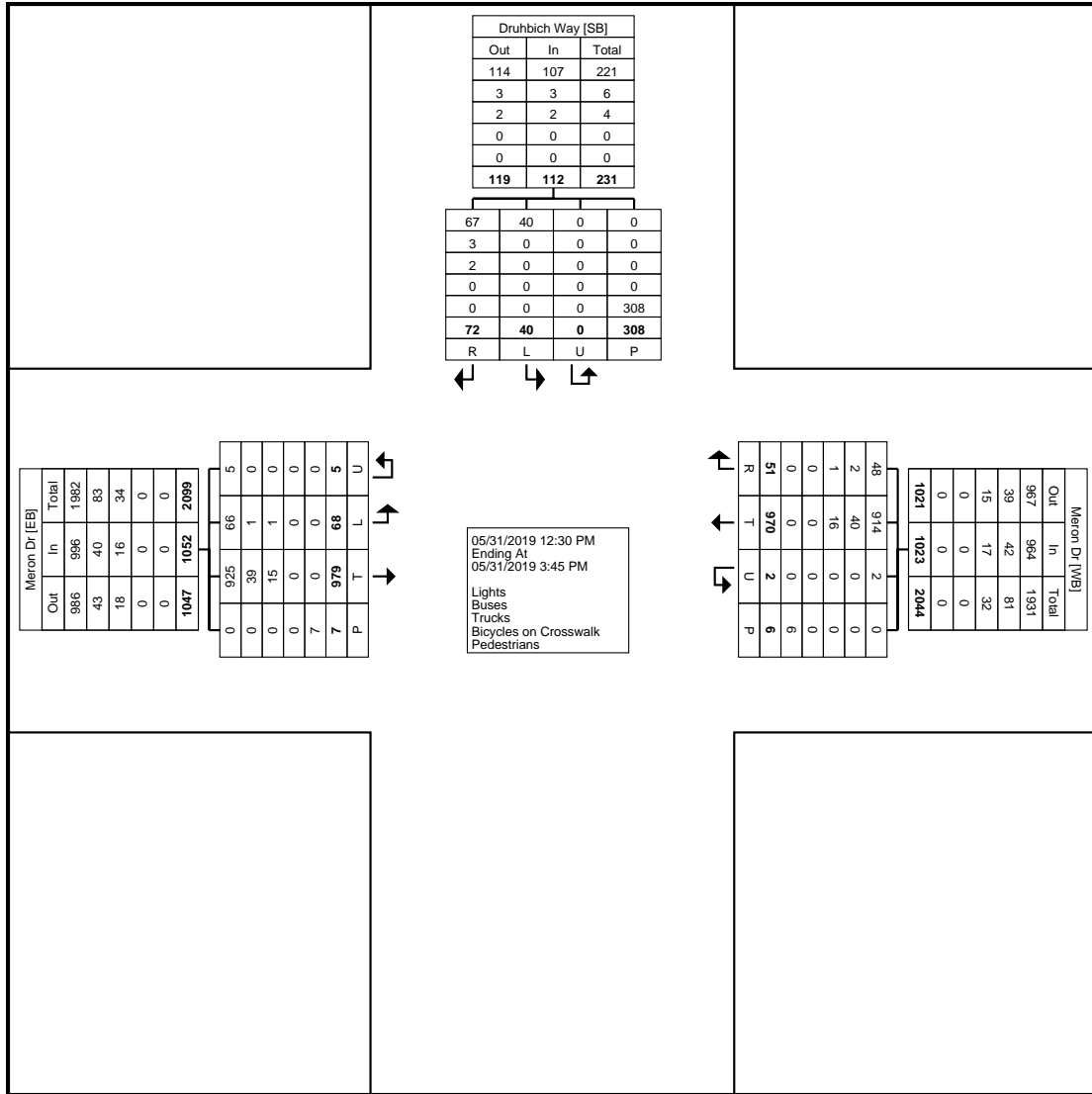
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Kiryas Joel, NY
Forest Rd & Van Buren Dr
Tuesday, June 4, 2019
Location: 41.339426, -
74.170714

Count Name: Forest Rd & Van
Buren Dr Weekday
Site Code:
Start Date: 06/04/2019
Page No: 7

Turning Movement Data

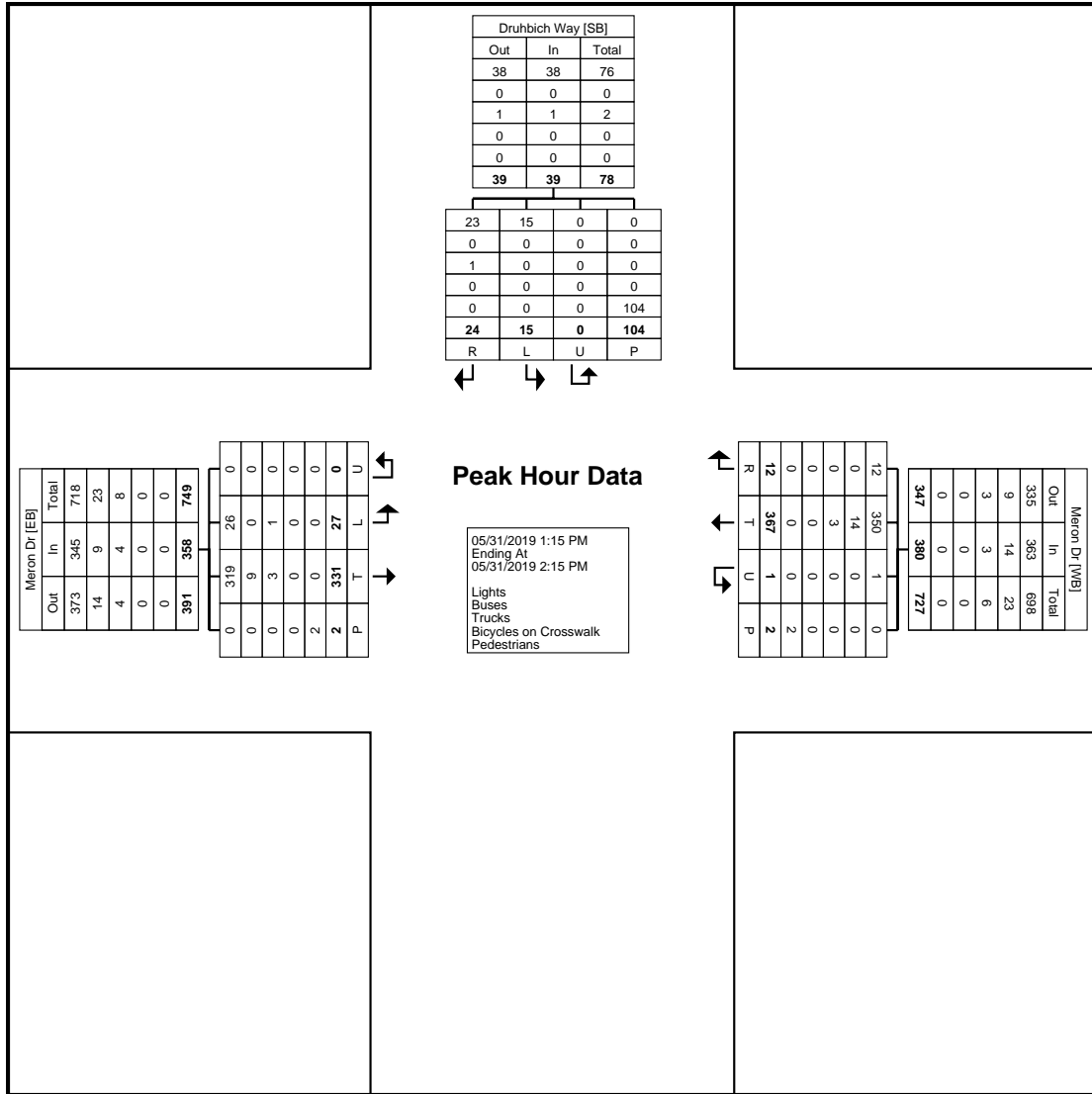
Start Time	Meron Dr Eastbound					Meron Dr Westbound					Druhlich Way Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
12:30 PM	2	75	0	2	77	83	5	0	0	88	1	7	0	31	8	173
12:45 PM	4	85	0	0	89	68	5	1	1	74	1	4	0	42	5	168
Hourly Total	6	160	0	2	166	151	10	1	1	162	2	11	0	73	13	341
1:00 PM	4	86	2	0	92	83	4	0	0	87	5	4	0	38	9	188
1:15 PM	5	72	0	2	77	107	4	0	0	111	2	2	0	42	4	192
1:30 PM	10	86	0	0	96	94	2	0	0	96	5	7	0	18	12	204
1:45 PM	5	82	0	0	87	78	5	1	0	84	3	9	0	23	12	183
Hourly Total	24	326	2	2	352	362	15	1	0	378	15	22	0	121	37	767
2:00 PM	7	91	0	0	98	88	1	0	2	89	5	6	0	21	11	198
2:15 PM	10	80	0	0	90	63	5	0	0	68	3	8	0	25	11	169
2:30 PM	6	88	2	3	96	65	5	0	2	70	3	4	0	25	7	173
2:45 PM	3	84	0	0	87	79	5	0	1	84	4	12	0	15	16	187
Hourly Total	26	343	2	3	371	295	16	0	5	311	15	30	0	86	45	727
3:00 PM	3	72	1	0	76	85	4	0	0	89	4	4	0	12	8	173
3:15 PM	9	78	0	0	87	77	6	0	0	83	4	5	0	16	9	179
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	68	979	5	7	1052	970	51	2	6	1023	40	72	0	308	112	2187
Approach %	6.5	93.1	0.5	-	-	94.8	5.0	0.2	-	-	35.7	64.3	0.0	-	-	-
Total %	3.1	44.8	0.2	-	48.1	44.4	2.3	0.1	-	46.8	1.8	3.3	0.0	-	5.1	-
Lights	66	925	5	-	996	914	48	2	-	964	40	67	0	-	107	2067
% Lights	97.1	94.5	100.0	-	94.7	94.2	94.1	100.0	-	94.2	100.0	93.1	-	-	95.5	94.5
Buses	1	39	0	-	40	40	2	0	-	42	0	3	0	-	3	85
% Buses	1.5	4.0	0.0	-	3.8	4.1	3.9	0.0	-	4.1	0.0	4.2	-	-	2.7	3.9
Trucks	1	15	0	-	16	16	1	0	-	17	0	2	0	-	2	35
% Trucks	1.5	1.5	0.0	-	1.5	1.6	2.0	0.0	-	1.7	0.0	2.8	-	-	1.8	1.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	7	-	-	-	-	6	-	-	-	-	308	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (1:15 PM)

Start Time	Meron Dr Eastbound					Meron Dr Westbound					Druhlich Way Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
1:15 PM	5	72	0	2	77	107	4	0	0	111	2	2	0	42	4	192
1:30 PM	10	86	0	0	96	94	2	0	0	96	5	7	0	18	12	204
1:45 PM	5	82	0	0	87	78	5	1	0	84	3	9	0	23	12	183
2:00 PM	7	91	0	0	98	88	1	0	2	89	5	6	0	21	11	198
Total	27	331	0	2	358	367	12	1	2	380	15	24	0	104	39	777
Approach %	7.5	92.5	0.0	-	-	96.6	3.2	0.3	-	-	38.5	61.5	0.0	-	-	-
Total %	3.5	42.6	0.0	-	46.1	47.2	1.5	0.1	-	48.9	1.9	3.1	0.0	-	5.0	-
PHF	0.675	0.909	0.000	-	0.913	0.857	0.600	0.250	-	0.856	0.750	0.667	0.000	-	0.813	0.952
Lights	26	319	0	-	345	350	12	1	-	363	15	23	0	-	38	746
% Lights	96.3	96.4	-	-	96.4	95.4	100.0	100.0	-	95.5	100.0	95.8	-	-	97.4	96.0
Buses	0	9	0	-	9	14	0	0	-	14	0	0	0	-	0	23
% Buses	0.0	2.7	-	-	2.5	3.8	0.0	0.0	-	3.7	0.0	0.0	-	-	0.0	3.0
Trucks	1	3	0	-	4	3	0	0	-	3	0	1	0	-	1	8
% Trucks	3.7	0.9	-	-	1.1	0.8	0.0	0.0	-	0.8	0.0	4.2	-	-	2.6	1.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	2	-	-	-	-	2	-	-	-	-	104	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (1:15 PM)



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Kiryas Joel, NY
Meron Dr & Druhlich Way
Friday, May 31, 2019
Location: 41.335039, -
74.164283

Count Name: Meron Dr &
Druhlich Way Friday
Site Code:
Start Date: 05/31/2019
Page No: 5



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184 Baker Rd

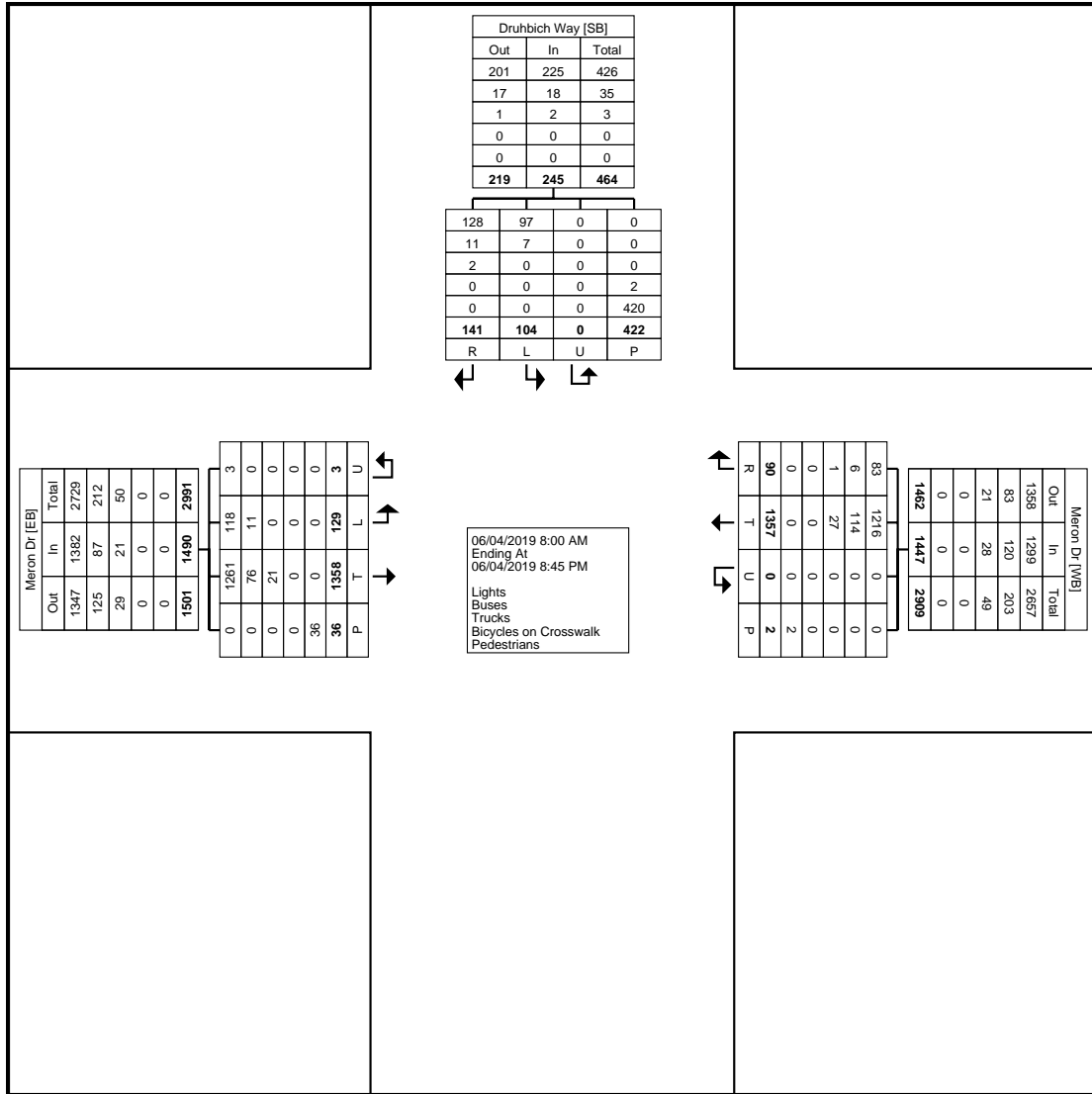
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Kiryas Joel, NY
Meron Dr & Druhlich Way
Tuesday, June 4, 2019
Location: 41.335033, -
74.164256

Count Name: Meron Dr &
Druhlich Way Weekday
Site Code:
Start Date: 06/04/2019
Page No: 1

Turning Movement Data

Start Time	Meron Dr Eastbound					Meron Dr Westbound					Druhlich Way Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:00 AM	8	44	0	1	52	42	2	0	0	44	6	11	0	10	17	113
8:15 AM	9	57	0	11	66	60	8	0	0	68	13	11	0	7	24	158
8:30 AM	6	66	0	3	72	74	9	0	0	83	5	11	0	15	16	171
8:45 AM	7	65	0	5	72	67	6	0	0	73	9	15	0	25	24	169
Hourly Total	30	232	0	20	262	243	25	0	0	268	33	48	0	57	81	611
9:00 AM	15	84	0	2	99	78	6	0	0	84	5	7	0	25	12	195
9:15 AM	9	75	0	1	84	78	8	0	2	86	11	13	0	12	24	194
9:30 AM	13	46	0	3	59	46	4	0	0	50	8	10	0	8	18	127
9:45 AM	3	80	0	0	83	67	5	0	0	72	10	7	0	22	17	172
Hourly Total	40	285	0	6	325	269	23	0	2	292	34	37	0	67	71	688
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	4	58	0	2	62	53	4	0	0	57	2	8	0	36	10	129
5:45 PM	6	60	0	1	66	70	4	0	0	74	1	1	0	20	2	142
Hourly Total	10	118	0	3	128	123	8	0	0	131	3	9	0	56	12	271
6:00 PM	5	73	1	0	79	95	2	0	0	97	4	2	0	20	6	182
6:15 PM	8	82	2	1	92	74	5	0	0	79	7	10	0	41	17	188
6:30 PM	4	73	0	2	77	68	2	0	0	70	6	2	0	37	8	155
6:45 PM	3	63	0	0	66	72	3	0	0	75	0	6	0	37	6	147
Hourly Total	20	291	3	3	314	309	12	0	0	321	17	20	0	135	37	672
7:00 PM	4	77	0	0	81	89	3	0	0	92	1	6	0	20	7	180
7:15 PM	3	59	0	2	62	69	5	0	0	74	3	8	0	15	11	147
7:30 PM	1	70	0	0	71	59	4	0	0	63	3	1	0	8	4	138
7:45 PM	4	95	0	1	99	62	3	0	0	65	1	5	0	22	6	170
Hourly Total	12	301	0	3	313	279	15	0	0	294	8	20	0	65	28	635
8:00 PM	8	72	0	0	80	66	3	0	0	69	5	4	0	17	9	158
8:15 PM	9	59	0	1	68	68	4	0	0	72	4	3	0	25	7	147
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	129	1358	3	36	1490	1357	90	0	2	1447	104	141	0	422	245	3182
Approach %	8.7	91.1	0.2	-	-	93.8	6.2	0.0	-	-	42.4	57.6	0.0	-	-	-
Total %	4.1	42.7	0.1	-	46.8	42.6	2.8	0.0	-	45.5	3.3	4.4	0.0	-	7.7	-
Lights	118	1261	3	-	1382	1216	83	0	-	1299	97	128	0	-	225	2906
% Lights	91.5	92.9	100.0	-	92.8	89.6	92.2	-	-	89.8	93.3	90.8	-	-	91.8	91.3
Buses	11	76	0	-	87	114	6	0	-	120	7	11	0	-	18	225
% Buses	8.5	5.6	0.0	-	5.8	8.4	6.7	-	-	8.3	6.7	7.8	-	-	7.3	7.1
Trucks	0	21	0	-	21	27	1	0	-	28	0	2	0	-	2	51
% Trucks	0.0	1.5	0.0	-	1.4	2.0	1.1	-	-	1.9	0.0	1.4	-	-	0.8	1.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.5	-	-
Pedestrians	-	-	-	36	-	-	-	-	2	-	-	-	-	420	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	99.5	-	-



Turning Movement Data Plot



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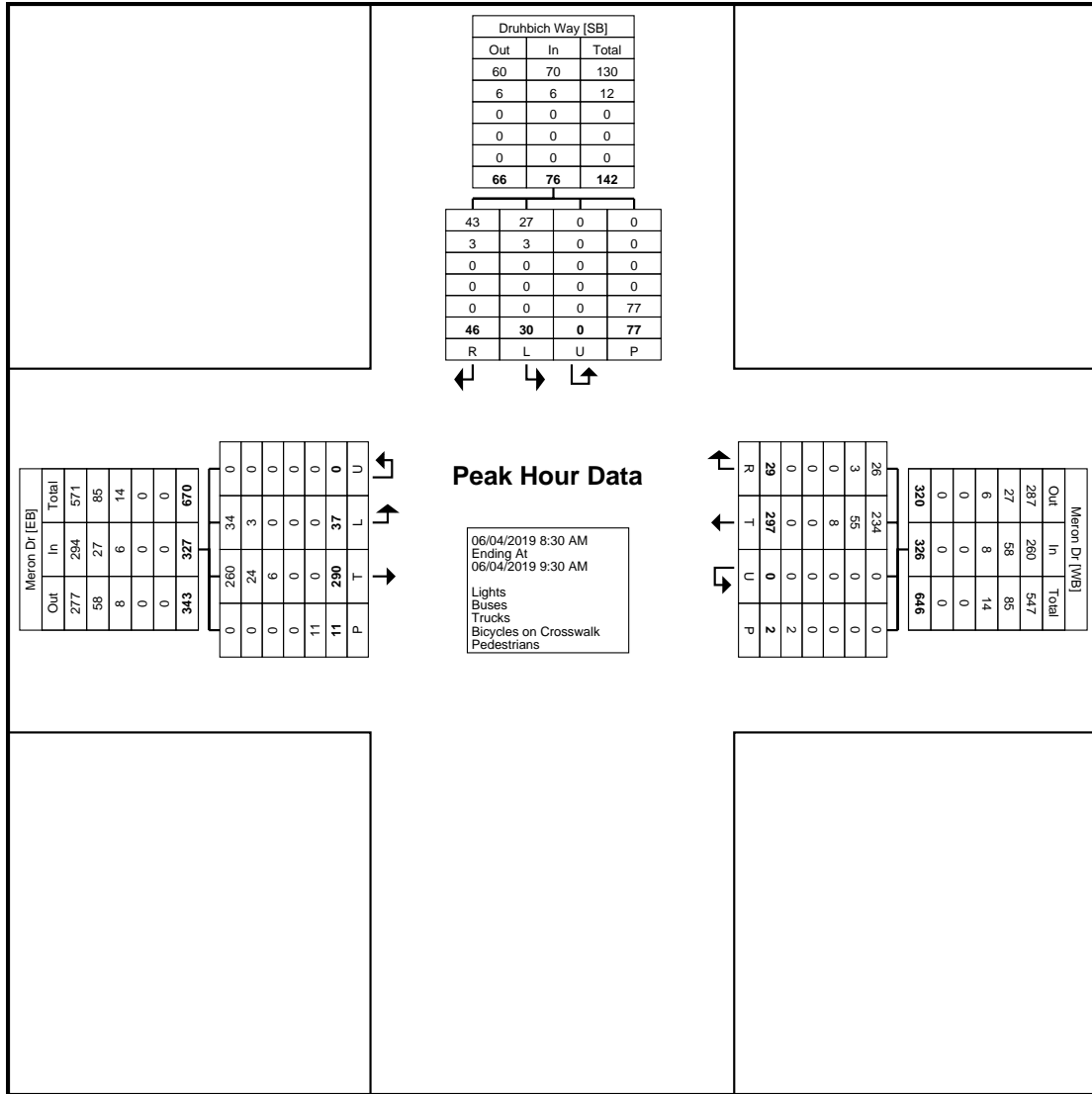
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Count Name: Meron Dr &
Druhlich Way Weekday
Site Code:
Start Date: 06/04/2019
Page No: 3

Kiryas Joel, NY
Meron Dr & Druhlich Way
Tuesday, June 4, 2019
Location: 41.335033, -
74.164256

Turning Movement Peak Hour Data (8:30 AM)

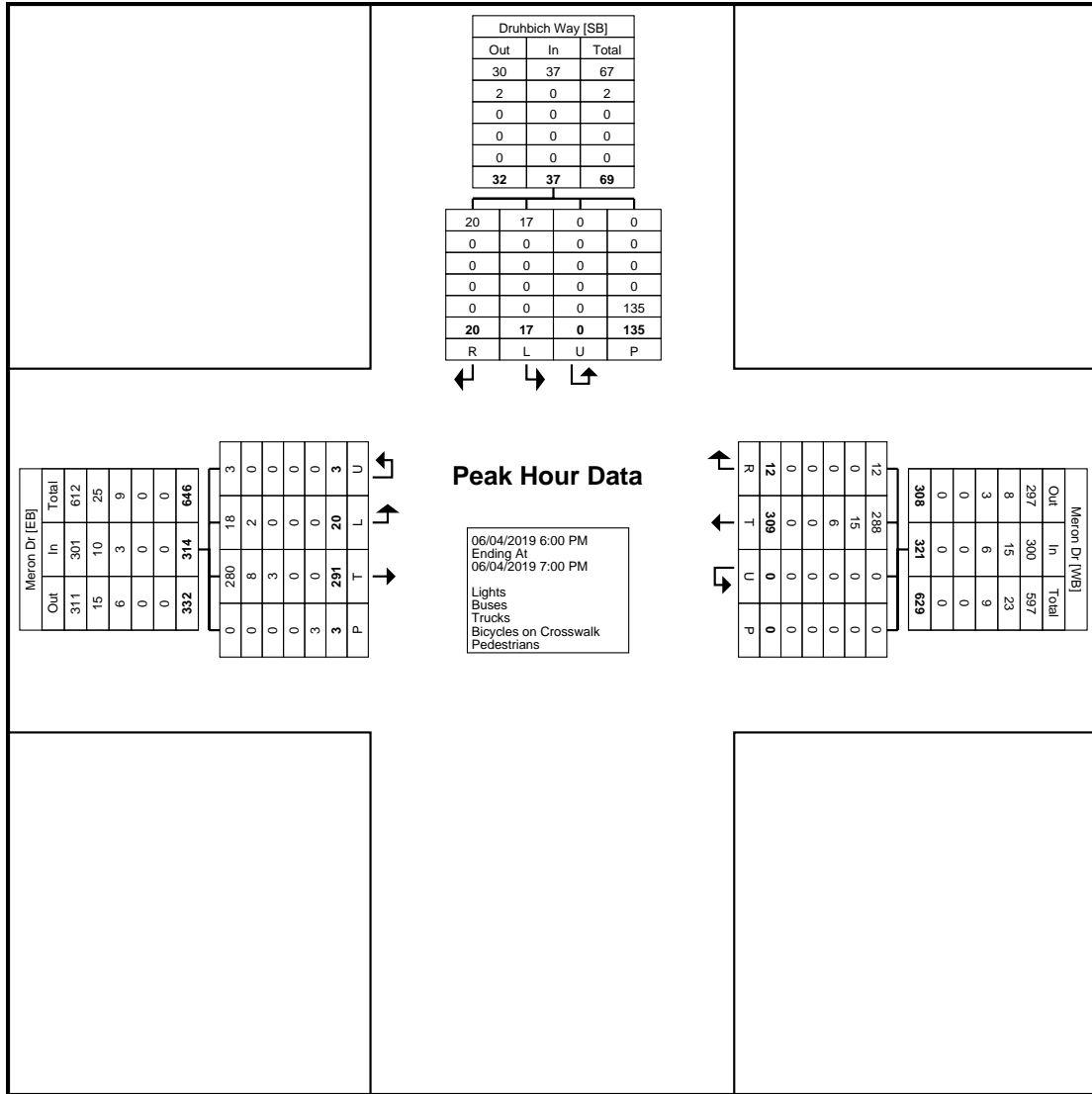
Start Time	Meron Dr Eastbound					Meron Dr Westbound					Druhlich Way Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:30 AM	6	66	0	3	72	74	9	0	0	83	5	11	0	15	16	171
8:45 AM	7	65	0	5	72	67	6	0	0	73	9	15	0	25	24	169
9:00 AM	15	84	0	2	99	78	6	0	0	84	5	7	0	25	12	195
9:15 AM	9	75	0	1	84	78	8	0	2	86	11	13	0	12	24	194
Total	37	290	0	11	327	297	29	0	2	326	30	46	0	77	76	729
Approach %	11.3	88.7	0.0	-	-	91.1	8.9	0.0	-	-	39.5	60.5	0.0	-	-	-
Total %	5.1	39.8	0.0	-	44.9	40.7	4.0	0.0	-	44.7	4.1	6.3	0.0	-	10.4	-
PHF	0.617	0.863	0.000	-	0.826	0.952	0.806	0.000	-	0.948	0.682	0.767	0.000	-	0.792	0.935
Lights	34	260	0	-	294	234	26	0	-	260	27	43	0	-	70	624
% Lights	91.9	89.7	-	-	89.9	78.8	89.7	-	-	79.8	90.0	93.5	-	-	92.1	85.6
Buses	3	24	0	-	27	55	3	0	-	58	3	3	0	-	6	91
% Buses	8.1	8.3	-	-	8.3	18.5	10.3	-	-	17.8	10.0	6.5	-	-	7.9	12.5
Trucks	0	6	0	-	6	8	0	0	-	8	0	0	0	-	0	14
% Trucks	0.0	2.1	-	-	1.8	2.7	0.0	-	-	2.5	0.0	0.0	-	-	0.0	1.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	11	-	-	-	-	2	-	-	-	-	77	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (8:30 AM)

Turning Movement Peak Hour Data (6:00 PM)

Start Time	Meron Dr Eastbound					Meron Dr Westbound					Druhlich Way Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
6:00 PM	5	73	1	0	79	95	2	0	0	97	4	2	0	20	6	182
6:15 PM	8	82	2	1	92	74	5	0	0	79	7	10	0	41	17	188
6:30 PM	4	73	0	2	77	68	2	0	0	70	6	2	0	37	8	155
6:45 PM	3	63	0	0	66	72	3	0	0	75	0	6	0	37	6	147
Total	20	291	3	3	314	309	12	0	0	321	17	20	0	135	37	672
Approach %	6.4	92.7	1.0	-	-	96.3	3.7	0.0	-	-	45.9	54.1	0.0	-	-	-
Total %	3.0	43.3	0.4	-	46.7	46.0	1.8	0.0	-	47.8	2.5	3.0	0.0	-	5.5	-
PHF	0.625	0.887	0.375	-	0.853	0.813	0.600	0.000	-	0.827	0.607	0.500	0.000	-	0.544	0.894
Lights	18	280	3	-	301	288	12	0	-	300	17	20	0	-	37	638
% Lights	90.0	96.2	100.0	-	95.9	93.2	100.0	-	-	93.5	100.0	100.0	-	-	100.0	94.9
Buses	2	8	0	-	10	15	0	0	-	15	0	0	0	-	0	25
% Buses	10.0	2.7	0.0	-	3.2	4.9	0.0	-	-	4.7	0.0	0.0	-	-	0.0	3.7
Trucks	0	3	0	-	3	6	0	0	-	6	0	0	0	-	0	9
% Trucks	0.0	1.0	0.0	-	1.0	1.9	0.0	-	-	1.9	0.0	0.0	-	-	0.0	1.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	3	-	-	-	-	0	-	-	-	-	135	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (6:00 PM)



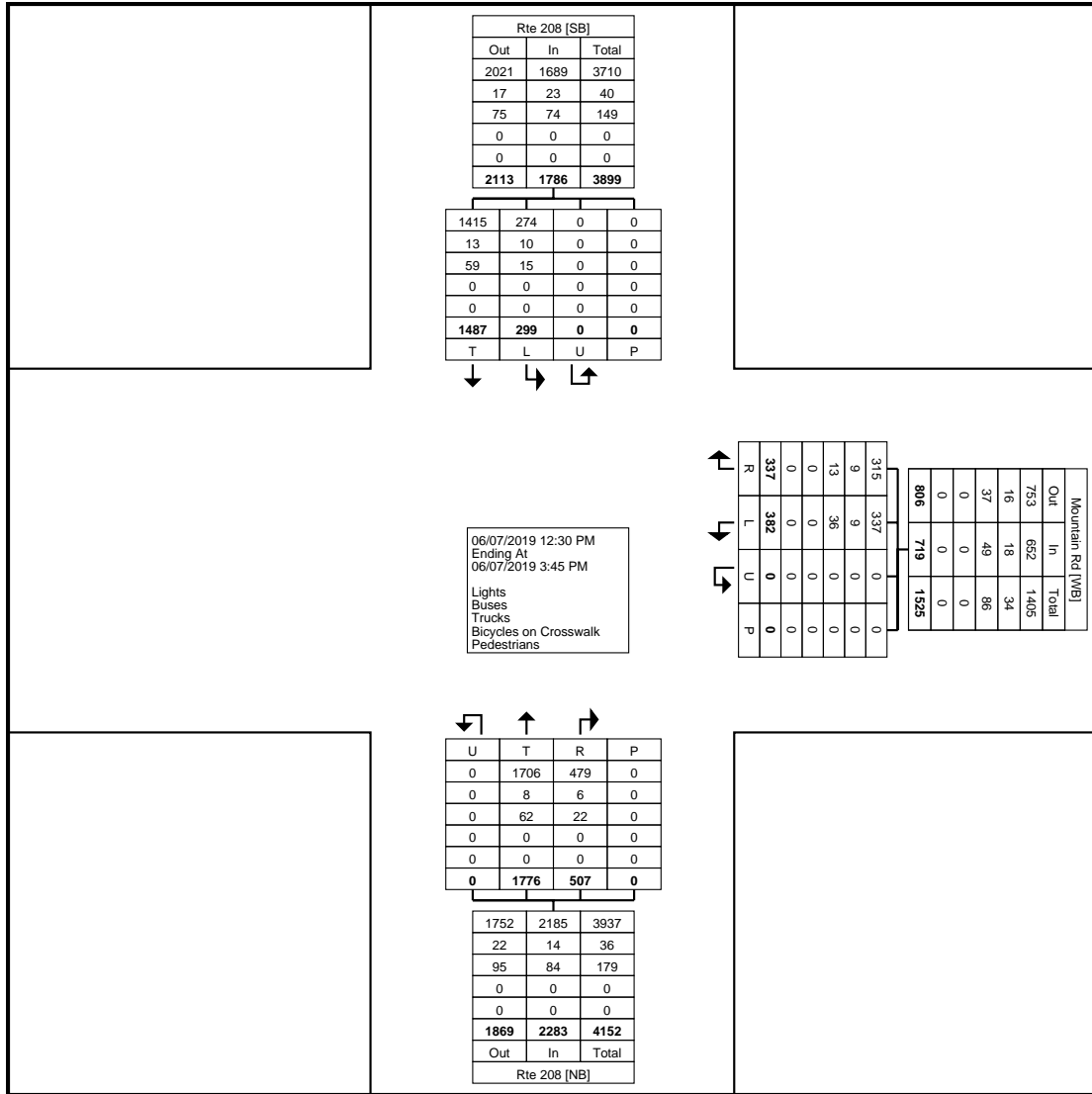
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Kiryas Joel, NY
Meron Dr & Druhlich Way
Tuesday, June 4, 2019
Location: 41.335033, -
74.164256

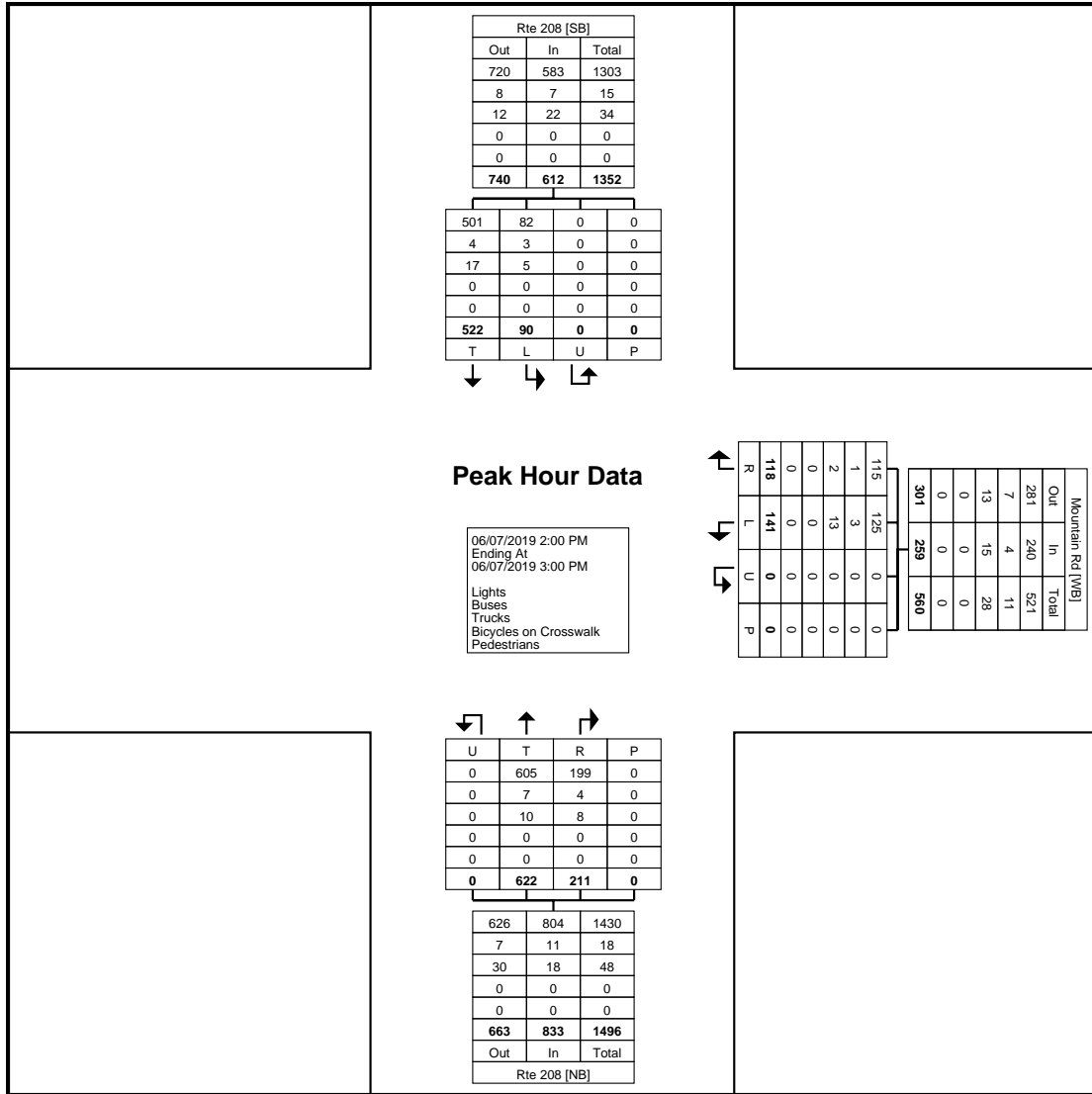
Count Name: Meron Dr &
Druhlich Way Weekday
Site Code:
Start Date: 06/04/2019
Page No: 7

Kiryas Joel, NY
Mountain Rd & Route 208
Friday, June 7, 2019
Location: 41.358232, -
74.191161



Turning Movement Data Plot

Kiryas Joel, NY
Mountain Rd & Route 208
Friday, June 7, 2019
Location: 41.358232, -
74.191161



Turning Movement Peak Hour Data Plot (2:00 PM)



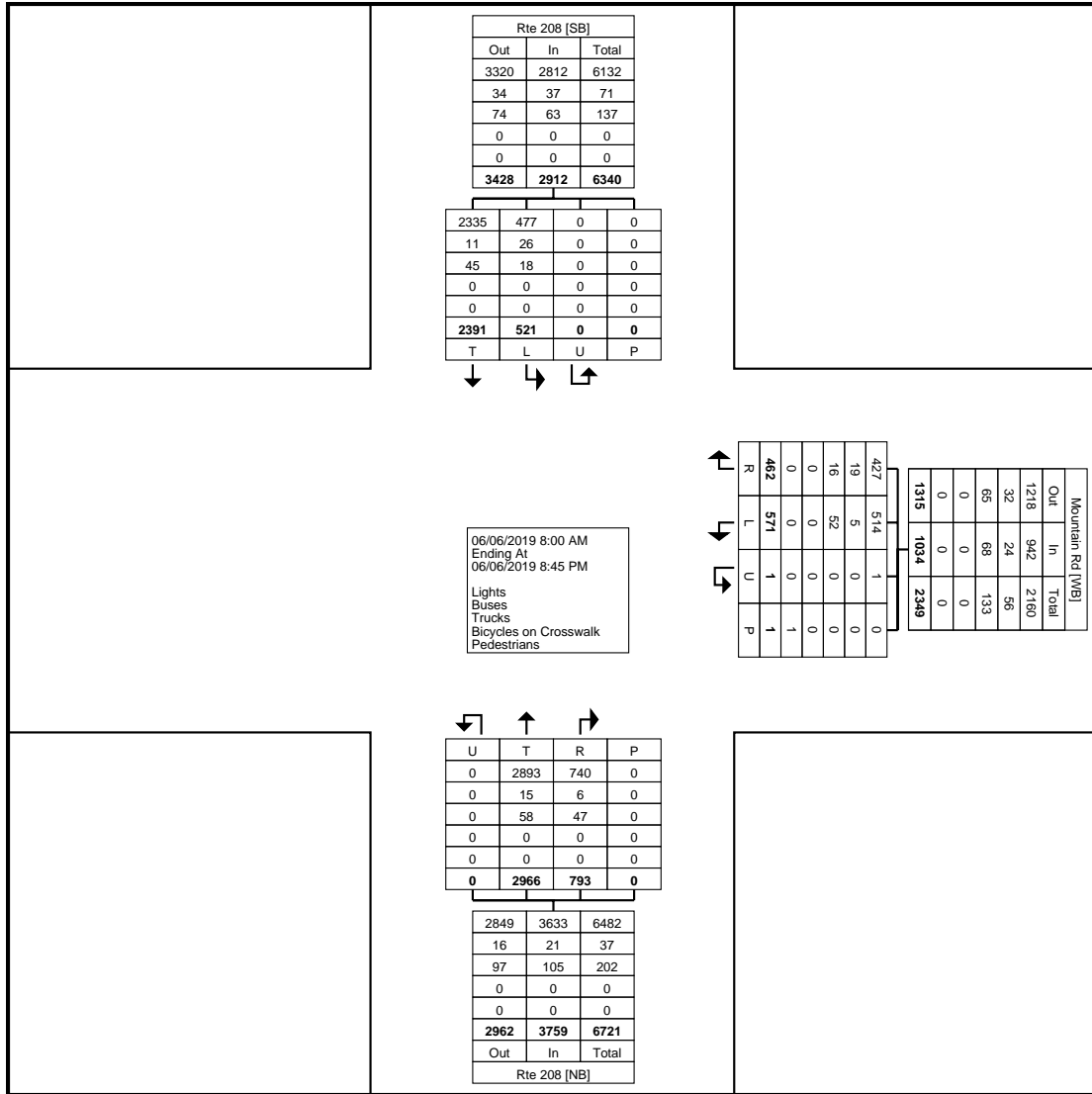
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Kiryas Joel, NY
Mountain Rd & Route 208
Friday, June 7, 2019
Location: 41.358232, -
74.191161

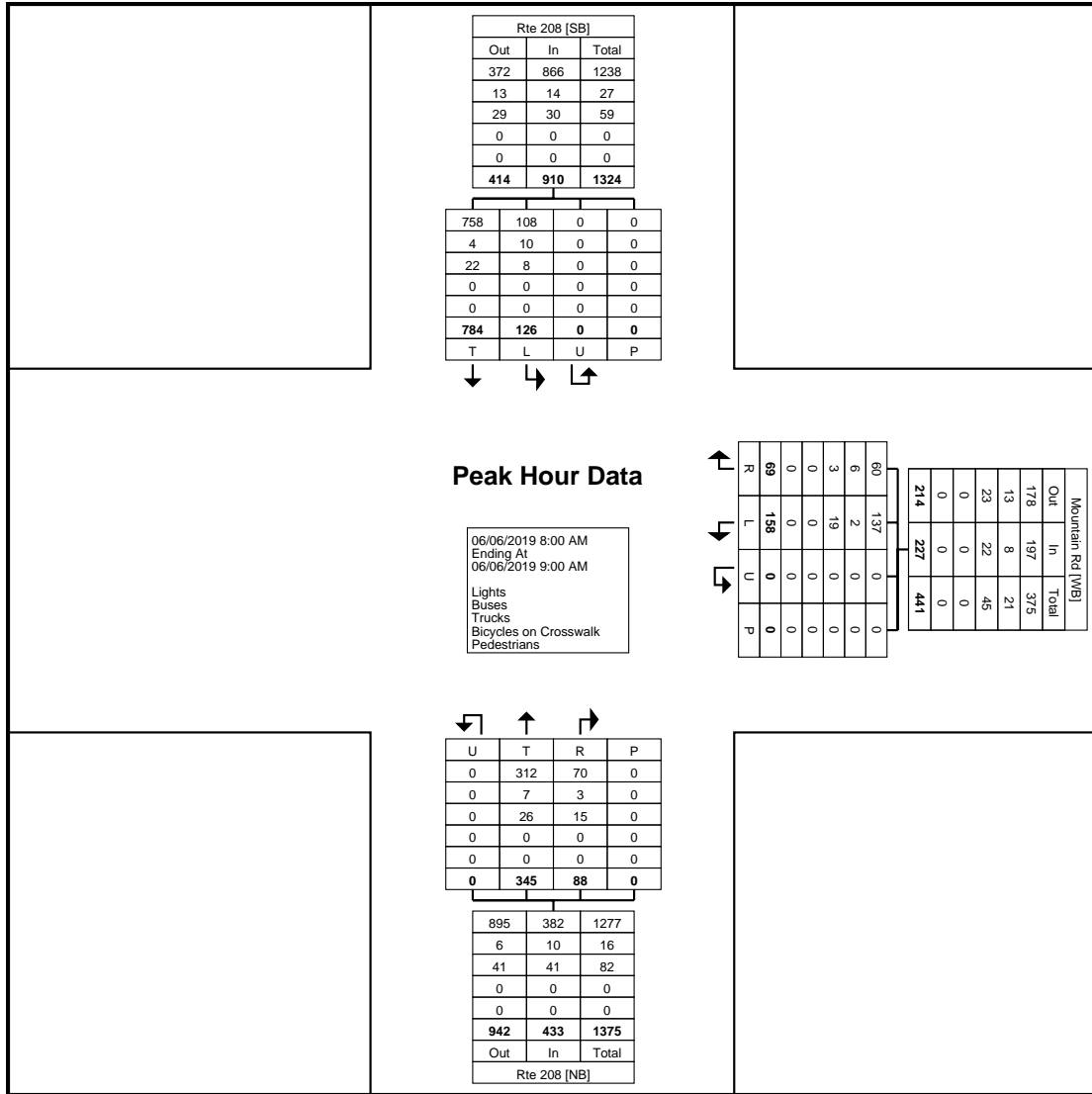
Count Name: Mountain Rd &
Rte 208 Friday
Site Code:
Start Date: 06/07/2019
Page No: 5

Kiryas Joel, NY
Mountain Rd & Route 208
Thursday, June 4, 2019
Location: 41.358209, -
74.191158



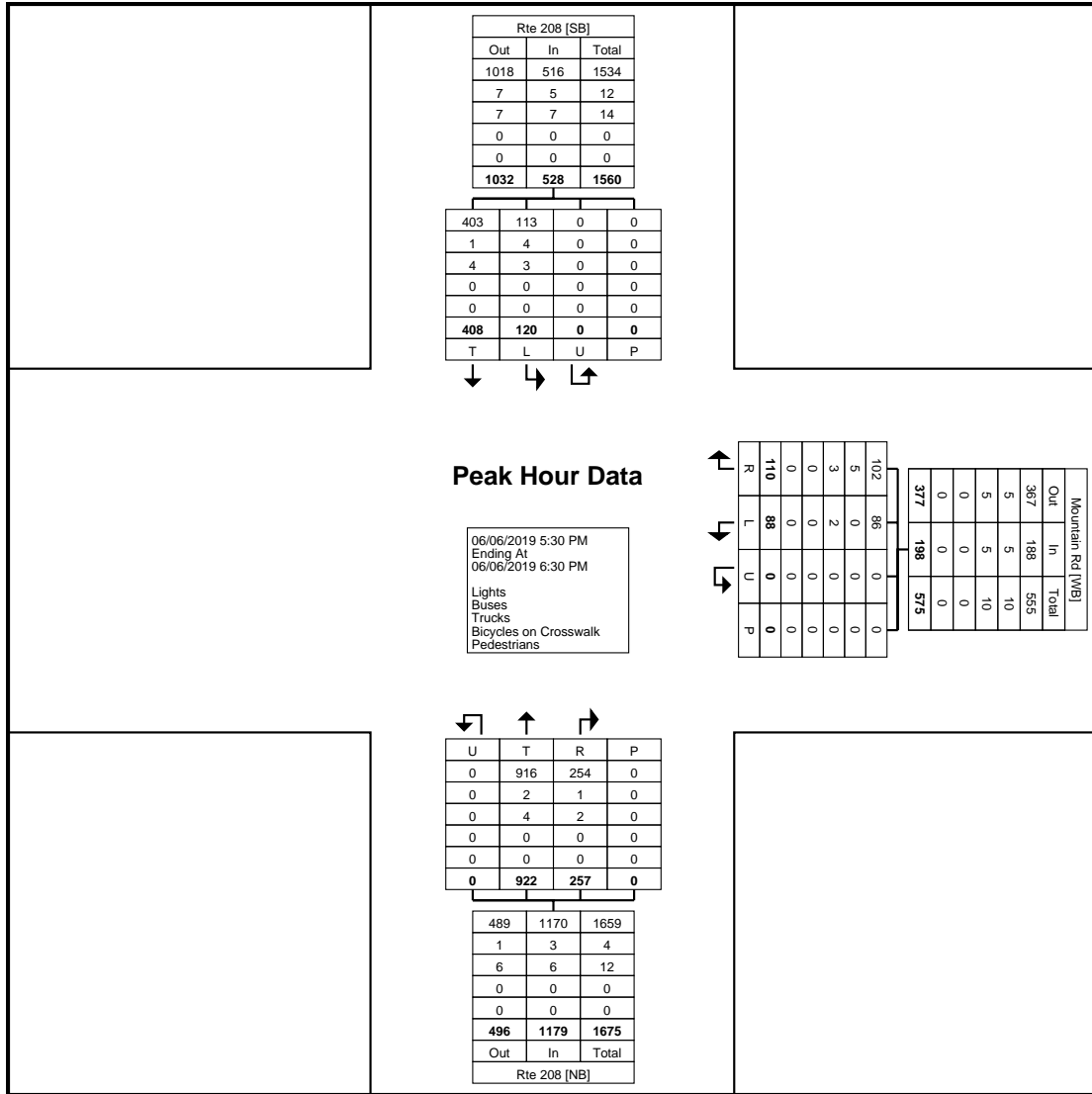
Turning Movement Data Plot

Kiryas Joel, NY
Mountain Rd & Route 208
Thursday, June 4, 2019
Location: 41.358209, -
74.191158



Turning Movement Peak Hour Data Plot (8:00 AM)

Kiryas Joel, NY
Mountain Rd & Route 208
Thursday, June 4, 2019
Location: 41.358209, -
74.191158



Turning Movement Peak Hour Data Plot (5:30 PM)



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Kiryas Joel, NY
Mountain Rd & Route 208
Thursday, June 4, 2019
Location: 41.358209, -
74.191158

Count Name: Mountain Rd &
Rte 208 Weekday
Site Code:
Start Date: 06/06/2019
Page No: 7



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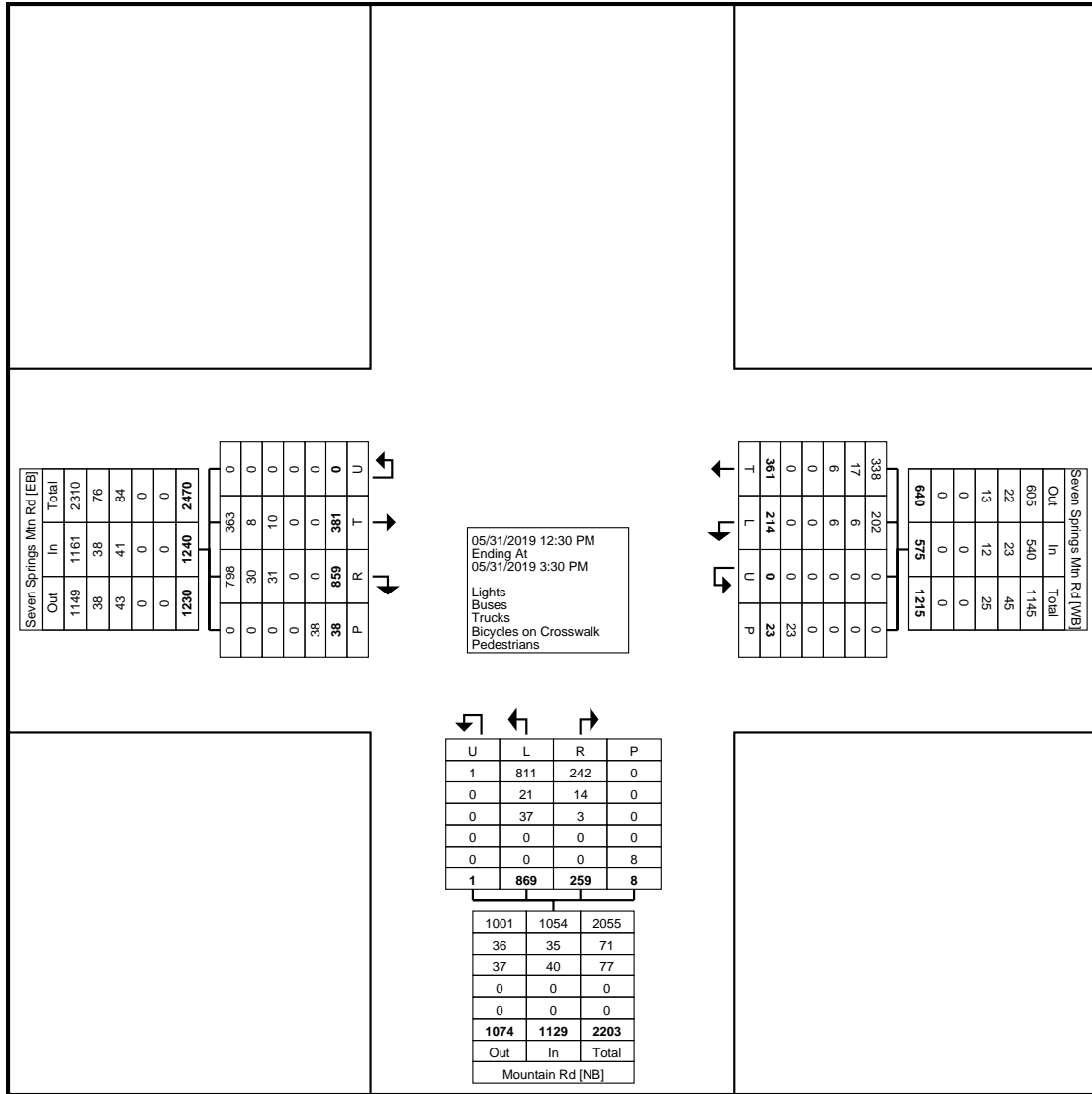
Kiryas Joel, NY
Mountain Rd & Seven Springs
Mtn Rd
Friday, May 31, 2019
Location: 41.349512, -
74.170677

Count Name: Mountain Rd &
Seven Springs Mtn Rd Friday
Site Code:
Start Date: 05/31/2019
Page No: 1

Turning Movement Data

Start Time	Seven Springs Mtn Rd Eastbound					Seven Springs Mtn Rd Westbound					Mountain Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
12:30 PM	20	73	0	3	93	19	22	0	2	41	64	16	0	0	80	214
12:45 PM	35	65	0	7	100	28	28	0	7	56	62	23	1	0	86	242
Hourly Total	55	138	0	10	193	47	50	0	9	97	126	39	1	0	166	456
1:00 PM	30	82	0	6	112	12	21	0	2	33	76	19	0	0	95	240
1:15 PM	31	78	0	4	109	17	27	0	1	44	74	21	0	1	95	248
1:30 PM	24	66	0	2	90	18	23	0	2	41	81	21	0	1	102	233
1:45 PM	37	73	0	1	110	17	24	0	2	41	75	26	0	0	101	252
Hourly Total	122	299	0	13	421	64	95	0	7	159	306	87	0	2	393	973
2:00 PM	31	73	0	3	104	14	34	0	3	48	73	21	0	1	94	246
2:15 PM	28	66	0	3	94	25	38	0	2	63	83	25	0	2	108	265
2:30 PM	30	76	0	2	106	19	33	0	1	52	67	23	0	0	90	248
2:45 PM	42	81	0	7	123	16	25	0	1	41	77	20	0	1	97	261
Hourly Total	131	296	0	15	427	74	130	0	7	204	300	89	0	4	389	1020
3:00 PM	36	60	0	0	96	16	41	0	0	57	75	17	0	1	92	245
3:15 PM	37	66	0	0	103	13	45	0	0	58	62	27	0	1	89	250
Grand Total	381	859	0	38	1240	214	361	0	23	575	869	259	1	8	1129	2944
Approach %	30.7	69.3	0.0	-	-	37.2	62.8	0.0	-	-	77.0	22.9	0.1	-	-	-
Total %	12.9	29.2	0.0	-	42.1	7.3	12.3	0.0	-	19.5	29.5	8.8	0.0	-	38.3	-
Lights	363	798	0	-	1161	202	338	0	-	540	811	242	1	-	1054	2755
% Lights	95.3	92.9	-	-	93.6	94.4	93.6	-	-	93.9	93.3	93.4	100.0	-	93.4	93.6
Buses	8	30	0	-	38	6	17	0	-	23	21	14	0	-	35	96
% Buses	2.1	3.5	-	-	3.1	2.8	4.7	-	-	4.0	2.4	5.4	0.0	-	3.1	3.3
Trucks	10	31	0	-	41	6	6	0	-	12	37	3	0	-	40	93
% Trucks	2.6	3.6	-	-	3.3	2.8	1.7	-	-	2.1	4.3	1.2	0.0	-	3.5	3.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	38	-	-	-	-	23	-	-	-	-	8	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Mountain Rd & Seven Springs
Mtn Rd
Friday, May 31, 2019
Location: 41.349512, -
74.170677

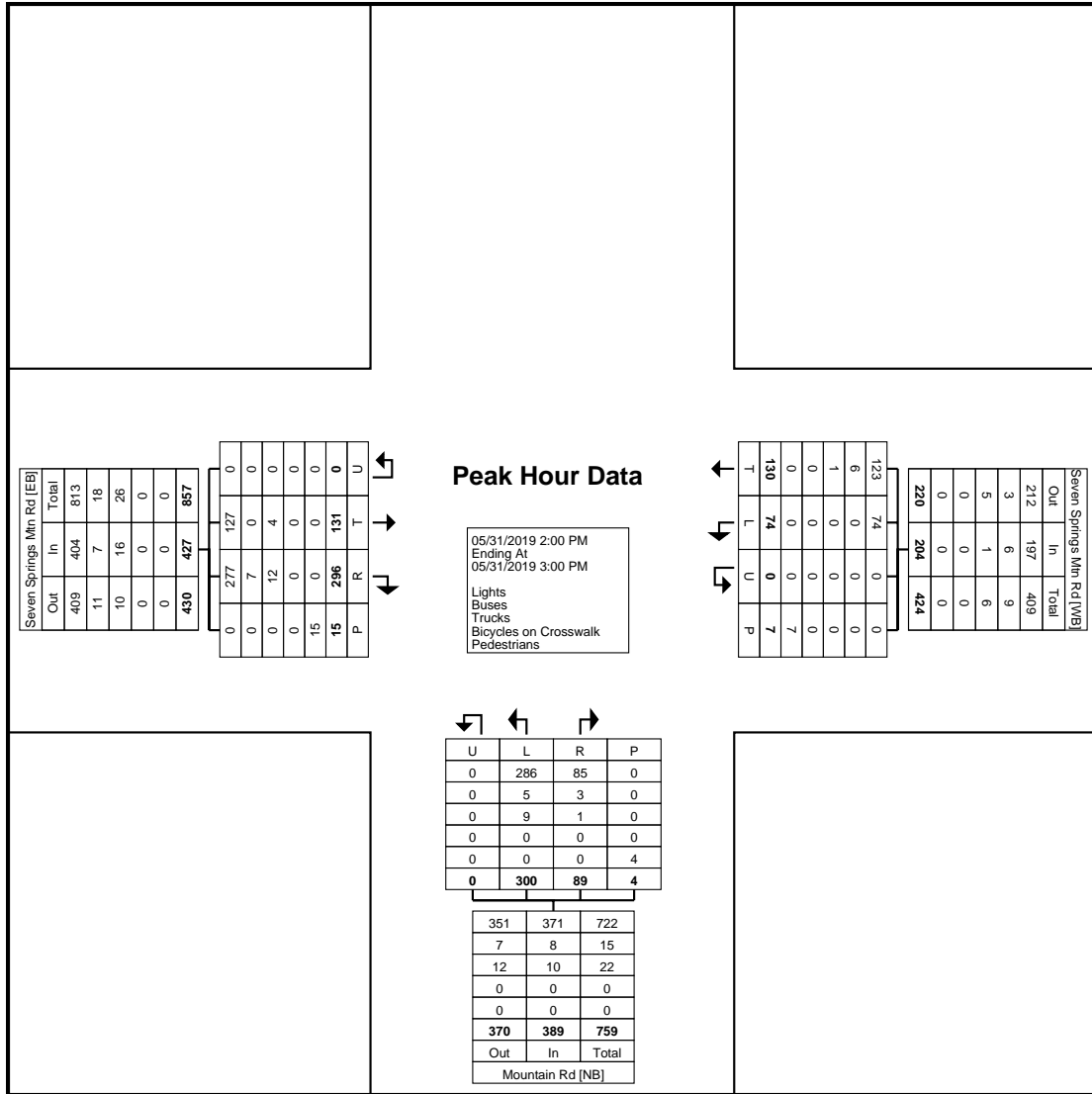


Turning Movement Data Plot

Turning Movement Peak Hour Data (2:00 PM)

Start Time	Seven Springs Mtn Rd Eastbound					Seven Springs Mtn Rd Westbound					Mountain Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
2:00 PM	31	73	0	3	104	14	34	0	3	48	73	21	0	1	94	246
2:15 PM	28	66	0	3	94	25	38	0	2	63	83	25	0	2	108	265
2:30 PM	30	76	0	2	106	19	33	0	1	52	67	23	0	0	90	248
2:45 PM	42	81	0	7	123	16	25	0	1	41	77	20	0	1	97	261
Total	131	296	0	15	427	74	130	0	7	204	300	89	0	4	389	1020
Approach %	30.7	69.3	0.0	-	-	36.3	63.7	0.0	-	-	77.1	22.9	0.0	-	-	-
Total %	12.8	29.0	0.0	-	41.9	7.3	12.7	0.0	-	20.0	29.4	8.7	0.0	-	38.1	-
PHF	0.780	0.914	0.000	-	0.868	0.740	0.855	0.000	-	0.810	0.904	0.890	0.000	-	0.900	0.962
Lights	127	277	0	-	404	74	123	0	-	197	286	85	0	-	371	972
% Lights	96.9	93.6	-	-	94.6	100.0	94.6	-	-	96.6	95.3	95.5	-	-	95.4	95.3
Buses	0	7	0	-	7	0	6	0	-	6	5	3	0	-	8	21
% Buses	0.0	2.4	-	-	1.6	0.0	4.6	-	-	2.9	1.7	3.4	-	-	2.1	2.1
Trucks	4	12	0	-	16	0	1	0	-	1	9	1	0	-	10	27
% Trucks	3.1	4.1	-	-	3.7	0.0	0.8	-	-	0.5	3.0	1.1	-	-	2.6	2.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	15	-	-	-	-	7	-	-	-	-	4	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Mountain Rd & Seven Springs
Mtn Rd
Friday, May 31, 2019
Location: 41.349512, -
74.170677



Turning Movement Peak Hour Data Plot (2:00 PM)



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Kiryas Joel, NY
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Mtn Rd
Friday, May 31, 2019
Location: 41.349512, -
74.170677

Count Name: Mountain Rd &
Seven Springs Mtn Rd Friday
Site Code:
Start Date: 05/31/2019
Page No: 5



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184 Baker Rd

Kiryas Joel, NY
Mountain Rd & Seven Springs
Mtn Rd
Tuesday, June 4, 2019
Location: 41.349512, -
74.170677

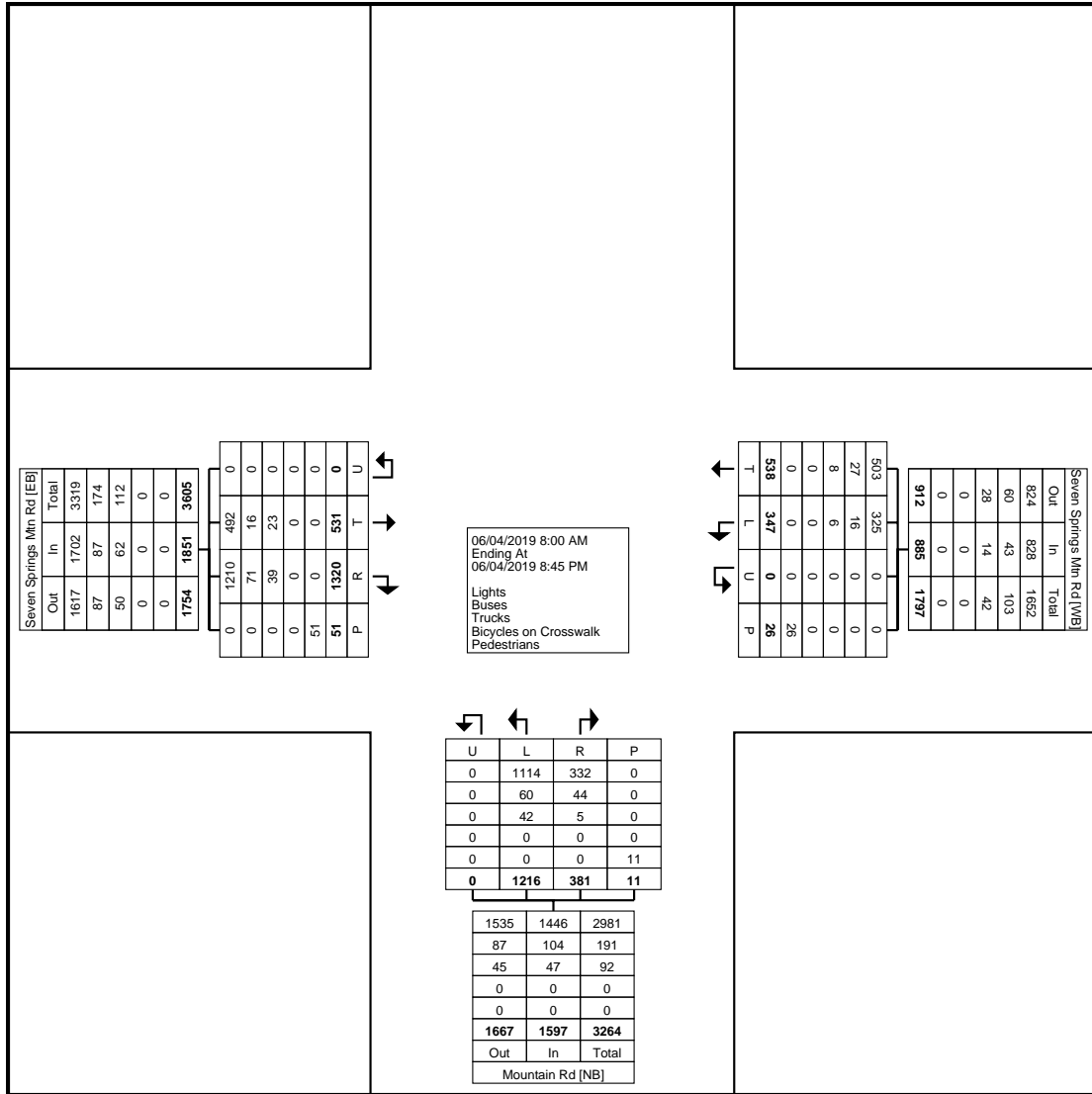
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Count Name: Mountain Rd &
Seven Springs Mtn Rd Weekday
Site Code:
Start Date: 06/04/2019
Page No: 1

Turning Movement Data

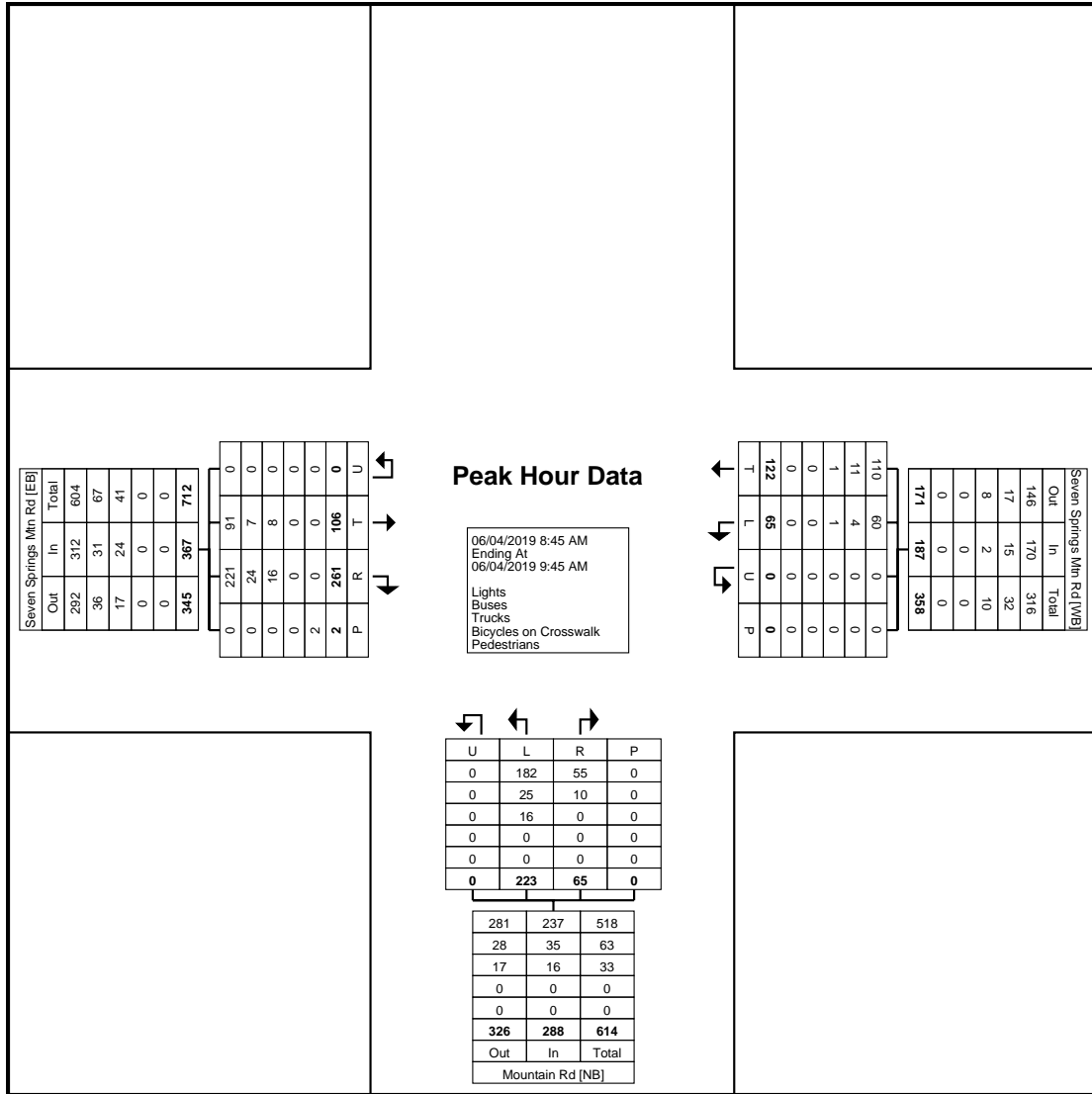
Start Time	Seven Springs Mtn Rd Eastbound					Seven Springs Mtn Rd Westbound					Mountain Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:00 AM	18	62	0	0	80	18	17	0	0	35	34	11	0	0	45	160
8:15 AM	32	64	0	2	96	19	30	0	1	49	30	19	0	0	49	194
8:30 AM	21	42	0	1	63	11	36	0	0	47	52	19	0	0	71	181
8:45 AM	31	77	0	2	108	15	32	0	0	47	51	10	0	0	61	216
Hourly Total	102	245	0	5	347	63	115	0	1	178	167	59	0	0	226	751
9:00 AM	29	59	0	0	88	16	33	0	0	49	67	23	0	0	90	227
9:15 AM	25	65	0	0	90	16	33	0	0	49	45	16	0	0	61	200
9:30 AM	21	60	0	0	81	18	24	0	0	42	60	16	0	0	76	199
9:45 AM	23	53	0	1	76	22	28	0	1	50	58	19	0	0	77	203
Hourly Total	98	237	0	1	335	72	118	0	1	190	230	74	0	0	304	829
10:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:30 PM	31	68	0	3	99	20	23	0	1	43	56	22	0	0	78	220
5:45 PM	28	64	0	5	92	10	28	0	2	38	53	14	0	0	67	197
Hourly Total	59	132	0	8	191	30	51	0	3	81	109	36	0	0	145	417
6:00 PM	31	81	0	5	112	15	30	0	4	45	71	26	0	1	97	254
6:15 PM	35	69	0	3	104	20	36	0	2	56	81	22	0	1	103	263
6:30 PM	27	64	0	4	91	18	36	0	2	54	76	23	0	0	99	244
6:45 PM	36	85	0	2	121	20	29	0	0	49	70	27	0	0	97	267
Hourly Total	129	299	0	14	428	73	131	0	8	204	298	98	0	2	396	1028
7:00 PM	24	58	0	4	82	17	23	0	3	40	79	17	0	1	96	218
7:15 PM	21	70	0	2	91	18	19	0	0	37	67	20	0	2	87	215
7:30 PM	22	63	0	2	85	16	22	0	1	38	67	20	0	3	87	210
7:45 PM	35	68	0	8	103	19	25	0	4	44	62	18	0	3	80	227
Hourly Total	102	259	0	16	361	70	89	0	8	159	275	75	0	9	350	870
8:00 PM	18	72	0	4	90	16	18	0	5	34	61	19	0	0	80	204
8:15 PM	23	76	0	3	99	23	16	0	0	39	75	18	0	0	93	231
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Grand Total	531	1320	0	51	1851	347	538	0	26	885	1216	381	0	11	1597	4333
Approach %	28.7	71.3	0.0	-	-	39.2	60.8	0.0	-	-	76.1	23.9	0.0	-	-	-
Total %	12.3	30.5	0.0	-	42.7	8.0	12.4	0.0	-	20.4	28.1	8.8	0.0	-	36.9	-
Lights	492	1210	0	-	1702	325	503	0	-	828	1114	332	0	-	1446	3976
% Lights	92.7	91.7	-	-	92.0	93.7	93.5	-	-	93.6	91.6	87.1	-	-	90.5	91.8
Buses	16	71	0	-	87	16	27	0	-	43	60	44	0	-	104	234
% Buses	3.0	5.4	-	-	4.7	4.6	5.0	-	-	4.9	4.9	11.5	-	-	6.5	5.4
Trucks	23	39	0	-	62	6	8	0	-	14	42	5	0	-	47	123
% Trucks	4.3	3.0	-	-	3.3	1.7	1.5	-	-	1.6	3.5	1.3	-	-	2.9	2.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	51	-	-	-	-	26	-	-	-	-	11	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Mountain Rd & Seven Springs
Mtn Rd
Tuesday, June 4, 2019
Location: 41.349512, -
74.170677



Turning Movement Data Plot

Kiryas Joel, NY
Mountain Rd & Seven Springs
Mtn Rd
Tuesday, June 4, 2019
Location: 41.349512, -
74.170677

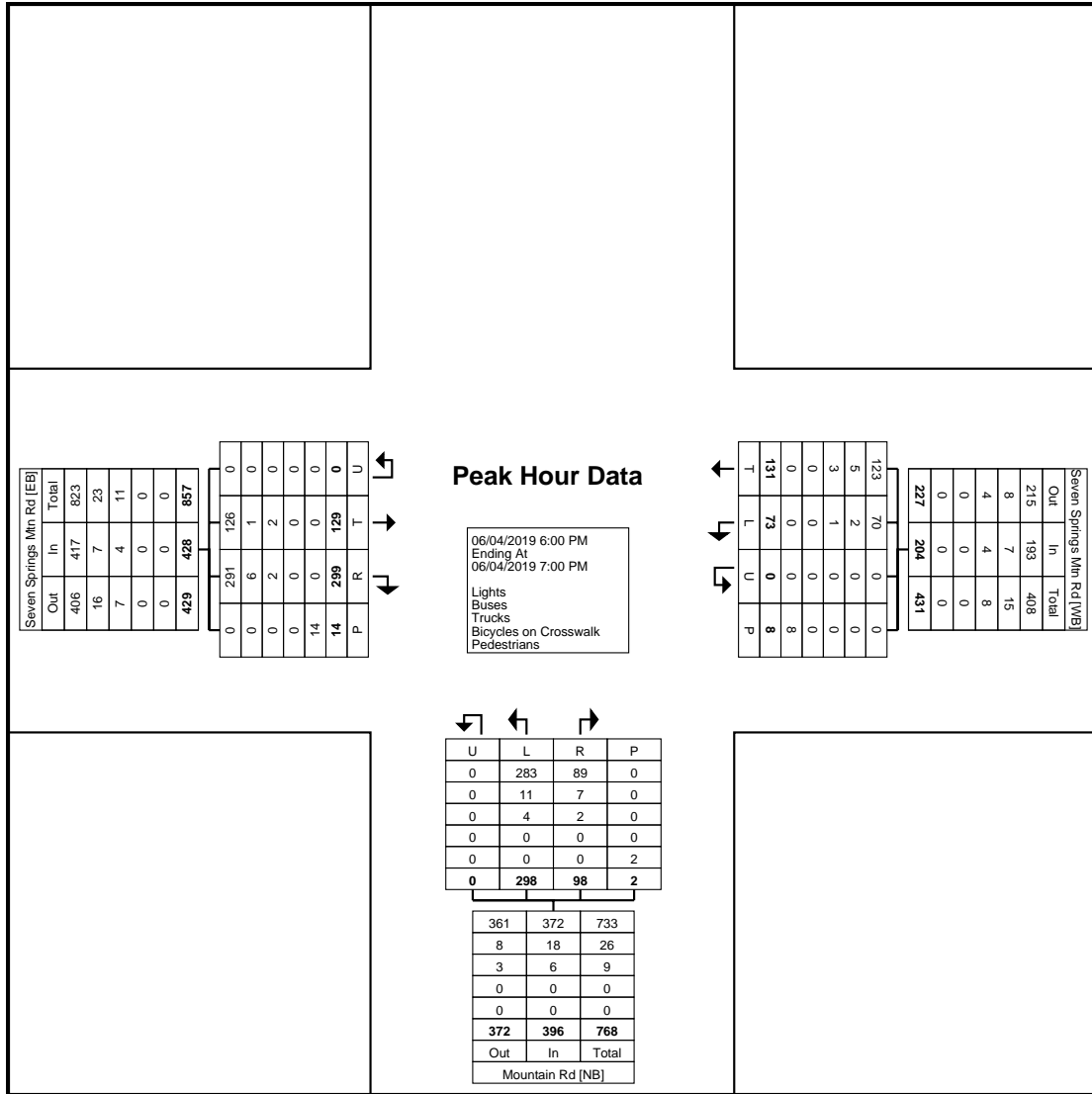


Turning Movement Peak Hour Data Plot (8:45 AM)

Turning Movement Peak Hour Data (6:00 PM)

Start Time	Seven Springs Mtn Rd Eastbound					Seven Springs Mtn Rd Westbound					Mountain Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
6:00 PM	31	81	0	5	112	15	30	0	4	45	71	26	0	1	97	254
6:15 PM	35	69	0	3	104	20	36	0	2	56	81	22	0	1	103	263
6:30 PM	27	64	0	4	91	18	36	0	2	54	76	23	0	0	99	244
6:45 PM	36	85	0	2	121	20	29	0	0	49	70	27	0	0	97	267
Total	129	299	0	14	428	73	131	0	8	204	298	98	0	2	396	1028
Approach %	30.1	69.9	0.0	-	-	35.8	64.2	0.0	-	-	75.3	24.7	0.0	-	-	-
Total %	12.5	29.1	0.0	-	41.6	7.1	12.7	0.0	-	19.8	29.0	9.5	0.0	-	38.5	-
PHF	0.896	0.879	0.000	-	0.884	0.913	0.910	0.000	-	0.911	0.920	0.907	0.000	-	0.961	0.963
Lights	126	291	0	-	417	70	123	0	-	193	283	89	0	-	372	982
% Lights	97.7	97.3	-	-	97.4	95.9	93.9	-	-	94.6	95.0	90.8	-	-	93.9	95.5
Buses	1	6	0	-	7	2	5	0	-	7	11	7	0	-	18	32
% Buses	0.8	2.0	-	-	1.6	2.7	3.8	-	-	3.4	3.7	7.1	-	-	4.5	3.1
Trucks	2	2	0	-	4	1	3	0	-	4	4	2	0	-	6	14
% Trucks	1.6	0.7	-	-	0.9	1.4	2.3	-	-	2.0	1.3	2.0	-	-	1.5	1.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	14	-	-	-	-	8	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Mountain Rd & Seven Springs
Mtn Rd
Tuesday, June 4, 2019
Location: 41.349512, -
74.170677



Turning Movement Peak Hour Data Plot (6:00 PM)



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Kiryas Joel, NY
Mountain Rd & Seven Springs
Mtn Rd
Tuesday, June 4, 2019
Location: 41.349512, -
74.170677

Count Name: Mountain Rd &
Seven Springs Mtn Rd Weekday
Site Code:
Start Date: 06/04/2019
Page No: 7



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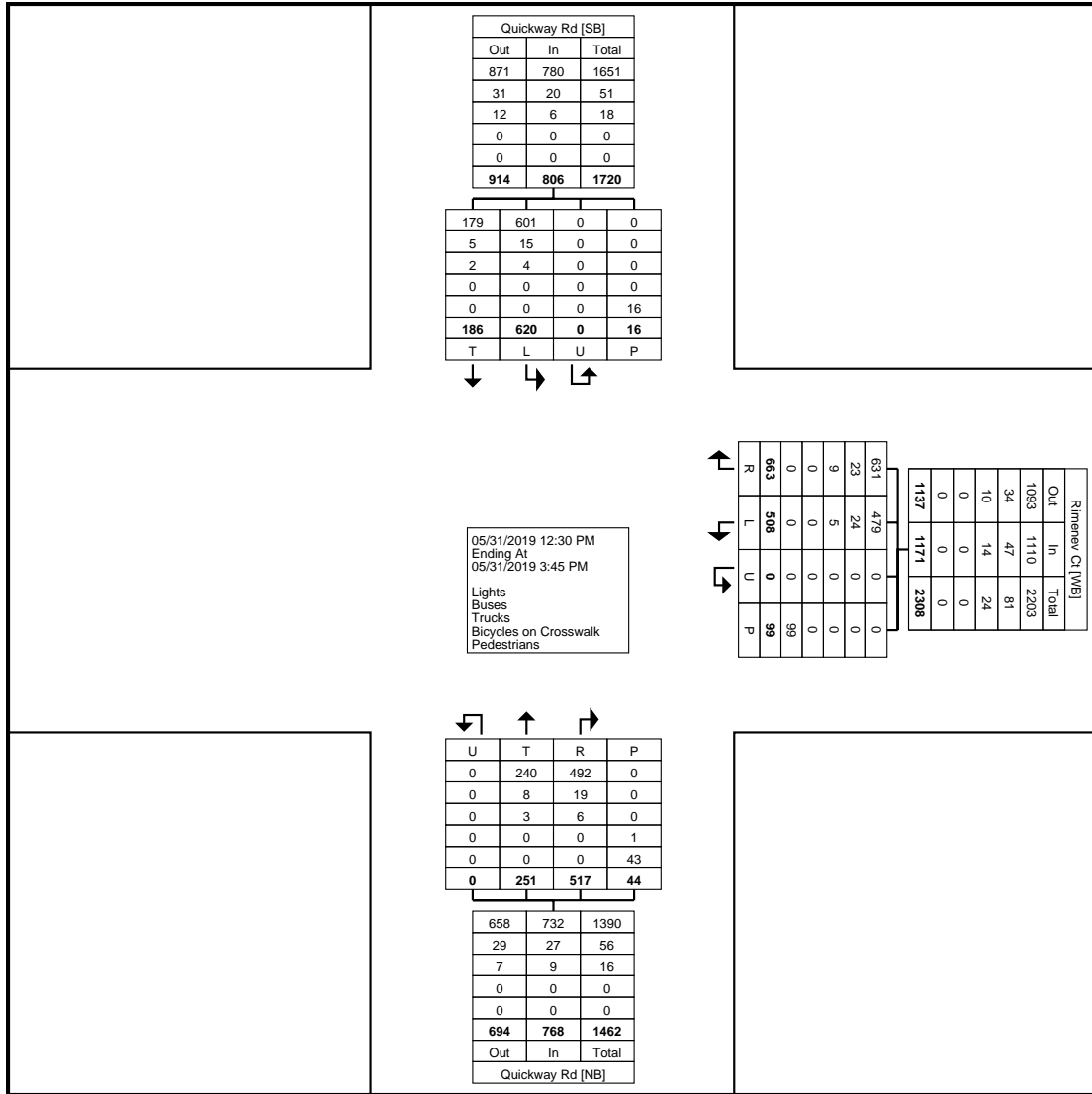
Kiryas Joel, NY
Quickway Rd & Rimenev Ct
Friday, May 31, 2019
Location: 41.336531, -
74.170136

Count Name: Quickway Rd &
Rimenev Ct Friday
Site Code:
Start Date: 05/31/2019
Page No: 1

Turning Movement Data

Start Time	Rimenev Ct Westbound					Quickway Rd Northbound					Quickway Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
12:30 PM	44	53	0	18	97	17	44	0	3	61	49	13	0	0	62	220
12:45 PM	36	60	0	5	96	16	45	0	6	61	46	17	0	1	63	220
Hourly Total	80	113	0	23	193	33	89	0	9	122	95	30	0	1	125	440
1:00 PM	45	63	0	11	108	19	38	0	10	57	62	21	0	4	83	248
1:15 PM	57	58	0	25	115	29	41	0	0	70	45	14	0	2	59	244
1:30 PM	39	67	0	8	106	27	54	0	5	81	60	14	0	0	74	261
1:45 PM	39	57	0	3	96	14	34	0	4	48	56	17	0	0	73	217
Hourly Total	180	245	0	47	425	89	167	0	19	256	223	66	0	6	289	970
2:00 PM	42	63	0	8	105	28	53	0	3	81	51	13	0	0	64	250
2:15 PM	40	70	0	13	110	24	50	0	3	74	51	18	0	2	69	253
2:30 PM	38	33	0	3	71	19	44	0	3	63	55	15	0	0	70	204
2:45 PM	40	55	0	5	95	21	37	0	2	58	51	14	0	0	65	218
Hourly Total	160	221	0	29	381	92	184	0	11	276	208	60	0	2	268	925
3:00 PM	42	50	0	0	92	12	35	0	4	47	52	16	0	7	68	207
3:15 PM	45	34	0	0	79	25	42	0	1	67	42	14	0	0	56	202
3:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	508	663	0	99	1171	251	517	0	44	768	620	186	0	16	806	2745
Approach %	43.4	56.6	0.0	-	-	32.7	67.3	0.0	-	-	76.9	23.1	0.0	-	-	-
Total %	18.5	24.2	0.0	-	42.7	9.1	18.8	0.0	-	28.0	22.6	6.8	0.0	-	29.4	-
Lights	479	631	0	-	1110	240	492	0	-	732	601	179	0	-	780	2622
% Lights	94.3	95.2	-	-	94.8	95.6	95.2	-	-	95.3	96.9	96.2	-	-	96.8	95.5
Buses	24	23	0	-	47	8	19	0	-	27	15	5	0	-	20	94
% Buses	4.7	3.5	-	-	4.0	3.2	3.7	-	-	3.5	2.4	2.7	-	-	2.5	3.4
Trucks	5	9	0	-	14	3	6	0	-	9	4	2	0	-	6	29
% Trucks	1.0	1.4	-	-	1.2	1.2	1.2	-	-	1.2	0.6	1.1	-	-	0.7	1.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	2.3	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	99	-	-	-	-	43	-	-	-	-	16	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	97.7	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Quickway Rd & Rimenev Ct
Friday, May 31, 2019
Location: 41.336531, -
74.170136

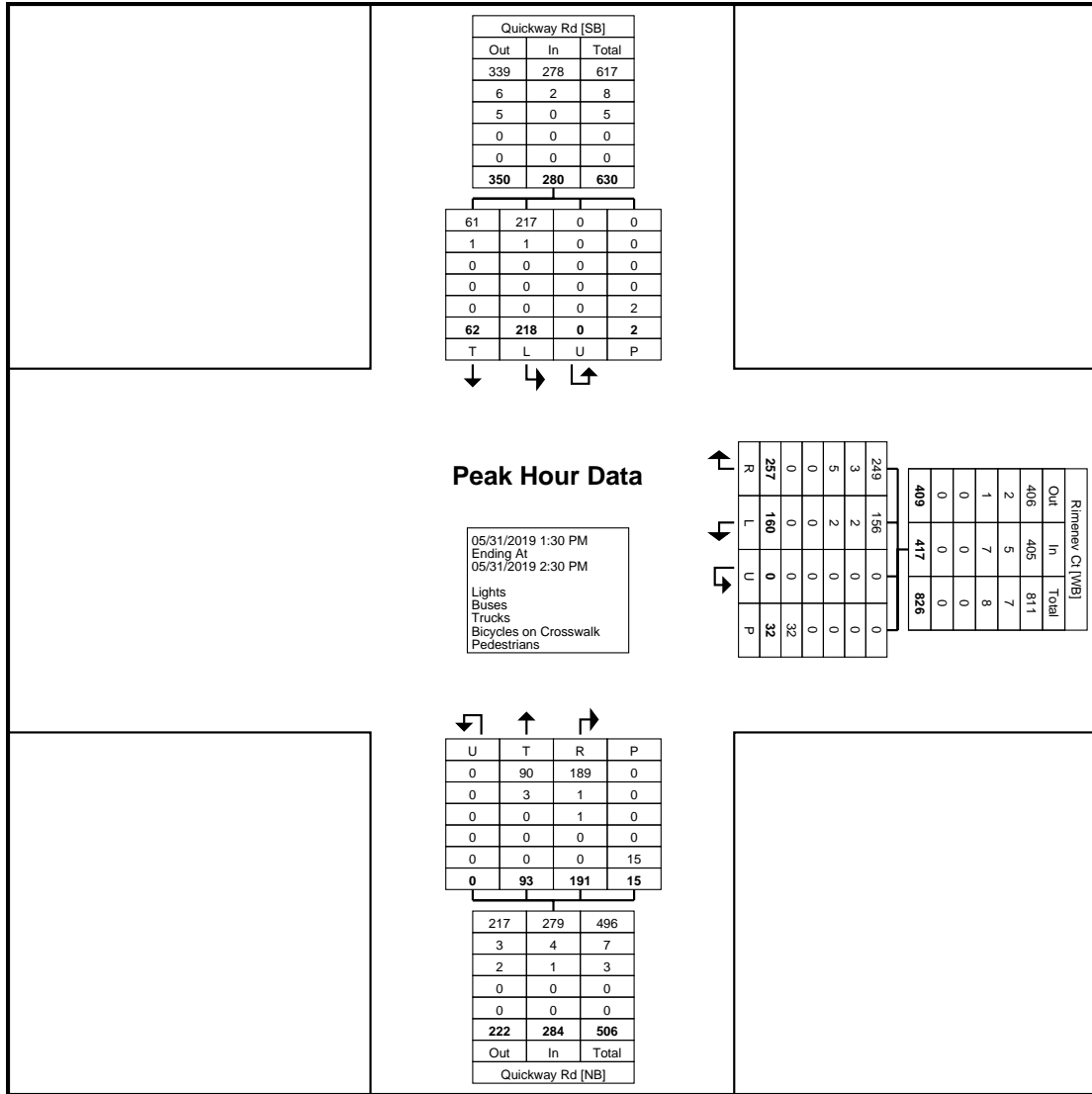


Turning Movement Data Plot

Turning Movement Peak Hour Data (1:30 PM)

Start Time	Rimenev Ct Westbound					Quickway Rd Northbound					Quickway Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
1:30 PM	39	67	0	8	106	27	54	0	5	81	60	14	0	0	74	261
1:45 PM	39	57	0	3	96	14	34	0	4	48	56	17	0	0	73	217
2:00 PM	42	63	0	8	105	28	53	0	3	81	51	13	0	0	64	250
2:15 PM	40	70	0	13	110	24	50	0	3	74	51	18	0	2	69	253
Total	160	257	0	32	417	93	191	0	15	284	218	62	0	2	280	981
Approach %	38.4	61.6	0.0	-	-	32.7	67.3	0.0	-	-	77.9	22.1	0.0	-	-	-
Total %	16.3	26.2	0.0	-	42.5	9.5	19.5	0.0	-	29.0	22.2	6.3	0.0	-	28.5	-
PHF	0.952	0.918	0.000	-	0.948	0.830	0.884	0.000	-	0.877	0.908	0.861	0.000	-	0.946	0.940
Lights	156	249	0	-	405	90	189	0	-	279	217	61	0	-	278	962
% Lights	97.5	96.9	-	-	97.1	96.8	99.0	-	-	98.2	99.5	98.4	-	-	99.3	98.1
Buses	2	3	0	-	5	3	1	0	-	4	1	1	0	-	2	11
% Buses	1.3	1.2	-	-	1.2	3.2	0.5	-	-	1.4	0.5	1.6	-	-	0.7	1.1
Trucks	2	5	0	-	7	0	1	0	-	1	0	0	0	-	0	8
% Trucks	1.3	1.9	-	-	1.7	0.0	0.5	-	-	0.4	0.0	0.0	-	-	0.0	0.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	32	-	-	-	-	15	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Quickway Rd & Rimenev Ct
Friday, May 31, 2019
Location: 41.336531, -
74.170136



Turning Movement Peak Hour Data Plot (1:30 PM)



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Kiryas Joel, NY
Quickway Rd & Rimenev Ct
Friday, May 31, 2019
Location: 41.336531, -
74.170136

Count Name: Quickway Rd &
Rimenev Ct Friday
Site Code:
Start Date: 05/31/2019
Page No: 5



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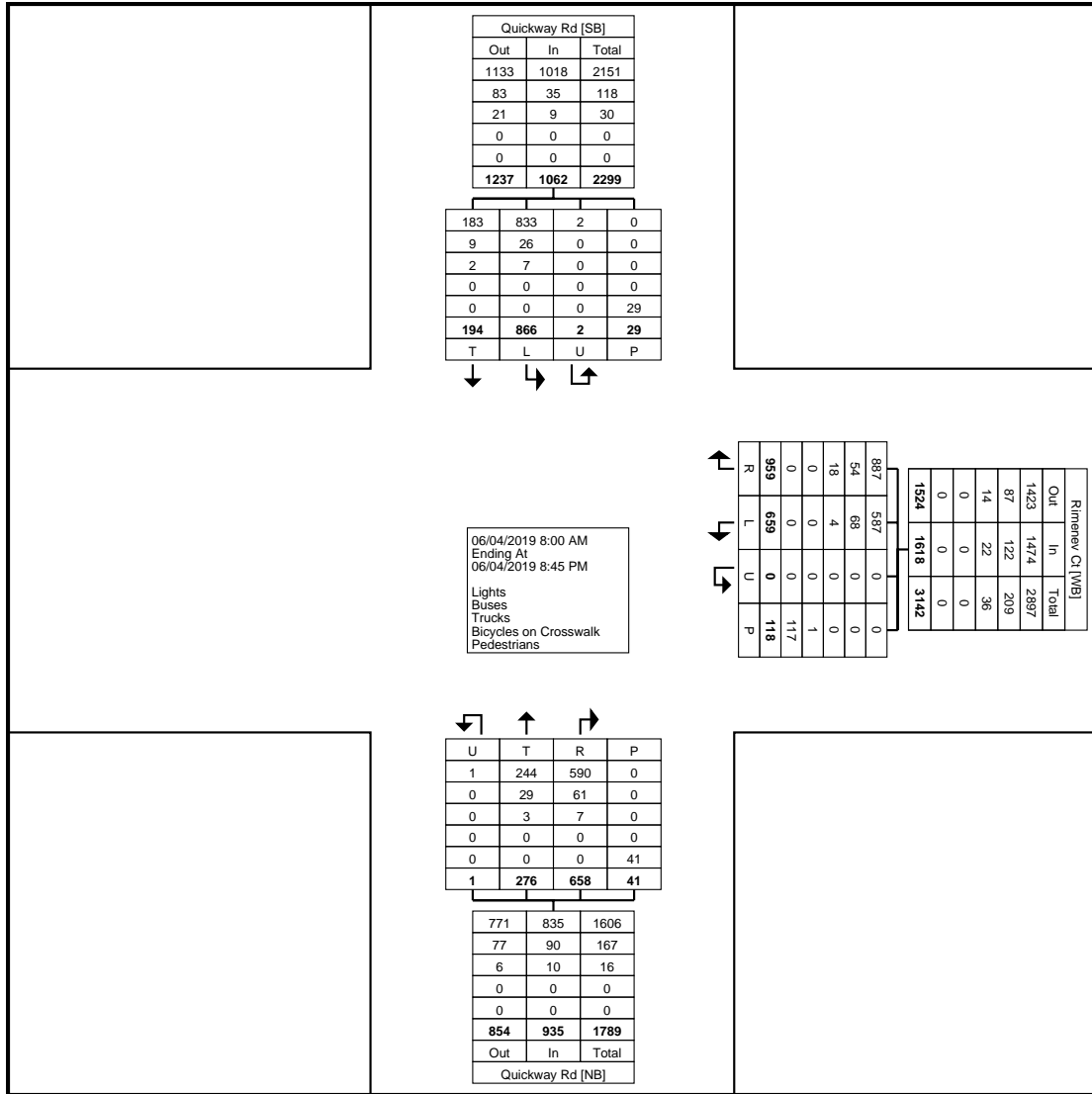
Count Name: Quickway Rd &
Rimenev Ct Weekday
Site Code:
Start Date: 06/04/2019
Page No: 1

Kiryas Joel, NY
Quickway Rd & Rimenev Ct
Tuesday, June 4, 2019
Location: 41.336547, -74.17012

Turning Movement Data

Start Time	Rimenev Ct Westbound					Quickway Rd Northbound					Quickway Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
8:00 AM	25	35	0	3	60	12	28	0	2	40	34	5	0	0	39	139
8:15 AM	34	50	0	5	84	11	44	0	2	55	31	5	0	0	36	175
8:30 AM	36	46	0	3	82	8	37	0	1	45	37	8	0	2	45	172
8:45 AM	36	48	0	3	84	15	27	0	2	42	41	13	0	0	54	180
Hourly Total	131	179	0	14	310	46	136	0	7	182	143	31	0	2	174	666
9:00 AM	39	54	0	4	93	8	40	0	0	48	58	10	0	0	68	209
9:15 AM	40	60	0	5	100	12	33	0	3	45	42	14	0	0	56	201
9:30 AM	29	35	0	6	64	8	27	0	2	35	45	8	1	1	54	153
9:45 AM	34	58	0	4	92	13	34	0	1	47	40	10	0	3	50	189
Hourly Total	142	207	0	19	349	41	134	0	6	175	185	42	1	4	228	752
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM	20	51	0	9	71	13	27	0	3	40	45	13	0	2	58	169
5:45 PM	23	43	0	13	66	17	36	0	5	53	45	6	0	0	51	170
Hourly Total	43	94	0	22	137	30	63	0	8	93	90	19	0	2	109	339
6:00 PM	54	65	0	15	119	17	31	1	3	49	46	12	0	2	58	226
6:15 PM	26	52	0	9	78	15	28	0	2	43	48	9	0	2	57	178
6:30 PM	26	48	0	4	74	23	34	0	5	57	37	13	0	5	50	181
6:45 PM	33	38	0	7	71	17	31	0	1	48	48	7	0	2	55	174
Hourly Total	139	203	0	35	342	72	124	1	11	197	179	41	0	11	220	759
7:00 PM	34	54	0	6	88	16	31	0	4	47	54	10	0	4	64	199
7:15 PM	42	44	0	3	86	11	34	0	0	45	39	11	1	1	51	182
7:30 PM	37	29	0	6	66	21	38	0	0	59	47	9	0	1	56	181
7:45 PM	28	55	0	5	83	14	32	0	1	46	50	14	0	2	64	193
Hourly Total	141	182	0	20	323	62	135	0	5	197	190	44	1	8	235	755
8:00 PM	41	39	0	1	80	17	43	0	2	60	40	12	0	0	52	192
8:15 PM	22	55	0	7	77	8	23	0	2	31	39	5	0	2	44	152
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	659	959	0	118	1618	276	658	1	41	935	866	194	2	29	1062	3615
Approach %	40.7	59.3	0.0	-	-	29.5	70.4	0.1	-	-	81.5	18.3	0.2	-	-	-
Total %	18.2	26.5	0.0	-	44.8	7.6	18.2	0.0	-	25.9	24.0	5.4	0.1	-	29.4	-
Lights	587	887	0	-	1474	244	590	1	-	835	833	183	2	-	1018	3327
% Lights	89.1	92.5	-	-	91.1	88.4	89.7	100.0	-	89.3	96.2	94.3	100.0	-	95.9	92.0
Buses	68	54	0	-	122	29	61	0	-	90	26	9	0	-	35	247
% Buses	10.3	5.6	-	-	7.5	10.5	9.3	0.0	-	9.6	3.0	4.6	0.0	-	3.3	6.8
Trucks	4	18	0	-	22	3	7	0	-	10	7	2	0	-	9	41
% Trucks	0.6	1.9	-	-	1.4	1.1	1.1	0.0	-	1.1	0.8	1.0	0.0	-	0.8	1.1
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.8	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	117	-	-	-	-	41	-	-	-	-	29	-	-
% Pedestrians	-	-	-	99.2	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Quickway Rd & Rimenev Ct
Tuesday, June 4, 2019
Location: 41.336547, -74.17012



Turning Movement Data Plot



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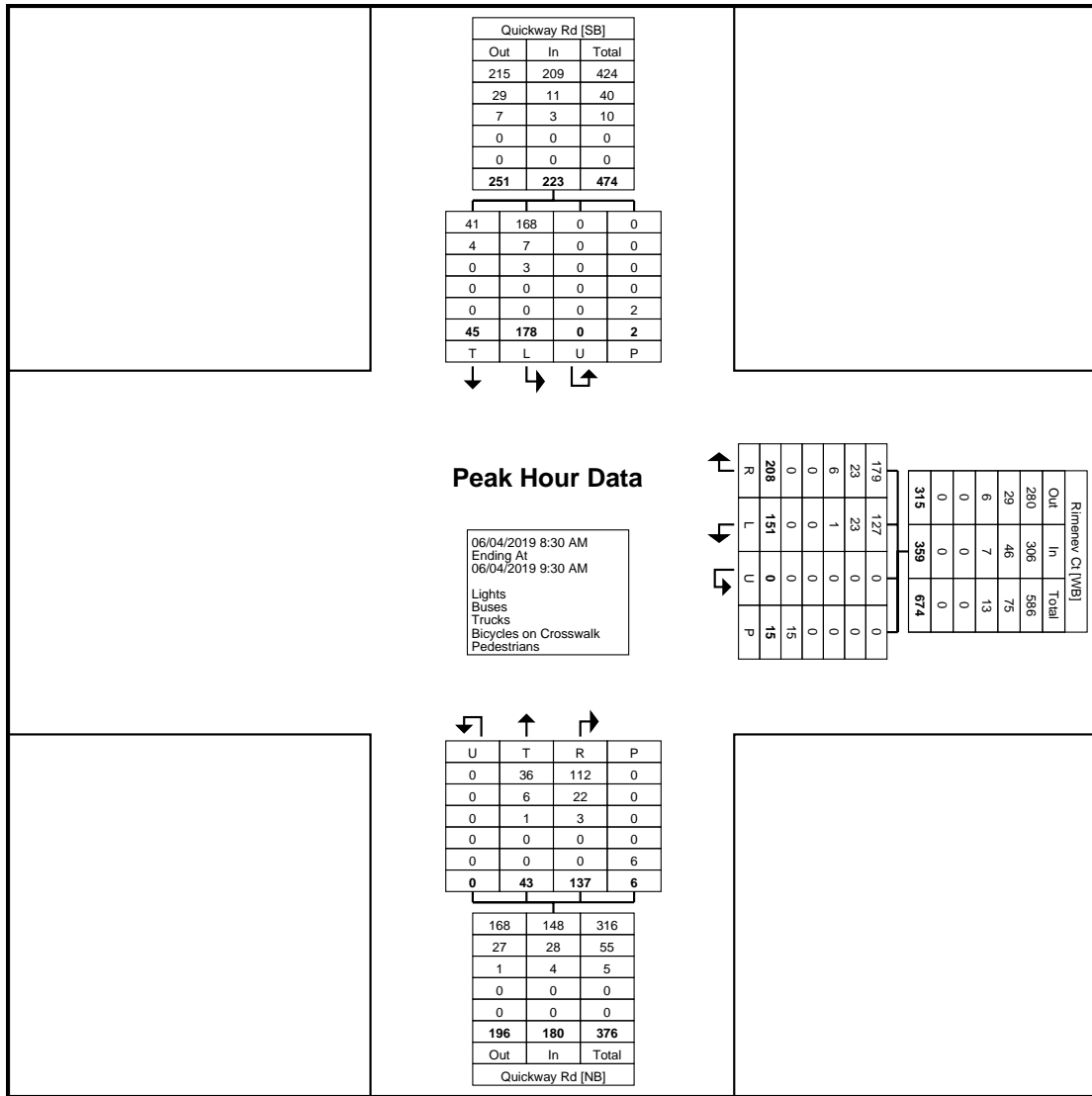
Count Name: Quickway Rd &
Rimenev Ct Weekday
Site Code:
Start Date: 06/04/2019
Page No: 3

Kiryas Joel, NY
Quickway Rd & Rimenev Ct
Tuesday, June 4, 2019
Location: 41.336547, -74.17012

Turning Movement Peak Hour Data (8:30 AM)

Start Time	Rimenev Ct Westbound					Quickway Rd Northbound					Quickway Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
8:30 AM	36	46	0	3	82	8	37	0	1	45	37	8	0	2	45	172
8:45 AM	36	48	0	3	84	15	27	0	2	42	41	13	0	0	54	180
9:00 AM	39	54	0	4	93	8	40	0	0	48	58	10	0	0	68	209
9:15 AM	40	60	0	5	100	12	33	0	3	45	42	14	0	0	56	201
Total	151	208	0	15	359	43	137	0	6	180	178	45	0	2	223	762
Approach %	42.1	57.9	0.0	-	-	23.9	76.1	0.0	-	-	79.8	20.2	0.0	-	-	-
Total %	19.8	27.3	0.0	-	47.1	5.6	18.0	0.0	-	23.6	23.4	5.9	0.0	-	29.3	-
PHF	0.944	0.867	0.000	-	0.898	0.717	0.856	0.000	-	0.938	0.767	0.804	0.000	-	0.820	0.911
Lights	127	179	0	-	306	36	112	0	-	148	168	41	0	-	209	663
% Lights	84.1	86.1	-	-	85.2	83.7	81.8	-	-	82.2	94.4	91.1	-	-	93.7	87.0
Buses	23	23	0	-	46	6	22	0	-	28	7	4	0	-	11	85
% Buses	15.2	11.1	-	-	12.8	14.0	16.1	-	-	15.6	3.9	8.9	-	-	4.9	11.2
Trucks	1	6	0	-	7	1	3	0	-	4	3	0	0	-	3	14
% Trucks	0.7	2.9	-	-	1.9	2.3	2.2	-	-	2.2	1.7	0.0	-	-	1.3	1.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	15	-	-	-	-	6	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Quickway Rd & Rimenev Ct
Tuesday, June 4, 2019
Location: 41.336547, -74.17012



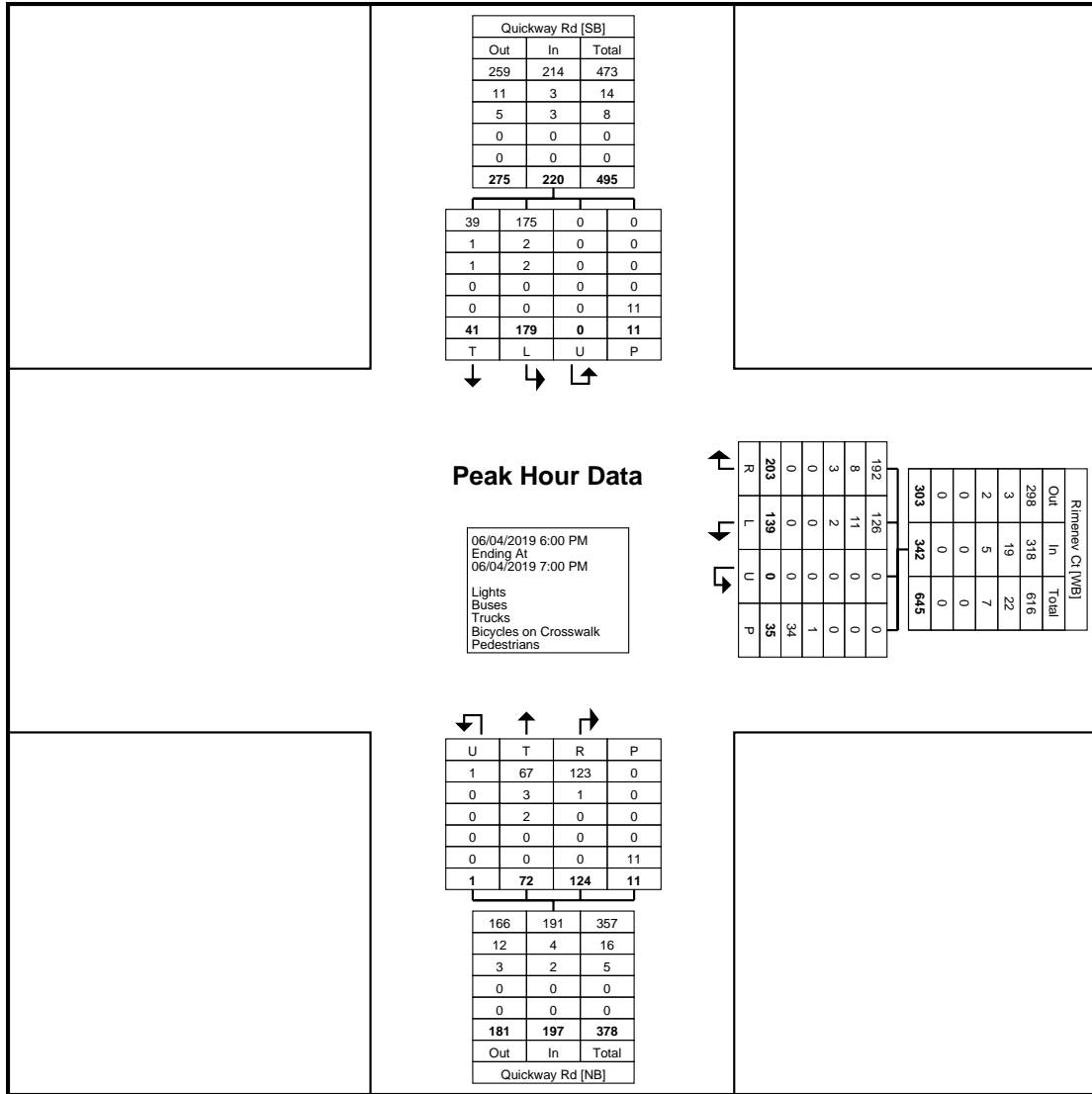
Turning Movement Peak Hour Data Plot (8:30 AM)

Kiryas Joel, NY
Quickway Rd & Rimenev Ct
Tuesday, June 4, 2019
Location: 41.336547, -74.17012

Turning Movement Peak Hour Data (6:00 PM)

Start Time	Rimenev Ct Westbound					Quickway Rd Northbound					Quickway Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
6:00 PM	54	65	0	15	119	17	31	1	3	49	46	12	0	2	58	226
6:15 PM	26	52	0	9	78	15	28	0	2	43	48	9	0	2	57	178
6:30 PM	26	48	0	4	74	23	34	0	5	57	37	13	0	5	50	181
6:45 PM	33	38	0	7	71	17	31	0	1	48	48	7	0	2	55	174
Total	139	203	0	35	342	72	124	1	11	197	179	41	0	11	220	759
Approach %	40.6	59.4	0.0	-	-	36.5	62.9	0.5	-	-	81.4	18.6	0.0	-	-	-
Total %	18.3	26.7	0.0	-	45.1	9.5	16.3	0.1	-	26.0	23.6	5.4	0.0	-	29.0	-
PHF	0.644	0.781	0.000	-	0.718	0.783	0.912	0.250	-	0.864	0.932	0.788	0.000	-	0.948	0.840
Lights	126	192	0	-	318	67	123	1	-	191	175	39	0	-	214	723
% Lights	90.6	94.6	-	-	93.0	93.1	99.2	100.0	-	97.0	97.8	95.1	-	-	97.3	95.3
Buses	11	8	0	-	19	3	1	0	-	4	2	1	0	-	3	26
% Buses	7.9	3.9	-	-	5.6	4.2	0.8	0.0	-	2.0	1.1	2.4	-	-	1.4	3.4
Trucks	2	3	0	-	5	2	0	0	-	2	2	1	0	-	3	10
% Trucks	1.4	1.5	-	-	1.5	2.8	0.0	0.0	-	1.0	1.1	2.4	-	-	1.4	1.3
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	2.9	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	34	-	-	-	-	11	-	-	-	-	11	-	-
% Pedestrians	-	-	-	97.1	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Quickway Rd & Rimenev Ct
Tuesday, June 4, 2019
Location: 41.336547, -74.17012



Turning Movement Peak Hour Data Plot (6:00 PM)



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Kiryas Joel, NY
Quickway Rd & Rimenev Ct
Tuesday, June 4, 2019
Location: 41.336547, -74.17012

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Count Name: Quickway Rd &
Rimenev Ct Weekday
Site Code:
Start Date: 06/04/2019
Page No: 7



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Kiryas Joel, NY
Schunemunk Rd & Da Weider
Blvd
Friday, May 31, 2019
Location: 41.342753, -
74.177458

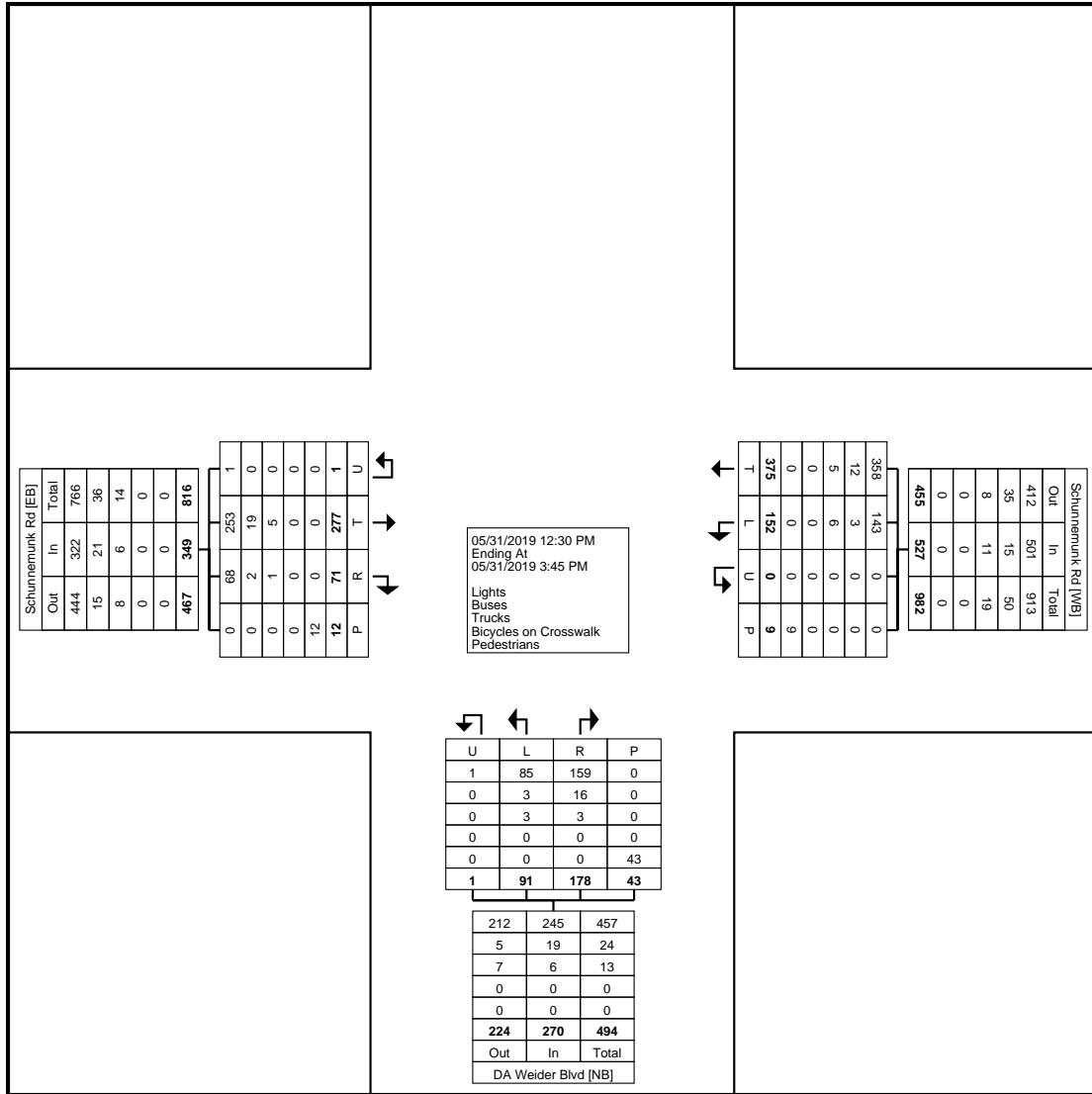
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Count Name: Schunemunk Rd
& Da Weider Blvd Friday
Site Code:
Start Date: 05/31/2019
Page No: 1

Turning Movement Data

Start Time	Schunemunk Rd Eastbound					Schunemunk Rd Westbound					DA Weider Blvd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
12:30 PM	25	5	0	1	30	9	24	0	2	33	7	19	0	8	26	89
12:45 PM	24	5	0	0	29	12	21	0	0	33	5	17	0	0	22	84
Hourly Total	49	10	0	1	59	21	45	0	2	66	12	36	0	8	48	173
1:00 PM	25	8	0	3	33	9	30	0	5	39	6	13	0	10	19	91
1:15 PM	34	7	0	2	41	16	50	0	2	66	9	16	0	2	25	132
1:30 PM	20	2	0	0	22	7	31	0	0	38	11	18	0	3	29	89
1:45 PM	22	10	0	0	32	15	27	0	0	42	9	11	0	1	20	94
Hourly Total	101	27	0	5	128	47	138	0	7	185	35	58	0	16	93	406
2:00 PM	16	7	0	2	23	13	30	0	0	43	9	20	1	5	30	96
2:15 PM	19	8	0	0	27	14	32	0	0	46	5	11	0	2	16	89
2:30 PM	27	4	1	2	32	15	37	0	0	52	5	17	0	4	22	106
2:45 PM	17	4	0	0	21	12	36	0	0	48	4	7	0	1	11	80
Hourly Total	79	23	1	4	103	54	135	0	0	189	23	55	1	12	79	371
3:00 PM	19	8	0	2	27	18	37	0	0	55	12	17	0	6	29	111
3:15 PM	29	3	0	0	32	12	20	0	0	32	9	12	0	1	21	85
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	277	71	1	12	349	152	375	0	9	527	91	178	1	43	270	1146
Approach %	79.4	20.3	0.3	-	-	28.8	71.2	0.0	-	-	33.7	65.9	0.4	-	-	-
Total %	24.2	6.2	0.1	-	30.5	13.3	32.7	0.0	-	46.0	7.9	15.5	0.1	-	23.6	-
Lights	253	68	1	-	322	143	358	0	-	501	85	159	1	-	245	1068
% Lights	91.3	95.8	100.0	-	92.3	94.1	95.5	-	-	95.1	93.4	89.3	100.0	-	90.7	93.2
Buses	19	2	0	-	21	3	12	0	-	15	3	16	0	-	19	55
% Buses	6.9	2.8	0.0	-	6.0	2.0	3.2	-	-	2.8	3.3	9.0	0.0	-	7.0	4.8
Trucks	5	1	0	-	6	6	5	0	-	11	3	3	0	-	6	23
% Trucks	1.8	1.4	0.0	-	1.7	3.9	1.3	-	-	2.1	3.3	1.7	0.0	-	2.2	2.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	12	-	-	-	-	9	-	-	-	-	43	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Schunnumunk Rd & Da Weider
Blvd
Friday, May 31, 2019
Location: 41.342753, -
74.177458



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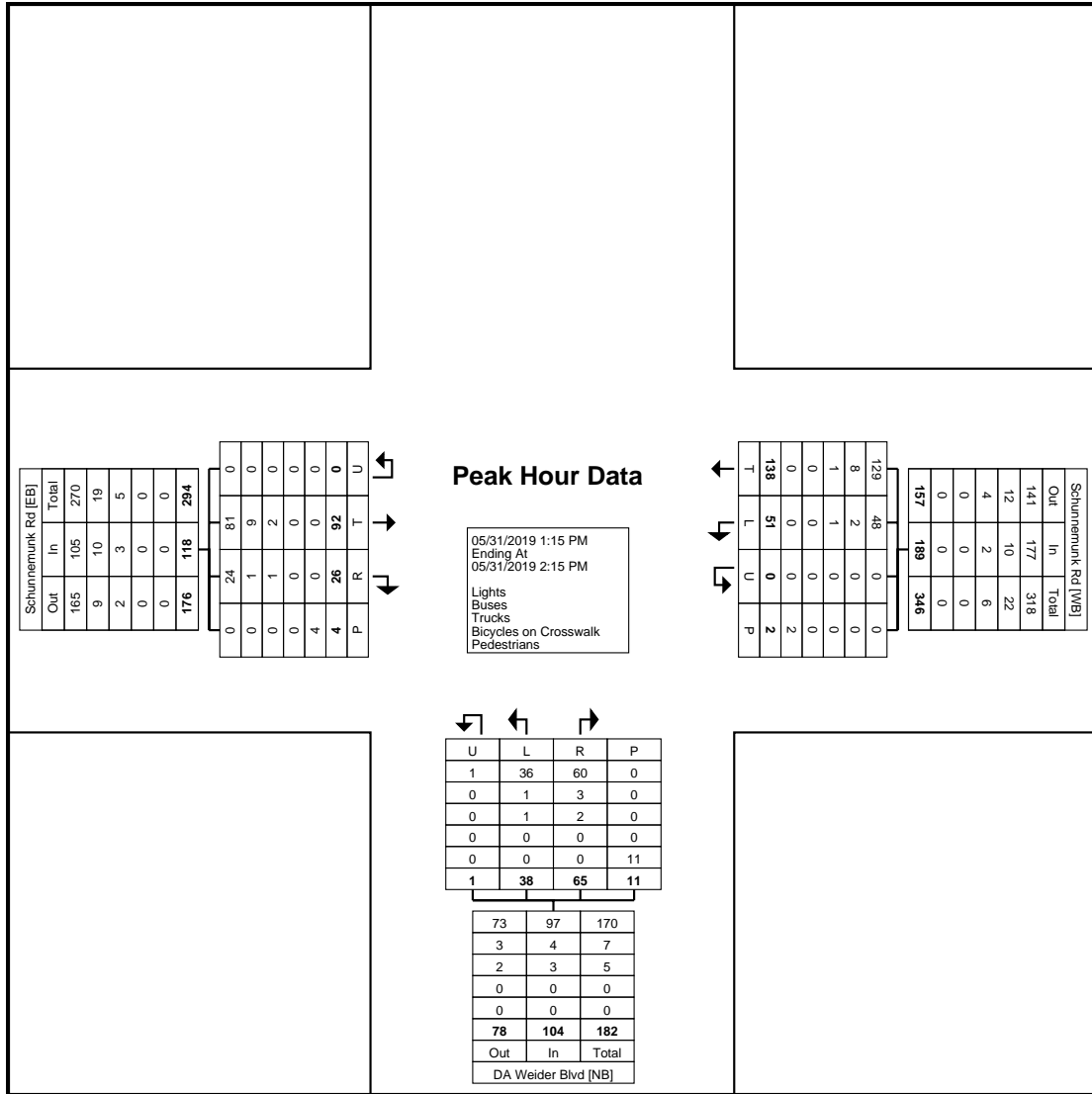
Kiryas Joel, NY
Schunnenmunk Rd & Da Weider
Blvd
Friday, May 31, 2019
Location: 41.342753, -
74.177458

Count Name: Schunnenmunk Rd
& Da Weider Blvd Friday
Site Code:
Start Date: 05/31/2019
Page No: 3

Turning Movement Peak Hour Data (1:15 PM)

Start Time	Schunnenmunk Rd Eastbound					Schunnenmunk Rd Westbound					DA Weider Blvd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
1:15 PM	34	7	0	2	41	16	50	0	2	66	9	16	0	2	25	132
1:30 PM	20	2	0	0	22	7	31	0	0	38	11	18	0	3	29	89
1:45 PM	22	10	0	0	32	15	27	0	0	42	9	11	0	1	20	94
2:00 PM	16	7	0	2	23	13	30	0	0	43	9	20	1	5	30	96
Total	92	26	0	4	118	51	138	0	2	189	38	65	1	11	104	411
Approach %	78.0	22.0	0.0	-	-	27.0	73.0	0.0	-	-	36.5	62.5	1.0	-	-	-
Total %	22.4	6.3	0.0	-	28.7	12.4	33.6	0.0	-	46.0	9.2	15.8	0.2	-	25.3	-
PHF	0.676	0.650	0.000	-	0.720	0.797	0.690	0.000	-	0.716	0.864	0.813	0.250	-	0.867	0.778
Lights	81	24	0	-	105	48	129	0	-	177	36	60	1	-	97	379
% Lights	88.0	92.3	-	-	89.0	94.1	93.5	-	-	93.7	94.7	92.3	100.0	-	93.3	92.2
Buses	9	1	0	-	10	2	8	0	-	10	1	3	0	-	4	24
% Buses	9.8	3.8	-	-	8.5	3.9	5.8	-	-	5.3	2.6	4.6	0.0	-	3.8	5.8
Trucks	2	1	0	-	3	1	1	0	-	2	1	2	0	-	3	8
% Trucks	2.2	3.8	-	-	2.5	2.0	0.7	-	-	1.1	2.6	3.1	0.0	-	2.9	1.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	4	-	-	-	-	2	-	-	-	-	11	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Schunnumunk Rd & Da Weider
Blvd
Friday, May 31, 2019
Location: 41.342753, -
74.177458



Turning Movement Peak Hour Data Plot (1:15 PM)



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Schunemunk Rd & Da Weider
Blvd
Friday, May 31, 2019
Location: 41.342753, -
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Count Name: Schunemunk Rd
& Da Weider Blvd Friday
Site Code:
Start Date: 05/31/2019
Page No: 5



Kiryas Joel, NY
Schunemunk Rd & Da Weider
Blvd
Tuesday, June 4, 2019
Location: 41.342742, -
74.177457

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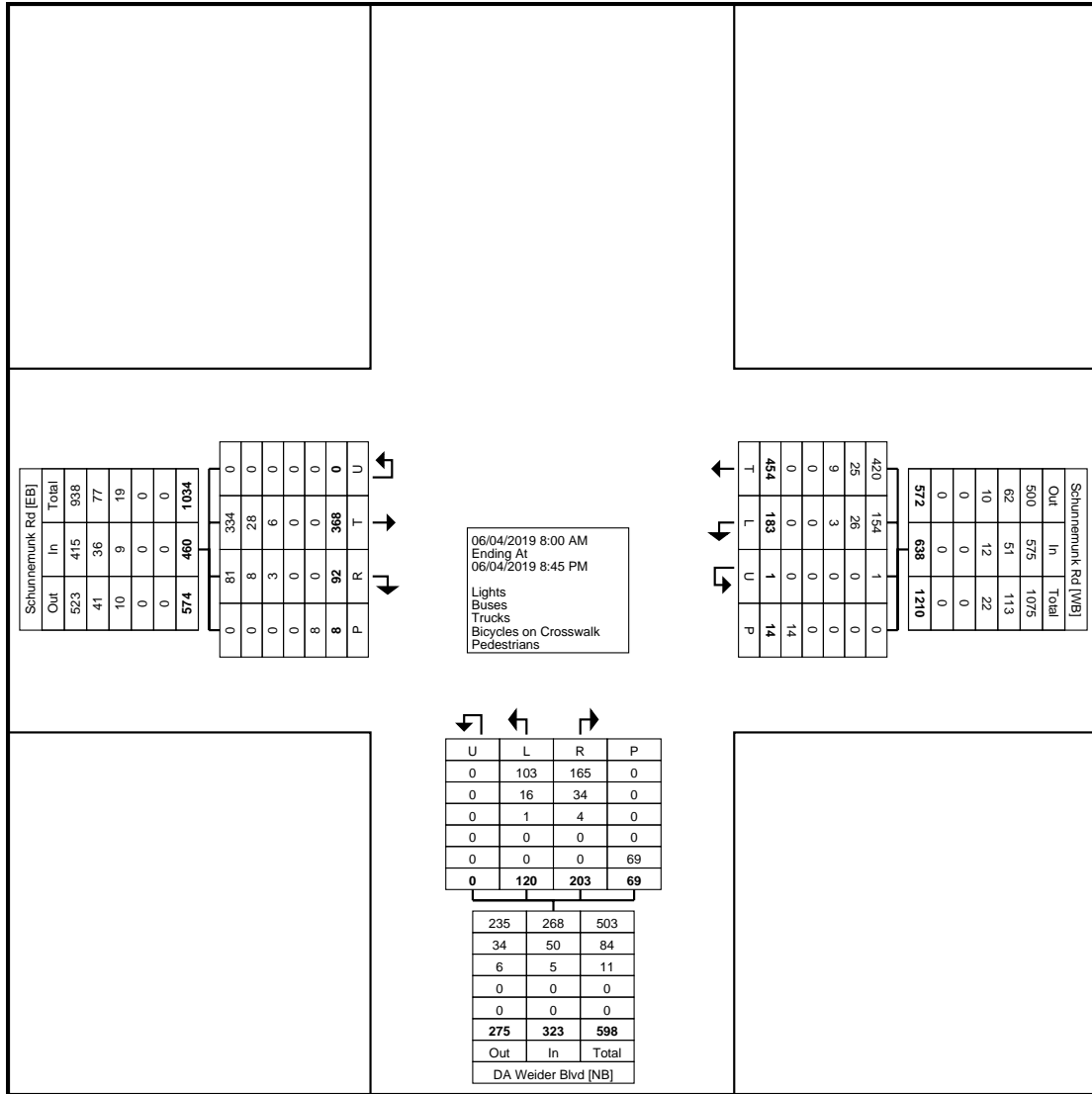
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Count Name: Schunemunk Rd
& Da Weider Blvd Weekday
Site Code:
Start Date: 06/04/2019
Page No: 1

Turning Movement Data

Start Time	Schunemunk Rd Eastbound					Schunemunk Rd Westbound					DA Weider Blvd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:00 AM	11	7	0	0	18	10	15	0	2	25	7	7	0	1	14	57
8:15 AM	13	1	0	0	14	7	27	0	1	34	5	8	0	0	13	61
8:30 AM	11	1	0	0	12	7	21	0	0	28	8	6	0	4	14	54
8:45 AM	13	3	0	1	16	11	21	0	3	32	3	12	0	9	15	63
Hourly Total	48	12	0	1	60	35	84	0	6	119	23	33	0	14	56	235
9:00 AM	24	5	0	2	29	10	30	0	0	40	5	15	0	7	20	89
9:15 AM	15	5	0	0	20	6	32	0	2	38	13	14	0	4	27	85
9:30 AM	14	7	0	0	21	12	15	0	0	27	3	12	0	2	15	63
9:45 AM	16	8	0	0	24	17	28	0	0	45	10	15	0	4	25	94
Hourly Total	69	25	0	2	94	45	105	0	2	150	31	56	0	17	87	331
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM	26	4	0	0	30	8	24	0	0	32	2	10	0	3	12	74
5:45 PM	17	7	0	1	24	8	30	0	0	38	4	6	0	3	10	72
Hourly Total	43	11	0	1	54	16	54	0	0	70	6	16	0	6	22	146
6:00 PM	25	10	0	0	35	8	31	0	0	39	7	10	0	4	17	91
6:15 PM	27	2	0	1	29	12	25	0	0	37	13	8	0	2	21	87
6:30 PM	16	2	0	0	18	10	18	0	0	28	7	7	0	2	14	60
6:45 PM	22	4	0	0	26	6	23	0	0	29	3	9	0	4	12	67
Hourly Total	90	18	0	1	108	36	97	0	0	133	30	34	0	12	64	305
7:00 PM	21	4	0	0	25	4	26	0	1	30	2	11	0	10	13	68
7:15 PM	21	4	0	0	25	10	17	0	2	27	8	12	0	0	20	72
7:30 PM	23	6	0	0	29	6	18	0	2	24	4	9	0	1	13	66
7:45 PM	23	5	0	0	28	7	14	0	0	21	7	13	0	1	20	69
Hourly Total	88	19	0	0	107	27	75	0	5	102	21	45	0	12	66	275
8:00 PM	21	2	0	0	23	12	16	1	1	29	4	10	0	1	14	66
8:15 PM	9	5	0	3	14	12	23	0	0	35	4	9	0	7	13	62
8:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Grand Total	368	92	0	8	460	183	454	1	14	638	120	203	0	69	323	1421
Approach %	80.0	20.0	0.0	-	-	28.7	71.2	0.2	-	-	37.2	62.8	0.0	-	-	-
Total %	25.9	6.5	0.0	-	32.4	12.9	31.9	0.1	-	44.9	8.4	14.3	0.0	-	22.7	-
Lights	334	81	0	-	415	154	420	1	-	575	103	165	0	-	268	1258
% Lights	90.8	88.0	-	-	90.2	84.2	92.5	100.0	-	90.1	85.8	81.3	-	-	83.0	88.5
Buses	28	8	0	-	36	26	25	0	-	51	16	34	0	-	50	137
% Buses	7.6	8.7	-	-	7.8	14.2	5.5	0.0	-	8.0	13.3	16.7	-	-	15.5	9.6
Trucks	6	3	0	-	9	3	9	0	-	12	1	4	0	-	5	26
% Trucks	1.6	3.3	-	-	2.0	1.6	2.0	0.0	-	1.9	0.8	2.0	-	-	1.5	1.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	8	-	-	-	-	14	-	-	-	-	69	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Schunnumunk Rd & Da Weider
Blvd
Tuesday, June 4, 2019
Location: 41.342742, -
74.177457

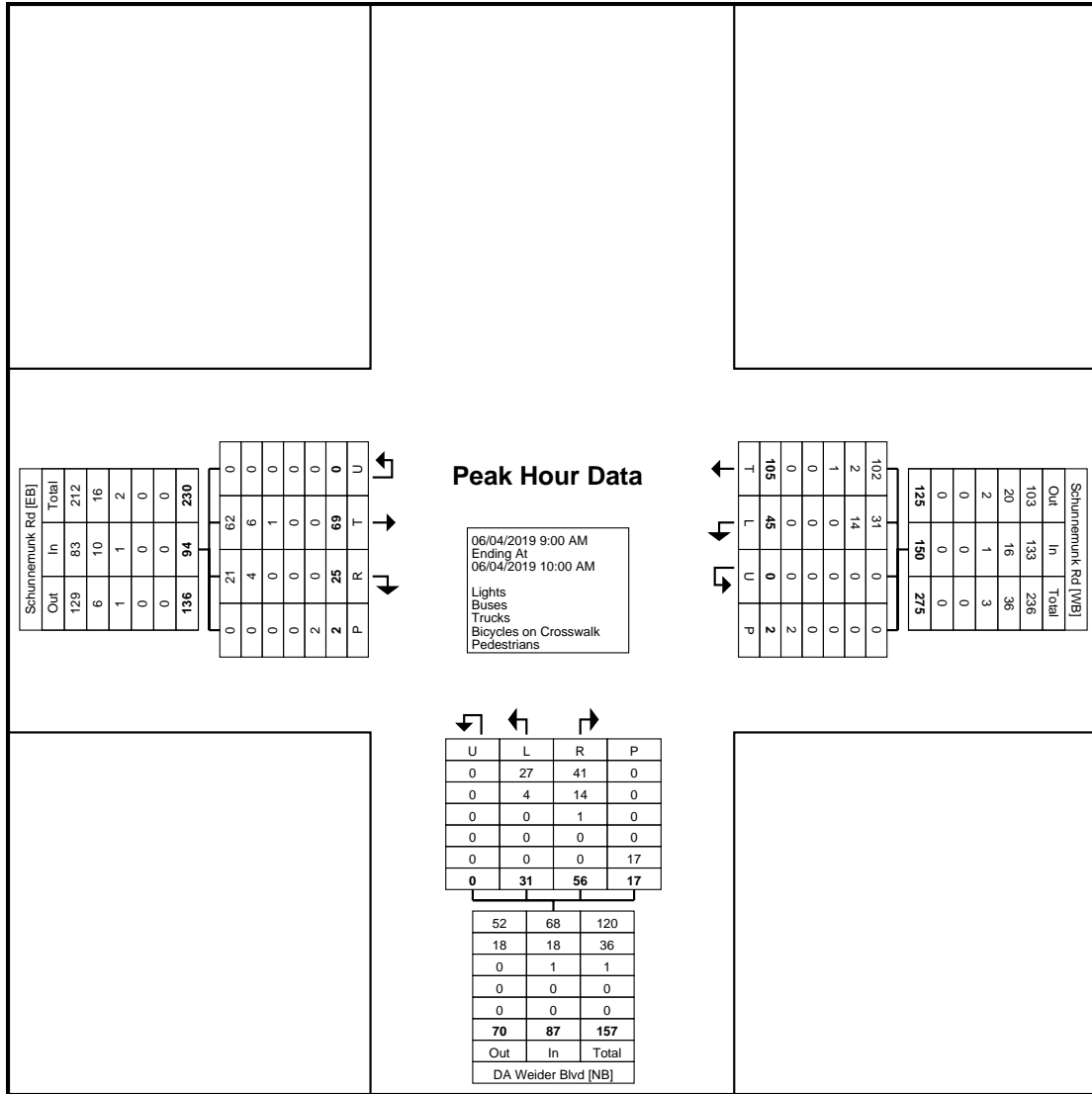


Turning Movement Data Plot

Turning Movement Peak Hour Data (9:00 AM)

Start Time	Schunnamunk Rd Eastbound					Schunnamunk Rd Westbound					DA Weider Blvd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
9:00 AM	24	5	0	2	29	10	30	0	0	40	5	15	0	7	20	89
9:15 AM	15	5	0	0	20	6	32	0	2	38	13	14	0	4	27	85
9:30 AM	14	7	0	0	21	12	15	0	0	27	3	12	0	2	15	63
9:45 AM	16	8	0	0	24	17	28	0	0	45	10	15	0	4	25	94
Total	69	25	0	2	94	45	105	0	2	150	31	56	0	17	87	331
Approach %	73.4	26.6	0.0	-	-	30.0	70.0	0.0	-	-	35.6	64.4	0.0	-	-	-
Total %	20.8	7.6	0.0	-	28.4	13.6	31.7	0.0	-	45.3	9.4	16.9	0.0	-	26.3	-
PHF	0.719	0.781	0.000	-	0.810	0.662	0.820	0.000	-	0.833	0.596	0.933	0.000	-	0.806	0.880
Lights	62	21	0	-	83	31	102	0	-	133	27	41	0	-	68	284
% Lights	89.9	84.0	-	-	88.3	68.9	97.1	-	-	88.7	87.1	73.2	-	-	78.2	85.8
Buses	6	4	0	-	10	14	2	0	-	16	4	14	0	-	18	44
% Buses	8.7	16.0	-	-	10.6	31.1	1.9	-	-	10.7	12.9	25.0	-	-	20.7	13.3
Trucks	1	0	0	-	1	0	1	0	-	1	0	1	0	-	1	3
% Trucks	1.4	0.0	-	-	1.1	0.0	1.0	-	-	0.7	0.0	1.8	-	-	1.1	0.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	2	-	-	-	-	2	-	-	-	-	17	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Schunnumunk Rd & Da Weider
Blvd
Tuesday, June 4, 2019
Location: 41.342742, -
74.177457



Turning Movement Peak Hour Data Plot (9:00 AM)



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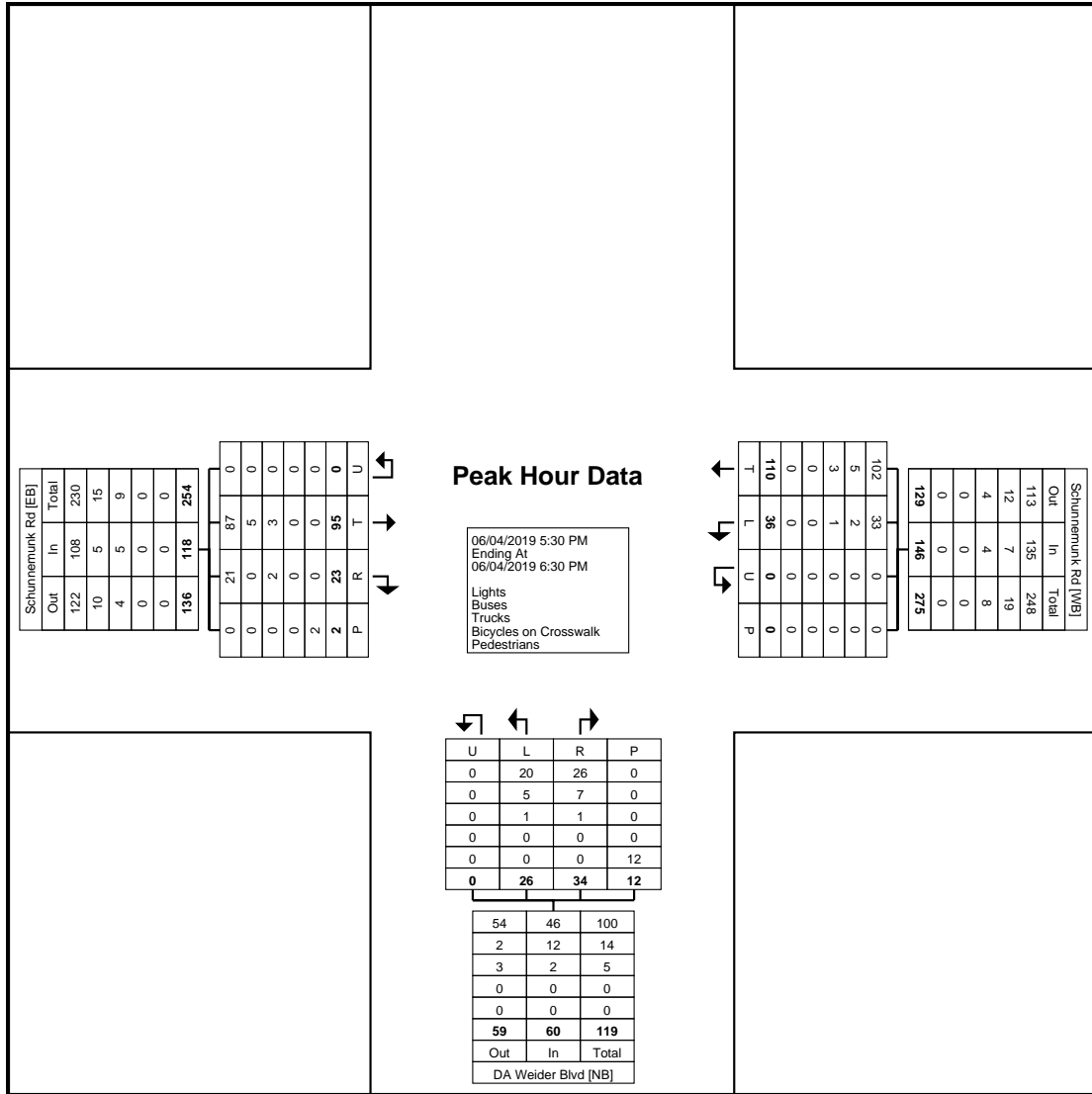
Kiryas Joel, NY
Schunnamunk Rd & Da Weider
Blvd
Tuesday, June 4, 2019
Location: 41.342742, -
74.177457

Count Name: Schunnamunk Rd
& Da Weider Blvd Weekday
Site Code:
Start Date: 06/04/2019
Page No: 5

Turning Movement Peak Hour Data (5:30 PM)

Start Time	Schunnamunk Rd Eastbound					Schunnamunk Rd Westbound					DA Weider Blvd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
5:30 PM	26	4	0	0	30	8	24	0	0	32	2	10	0	3	12	74
5:45 PM	17	7	0	1	24	8	30	0	0	38	4	6	0	3	10	72
6:00 PM	25	10	0	0	35	8	31	0	0	39	7	10	0	4	17	91
6:15 PM	27	2	0	1	29	12	25	0	0	37	13	8	0	2	21	87
Total	95	23	0	2	118	36	110	0	0	146	26	34	0	12	60	324
Approach %	80.5	19.5	0.0	-	-	24.7	75.3	0.0	-	-	43.3	56.7	0.0	-	-	-
Total %	29.3	7.1	0.0	-	36.4	11.1	34.0	0.0	-	45.1	8.0	10.5	0.0	-	18.5	-
PHF	0.880	0.575	0.000	-	0.843	0.750	0.887	0.000	-	0.936	0.500	0.850	0.000	-	0.714	0.890
Lights	87	21	0	-	108	33	102	0	-	135	20	26	0	-	46	289
% Lights	91.6	91.3	-	-	91.5	91.7	92.7	-	-	92.5	76.9	76.5	-	-	76.7	89.2
Buses	5	0	0	-	5	2	5	0	-	7	5	7	0	-	12	24
% Buses	5.3	0.0	-	-	4.2	5.6	4.5	-	-	4.8	19.2	20.6	-	-	20.0	7.4
Trucks	3	2	0	-	5	1	3	0	-	4	1	1	0	-	2	11
% Trucks	3.2	8.7	-	-	4.2	2.8	2.7	-	-	2.7	3.8	2.9	-	-	3.3	3.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	2	-	-	-	-	0	-	-	-	-	12	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Schunnumunk Rd & Da Weider
Blvd
Tuesday, June 4, 2019
Location: 41.342742, -
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Turning Movement Peak Hour Data Plot (5:30 PM)



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Blvd
Tuesday, June 4, 2019
Location: 41.342742, -
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Count Name: Schunemunk Rd
& Da Weider Blvd Weekday
Site Code:
Start Date: 06/04/2019
Page No: 7



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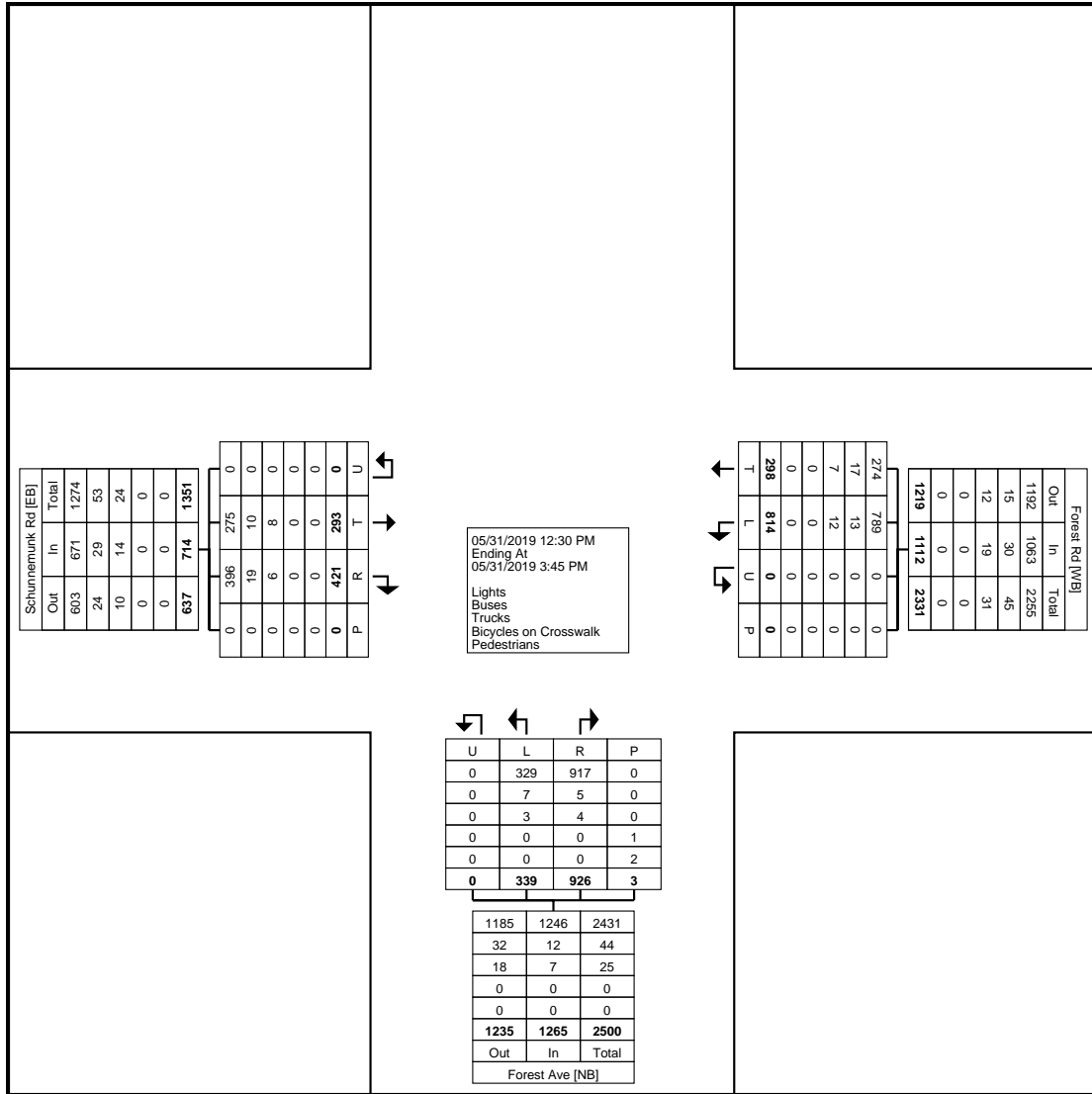
Kiryas Joel, NY
Schunnumunk Rd & Forest Ave
Friday, May 31, 2019
Location: 41.339687, -
74.177921

Count Name: Schunnumunk Rd
& Forest Ave Friday
Site Code:
Start Date: 05/31/2019
Page No: 1

Turning Movement Data

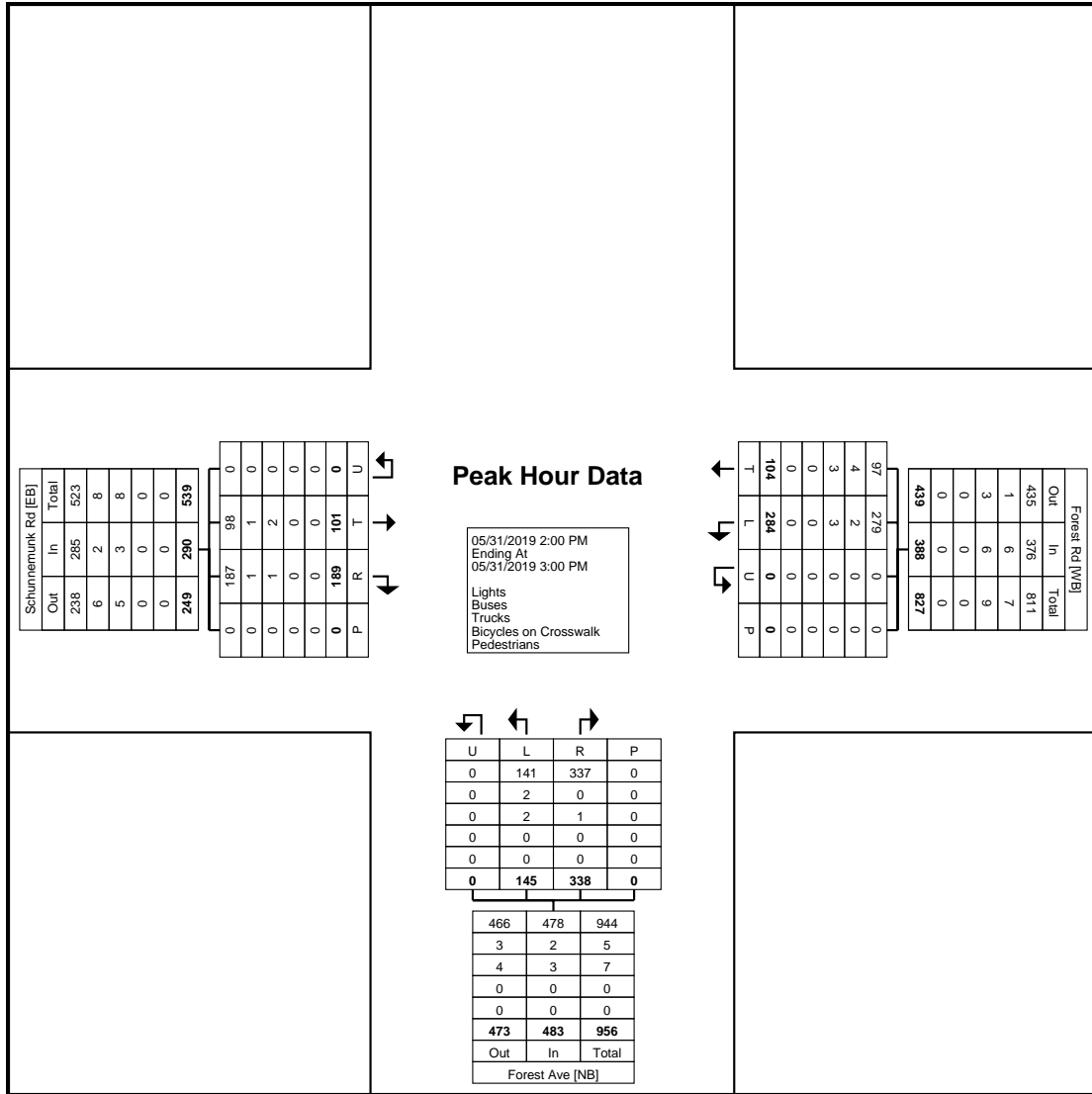
Start Time	Schunnumunk Rd Eastbound					Forest Rd Westbound					Forest Ave Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
12:30 PM	24	26	0	0	50	59	19	0	0	78	18	75	0	1	93	221
12:45 PM	22	23	0	0	45	51	21	0	0	72	17	73	0	1	90	207
Hourly Total	46	49	0	0	95	110	40	0	0	150	35	148	0	2	183	428
1:00 PM	25	27	0	0	52	50	24	0	0	74	22	71	0	1	93	219
1:15 PM	32	42	0	0	74	77	35	0	0	112	25	64	0	0	89	275
1:30 PM	22	28	0	0	50	62	34	0	0	96	28	88	0	0	116	262
1:45 PM	27	26	0	0	53	57	25	0	0	82	27	88	0	0	115	250
Hourly Total	106	123	0	0	229	246	118	0	0	364	102	311	0	1	413	1006
2:00 PM	30	36	0	0	66	83	26	0	0	109	25	84	0	0	109	284
2:15 PM	23	39	0	0	62	69	24	0	0	93	39	96	0	0	135	290
2:30 PM	23	58	0	0	81	60	28	0	0	88	42	77	0	0	119	288
2:45 PM	25	56	0	0	81	72	26	0	0	98	39	81	0	0	120	299
Hourly Total	101	189	0	0	290	284	104	0	0	388	145	338	0	0	483	1161
3:00 PM	18	29	0	0	47	80	22	0	0	102	24	69	0	0	93	242
3:15 PM	22	31	0	0	53	94	14	0	0	108	33	60	0	0	93	254
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	293	421	0	0	714	814	298	0	0	1112	339	926	0	3	1265	3091
Approach %	41.0	59.0	0.0	-	-	73.2	26.8	0.0	-	-	26.8	73.2	0.0	-	-	-
Total %	9.5	13.6	0.0	-	23.1	26.3	9.6	0.0	-	36.0	11.0	30.0	0.0	-	40.9	-
Lights	275	396	0	-	671	789	274	0	-	1063	329	917	0	-	1246	2980
% Lights	93.9	94.1	-	-	94.0	96.9	91.9	-	-	95.6	97.1	99.0	-	-	98.5	96.4
Buses	10	19	0	-	29	13	17	0	-	30	7	5	0	-	12	71
% Buses	3.4	4.5	-	-	4.1	1.6	5.7	-	-	2.7	2.1	0.5	-	-	0.9	2.3
Trucks	8	6	0	-	14	12	7	0	-	19	3	4	0	-	7	40
% Trucks	2.7	1.4	-	-	2.0	1.5	2.3	-	-	1.7	0.9	0.4	-	-	0.6	1.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	33.3	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	66.7	-	-

Kiryas Joel, NY
Schunnumunk Rd & Forest Ave
Friday, May 31, 2019
Location: 41.339687, -
74.177921



Turning Movement Data Plot

Kiryas Joel, NY
Schunnumunk Rd & Forest Ave
Friday, May 31, 2019
Location: 41.339687, -
74.177921



Turning Movement Peak Hour Data Plot (2:00 PM)



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Schunemunk Rd & Forest Ave
Friday, May 31, 2019
Location: 41.339687, -
74.177921

Count Name: Schunemunk Rd
& Forest Ave Friday
Site Code:
Start Date: 05/31/2019
Page No: 5



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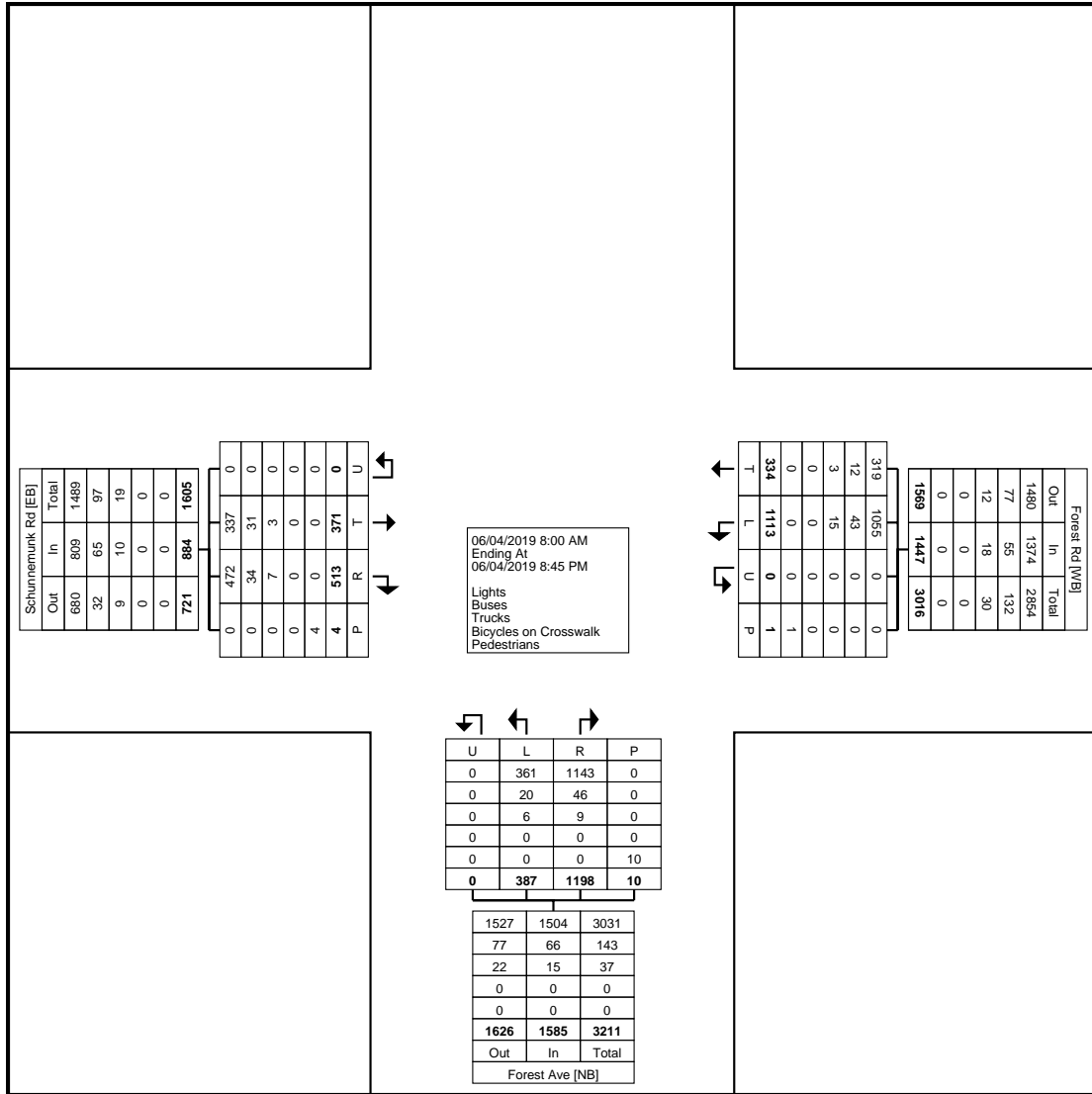
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Kiryas Joel, NY
Schunнемunk Rd & Forest Ave
Tuesday, June 4, 2019
Location: 41.339688, -
74.177907

Count Name: Schunнемunk Rd
& Forest Ave Weekday
Site Code:
Start Date: 06/04/2019
Page No: 1

Turning Movement Data

Start Time	Schunнемunk Rd Eastbound					Forest Rd Westbound					Forest Ave Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:00 AM	21	29	0	0	50	43	16	0	0	59	17	49	0	0	66	175
8:15 AM	20	27	0	0	47	59	16	0	0	75	20	45	0	4	65	187
8:30 AM	14	36	0	1	50	54	9	0	0	63	18	53	0	0	71	184
8:45 AM	16	34	0	0	50	67	13	0	0	80	21	71	0	1	92	222
Hourly Total	71	126	0	1	197	223	54	0	0	277	76	218	0	5	294	768
9:00 AM	20	36	0	0	56	84	9	0	0	93	30	60	0	0	90	239
9:15 AM	22	35	0	0	57	83	17	0	0	100	14	48	0	0	62	219
9:30 AM	19	31	0	0	50	68	12	0	0	80	13	61	0	0	74	204
9:45 AM	17	31	0	0	48	69	14	0	0	83	15	52	0	0	67	198
Hourly Total	78	133	0	0	211	304	52	0	0	356	72	221	0	0	293	860
10:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	16	21	0	0	37	49	15	0	0	64	15	65	0	2	80	181
5:45 PM	23	27	0	0	50	47	14	0	0	61	27	66	0	0	93	204
Hourly Total	39	48	0	0	87	96	29	0	0	125	42	131	0	2	173	385
6:00 PM	29	26	0	1	55	56	24	0	0	80	22	74	0	0	96	231
6:15 PM	25	24	0	1	49	68	25	0	0	93	19	67	0	0	86	228
6:30 PM	27	28	0	0	55	43	30	0	1	73	17	78	0	0	95	223
6:45 PM	13	13	0	0	26	38	18	0	0	56	22	79	0	0	101	183
Hourly Total	94	91	0	2	185	205	97	0	1	302	80	298	0	0	378	865
7:00 PM	17	27	0	1	44	43	18	0	0	61	33	53	0	2	86	191
7:15 PM	14	24	0	0	38	53	22	0	0	75	21	62	0	0	83	196
7:30 PM	15	19	0	0	34	48	18	0	0	66	24	74	0	0	98	198
7:45 PM	17	12	0	0	29	44	16	0	0	60	19	48	0	0	67	156
Hourly Total	63	82	0	1	145	188	74	0	0	262	97	237	0	2	334	741
8:00 PM	13	15	0	0	28	53	18	0	0	71	11	45	0	1	56	155
8:15 PM	12	17	0	0	29	44	10	0	0	54	9	48	0	0	57	140
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	371	513	0	4	884	1113	334	0	1	1447	387	1198	0	10	1585	3916
Approach %	42.0	58.0	0.0	-	-	76.9	23.1	0.0	-	-	24.4	75.6	0.0	-	-	-
Total %	9.5	13.1	0.0	-	22.6	28.4	8.5	0.0	-	37.0	9.9	30.6	0.0	-	40.5	-
Lights	337	472	0	-	809	1055	319	0	-	1374	361	1143	0	-	1504	3687
% Lights	90.8	92.0	-	-	91.5	94.8	95.5	-	-	95.0	93.3	95.4	-	-	94.9	94.2
Buses	31	34	0	-	65	43	12	0	-	55	20	46	0	-	66	186
% Buses	8.4	6.6	-	-	7.4	3.9	3.6	-	-	3.8	5.2	3.8	-	-	4.2	4.7
Trucks	3	7	0	-	10	15	3	0	-	18	6	9	0	-	15	43
% Trucks	0.8	1.4	-	-	1.1	1.3	0.9	-	-	1.2	1.6	0.8	-	-	0.9	1.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	4	-	-	-	-	1	-	-	-	-	10	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Data Plot



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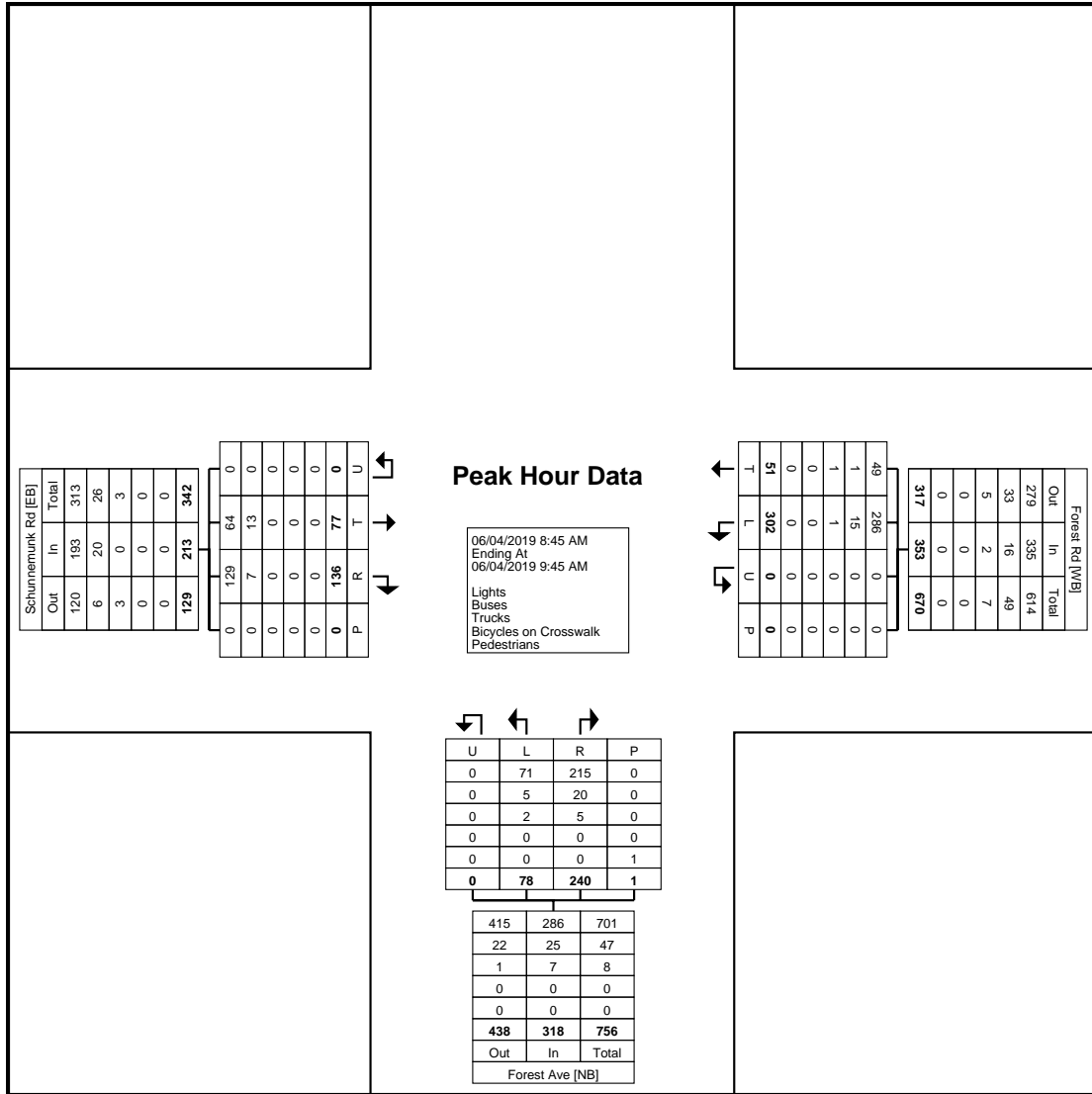
Kiryas Joel, NY
Schunнемunk Rd & Forest Ave
Tuesday, June 4, 2019
Location: 41.339688, -
74.177907

Count Name: Schunнемunk Rd
& Forest Ave Weekday
Site Code:
Start Date: 06/04/2019
Page No: 3

Turning Movement Peak Hour Data (8:45 AM)

Start Time	Schunнемunk Rd Eastbound					Forest Rd Westbound					Forest Ave Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:45 AM	16	34	0	0	50	67	13	0	0	80	21	71	0	1	92	222
9:00 AM	20	36	0	0	56	84	9	0	0	93	30	60	0	0	90	239
9:15 AM	22	35	0	0	57	83	17	0	0	100	14	48	0	0	62	219
9:30 AM	19	31	0	0	50	68	12	0	0	80	13	61	0	0	74	204
Total	77	136	0	0	213	302	51	0	0	353	78	240	0	1	318	884
Approach %	36.2	63.8	0.0	-	-	85.6	14.4	0.0	-	-	24.5	75.5	0.0	-	-	-
Total %	8.7	15.4	0.0	-	24.1	34.2	5.8	0.0	-	39.9	8.8	27.1	0.0	-	36.0	-
PHF	0.875	0.944	0.000	-	0.934	0.899	0.750	0.000	-	0.883	0.650	0.845	0.000	-	0.864	0.925
Lights	64	129	0	-	193	286	49	0	-	335	71	215	0	-	286	814
% Lights	83.1	94.9	-	-	90.6	94.7	96.1	-	-	94.9	91.0	89.6	-	-	89.9	92.1
Buses	13	7	0	-	20	15	1	0	-	16	5	20	0	-	25	61
% Buses	16.9	5.1	-	-	9.4	5.0	2.0	-	-	4.5	6.4	8.3	-	-	7.9	6.9
Trucks	0	0	0	-	0	1	1	0	-	2	2	5	0	-	7	9
% Trucks	0.0	0.0	-	-	0.0	0.3	2.0	-	-	0.6	2.6	2.1	-	-	2.2	1.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Schunnumunk Rd & Forest Ave
Tuesday, June 4, 2019
Location: 41.339688, -
74.177907



Turning Movement Peak Hour Data Plot (8:45 AM)



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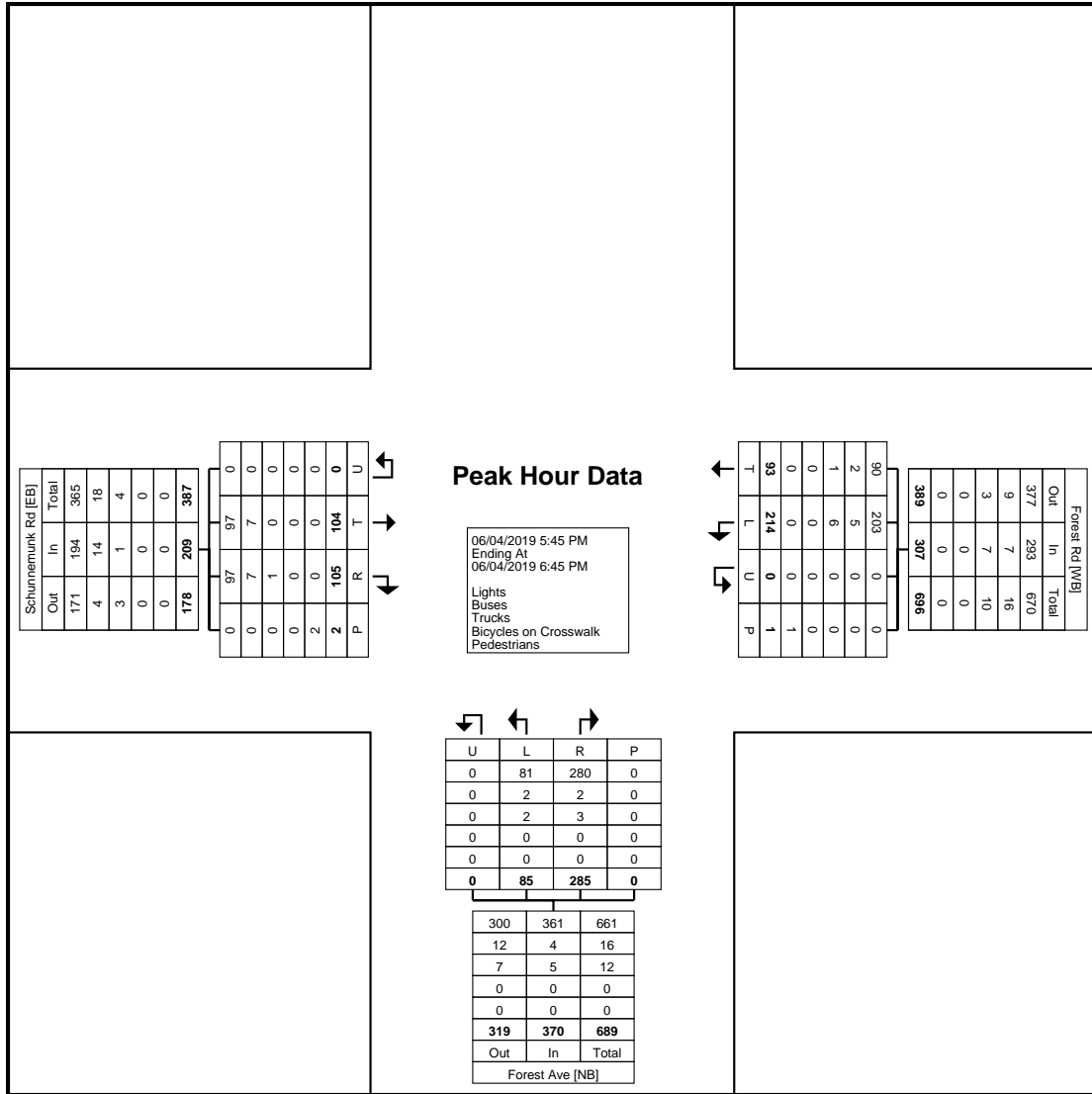
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Schunemunk Rd & Forest Ave
Tuesday, June 4, 2019
Location: 41.339688, -
74.177907

Count Name: Schunemunk Rd
& Forest Ave Weekday
Site Code:
Start Date: 06/04/2019
Page No: 5

Turning Movement Peak Hour Data (5:45 PM)

Start Time	Schunemunk Rd Eastbound					Forest Rd Westbound					Forest Ave Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
5:45 PM	23	27	0	0	50	47	14	0	0	61	27	66	0	0	93	204
6:00 PM	29	26	0	1	55	56	24	0	0	80	22	74	0	0	96	231
6:15 PM	25	24	0	1	49	68	25	0	0	93	19	67	0	0	86	228
6:30 PM	27	28	0	0	55	43	30	0	1	73	17	78	0	0	95	223
Total	104	105	0	2	209	214	93	0	1	307	85	285	0	0	370	886
Approach %	49.8	50.2	0.0	-	-	69.7	30.3	0.0	-	-	23.0	77.0	0.0	-	-	-
Total %	11.7	11.9	0.0	-	23.6	24.2	10.5	0.0	-	34.7	9.6	32.2	0.0	-	41.8	-
PHF	0.897	0.938	0.000	-	0.950	0.787	0.775	0.000	-	0.825	0.787	0.913	0.000	-	0.964	0.959
Lights	97	97	0	-	194	203	90	0	-	293	81	280	0	-	361	848
% Lights	93.3	92.4	-	-	92.8	94.9	96.8	-	-	95.4	95.3	98.2	-	-	97.6	95.7
Buses	7	7	0	-	14	5	2	0	-	7	2	2	0	-	4	25
% Buses	6.7	6.7	-	-	6.7	2.3	2.2	-	-	2.3	2.4	0.7	-	-	1.1	2.8
Trucks	0	1	0	-	1	6	1	0	-	7	2	3	0	-	5	13
% Trucks	0.0	1.0	-	-	0.5	2.8	1.1	-	-	2.3	2.4	1.1	-	-	1.4	1.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	2	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (5:45 PM)



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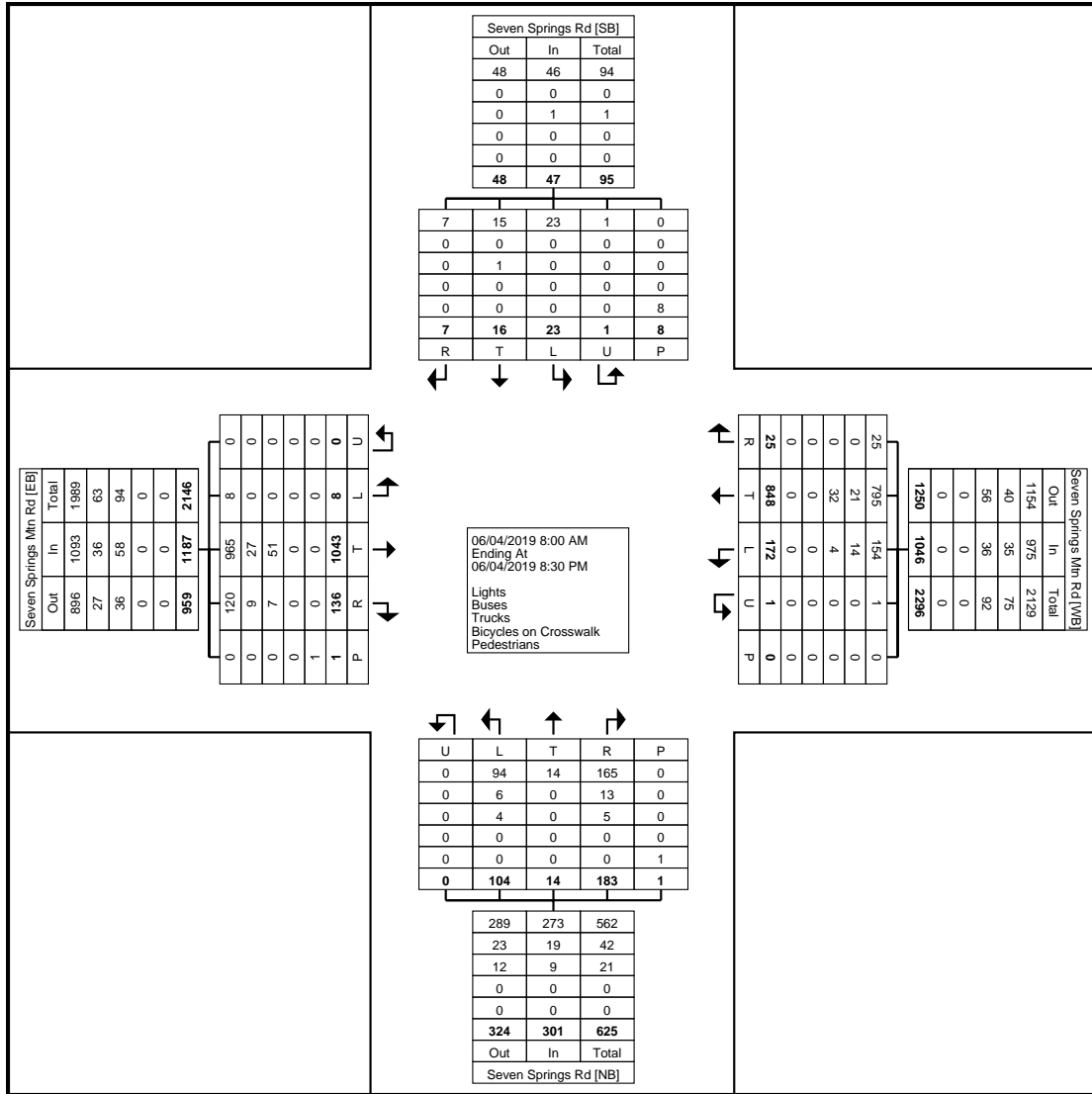
Kiryas Joel, NY
Schunemunk Rd & Forest Ave
Tuesday, June 4, 2019
Location: 41.339688, -
74.177907

Count Name: Schunemunk Rd
& Forest Ave Weekday
Site Code:
Start Date: 06/04/2019
Page No: 7

Turning Movement Data

Start Time	Seven Springs Mtn Rd Eastbound						Seven Springs Mtn Rd Westbound						Seven Springs Rd Northbound						Seven Springs Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	0	46	8	0	0	54	6	46	0	0	0	52	4	0	8	0	0	12	0	0	0	0	0	0	118
8:15 AM	1	47	7	0	0	55	14	26	0	0	0	40	4	0	11	0	0	15	2	0	0	0	2	2	112
8:30 AM	0	40	7	0	0	47	8	63	1	0	0	72	6	0	9	0	0	15	0	0	0	0	0	0	134
8:45 AM	0	45	10	0	0	55	11	47	1	0	0	59	4	0	6	0	0	10	1	0	1	0	0	2	126
Hourly Total	1	178	32	0	0	211	39	182	2	0	0	223	18	0	34	0	0	52	3	0	1	0	2	4	490
9:00 AM	0	38	4	0	0	42	14	66	0	0	0	80	4	0	12	0	0	16	0	0	0	0	0	0	138
9:15 AM	0	39	13	0	0	52	9	47	1	0	0	57	6	1	10	0	0	17	0	0	0	0	0	0	126
9:30 AM	1	37	6	0	0	44	13	36	1	0	0	50	2	0	6	0	0	8	0	0	0	0	0	0	102
9:45 AM	0	43	9	0	0	52	12	66	1	0	0	79	4	0	11	0	0	15	1	0	0	0	0	1	147
Hourly Total	1	157	32	0	0	190	48	215	3	0	0	266	16	1	39	0	0	56	1	0	0	0	0	1	513
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	64	5	0	0	69	7	35	1	0	0	43	9	0	8	0	0	17	1	0	0	0	0	1	130
5:45 PM	0	68	10	0	0	78	9	39	1	0	0	49	5	0	9	0	0	14	0	1	0	0	0	1	142
Hourly Total	0	132	15	0	0	147	16	74	2	0	0	92	14	0	17	0	0	31	1	1	0	0	0	2	272
6:00 PM	2	78	7	0	0	87	10	35	2	0	0	47	8	0	8	0	0	16	1	1	2	1	0	5	155
6:15 PM	0	65	5	0	0	70	11	48	1	0	0	60	9	4	11	0	0	24	2	1	1	0	0	4	158
6:30 PM	1	71	6	0	0	78	6	52	3	0	0	61	8	2	13	0	0	23	4	3	0	0	1	7	169
6:45 PM	0	73	9	0	0	82	5	37	2	0	0	44	3	0	7	0	0	10	2	1	0	0	0	3	139
Hourly Total	3	287	27	0	0	317	32	172	8	0	0	212	28	6	39	0	0	73	9	6	3	1	1	19	621
7:00 PM	0	54	7	0	0	61	6	45	1	0	0	52	4	1	9	0	0	14	0	0	0	0	0	0	127
7:15 PM	1	58	8	0	0	67	8	37	2	1	0	48	4	3	11	0	0	18	1	1	0	0	1	2	135
7:30 PM	2	49	7	0	1	58	4	33	4	0	0	41	8	1	11	0	0	20	2	4	1	0	0	7	126
7:45 PM	0	49	3	0	0	52	6	41	2	0	0	49	2	1	10	0	0	13	4	2	2	0	2	8	122
Hourly Total	3	210	25	0	1	238	24	156	9	1	0	190	18	6	41	0	0	65	7	7	3	0	3	17	510
8:00 PM	0	43	5	0	0	48	6	27	0	0	0	33	5	0	6	0	0	11	1	1	0	0	2	2	94
8:15 PM	0	36	0	0	0	36	7	22	1	0	0	30	4	1	7	0	1	12	1	1	0	0	0	2	80
Grand Total	8	1043	136	0	1	1187	172	848	25	1	0	1046	104	14	183	0	1	301	23	16	7	1	8	47	2581
Approach %	0.7	87.9	11.5	0.0	-	-	16.4	81.1	2.4	0.1	-	-	34.6	4.7	60.8	0.0	-	-	48.9	34.0	14.9	2.1	-	-	-
Total %	0.3	40.4	5.3	0.0	-	46.0	6.7	32.9	1.0	0.0	-	40.5	4.0	0.5	7.1	0.0	-	11.7	0.9	0.6	0.3	0.0	-	1.8	-
Lights	8	965	120	0	-	1093	154	795	25	1	-	975	94	14	165	0	-	273	23	15	7	1	-	46	2387
% Lights	100.0	92.5	88.2	-	-	92.1	89.5	93.8	100.0	100.0	-	93.2	90.4	100.0	90.2	-	-	90.7	100.0	93.8	100.0	100.0	-	97.9	92.5
Buses	0	27	9	0	-	36	14	21	0	0	-	35	6	0	13	0	-	19	0	0	0	0	-	0	90
% Buses	0.0	2.6	6.6	-	-	3.0	8.1	2.5	0.0	0.0	-	3.3	5.8	0.0	7.1	-	-	6.3	0.0	0.0	0.0	0.0	-	0.0	3.5
Trucks	0	51	7	0	-	58	4	32	0	0	-	36	4	0	5	0	-	9	0	1	0	0	-	1	104
% Trucks	0.0	4.9	5.1	-	-	4.9	2.3	3.8	0.0	0.0	-	3.4	3.8	0.0	2.7	-	-	3.0	0.0	6.3	0.0	0.0	-	2.1	4.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Seven Springs Mtn Rd & Seven Springs Rd
Tuesday, June 4, 2019
Location: Can't get the location if the report doesn't have a location set.



Turning Movement Data Plot

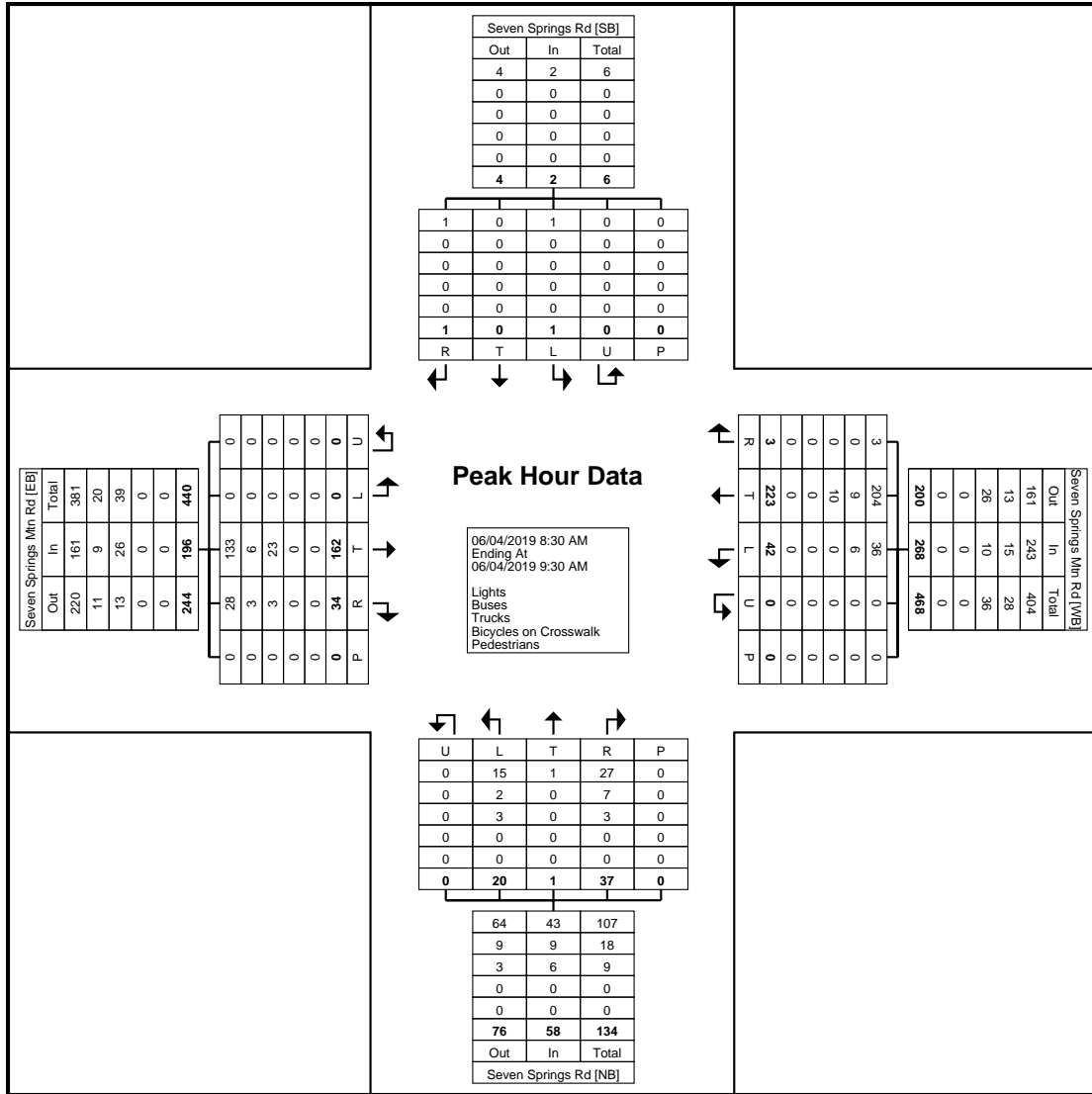
Kiryas Joel, NY
Seven Springs Mtn Rd & Seven Springs Rd
Tuesday, June 4, 2019
Location: Can't get the location if the report doesn't have a location set.

Count Name: Seven Springs Mt Rd & Seven Springs Combined
Site Code:
Start Date: 06/04/2019
Page No: 3

Turning Movement Peak Hour Data (8:30 AM)

Start Time	Seven Springs Mtn Rd Eastbound						Seven Springs Mtn Rd Westbound						Seven Springs Rd Northbound						Seven Springs Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:30 AM	0	40	7	0	0	47	8	63	1	0	0	72	6	0	9	0	0	15	0	0	0	0	0	0	134
8:45 AM	0	45	10	0	0	55	11	47	1	0	0	59	4	0	6	0	0	10	1	0	1	0	0	2	126
9:00 AM	0	38	4	0	0	42	14	66	0	0	0	80	4	0	12	0	0	16	0	0	0	0	0	0	138
9:15 AM	0	39	13	0	0	52	9	47	1	0	0	57	6	1	10	0	0	17	0	0	0	0	0	0	126
Total	0	162	34	0	0	196	42	223	3	0	0	268	20	1	37	0	0	58	1	0	1	0	0	2	524
Approach %	0.0	82.7	17.3	0.0	-	-	15.7	83.2	1.1	0.0	-	-	34.5	1.7	63.8	0.0	-	-	50.0	0.0	50.0	0.0	-	-	-
Total %	0.0	30.9	6.5	0.0	-	37.4	8.0	42.6	0.6	0.0	-	51.1	3.8	0.2	7.1	0.0	-	11.1	0.2	0.0	0.2	0.0	-	0.4	-
PHF	0.000	0.900	0.654	0.000	-	0.891	0.750	0.845	0.750	0.000	-	0.838	0.833	0.250	0.771	0.000	-	0.853	0.250	0.000	0.250	0.000	-	0.250	0.949
Lights	0	133	28	0	-	161	36	204	3	0	-	243	15	1	27	0	-	43	1	0	1	0	-	2	449
% Lights	-	82.1	82.4	-	-	82.1	85.7	91.5	100.0	-	-	90.7	75.0	100.0	73.0	-	-	74.1	100.0	-	100.0	-	-	100.0	85.7
Buses	0	6	3	0	-	9	6	9	0	0	-	15	2	0	7	0	-	9	0	0	0	0	-	0	33
% Buses	-	3.7	8.8	-	-	4.6	14.3	4.0	0.0	-	-	5.6	10.0	0.0	18.9	-	-	15.5	0.0	-	0.0	-	-	0.0	6.3
Trucks	0	23	3	0	-	26	0	10	0	0	-	10	3	0	3	0	-	6	0	0	0	0	-	0	42
% Trucks	-	14.2	8.8	-	-	13.3	0.0	4.5	0.0	-	-	3.7	15.0	0.0	8.1	-	-	10.3	0.0	-	0.0	-	-	0.0	8.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kiryas Joel, NY
Seven Springs Mtn Rd & Seven Springs Rd
Tuesday, June 4, 2019
Location: Can't get the location if the report doesn't have a location set.



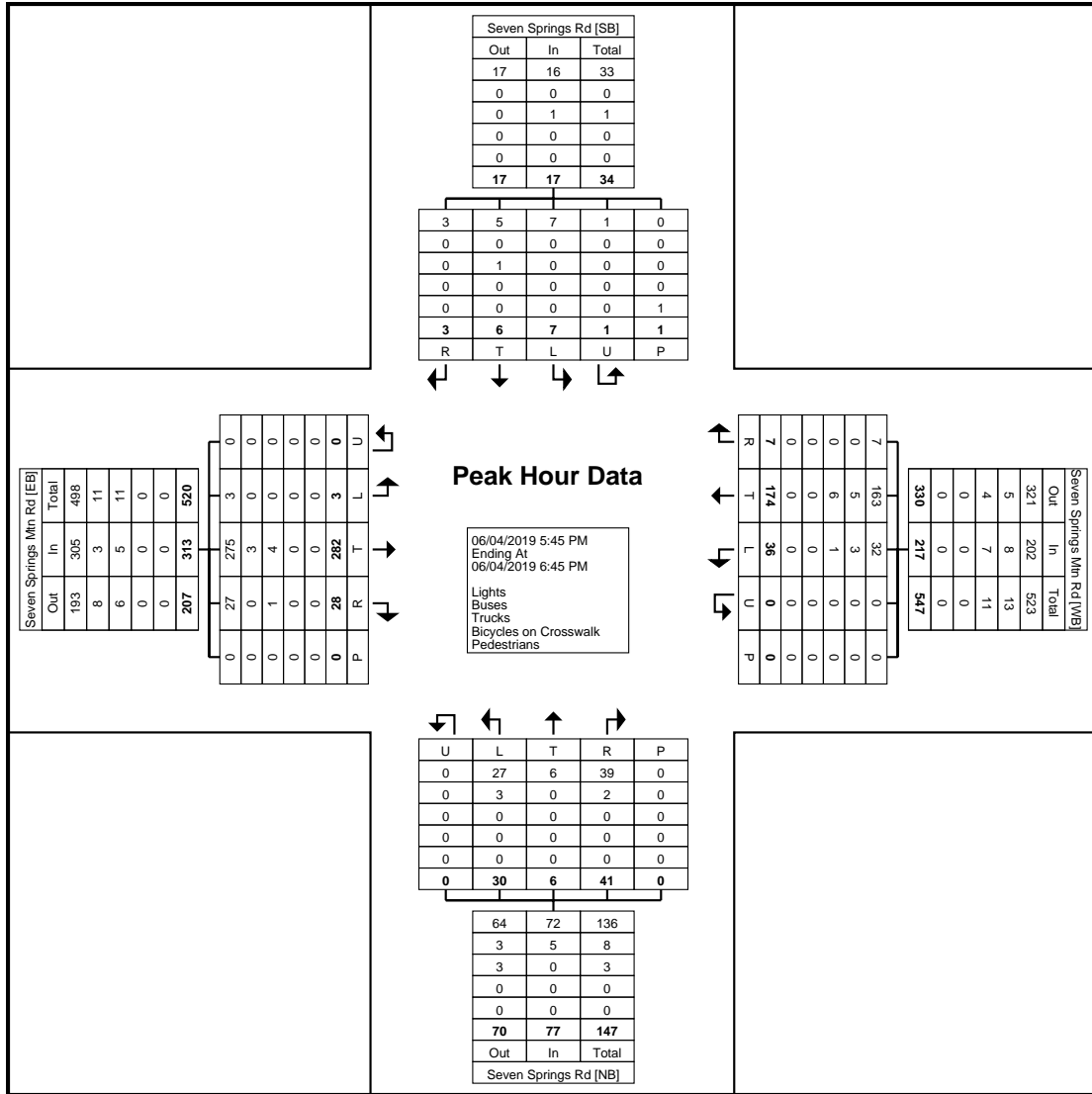
Turning Movement Peak Hour Data Plot (8:30 AM)

Kiryas Joel, NY
Seven Springs Mtn Rd & Seven Springs Rd
Tuesday, June 4, 2019
Location: Can't get the location if the report doesn't have a location set.

Turning Movement Peak Hour Data (5:45 PM)

Start Time	Seven Springs Mtn Rd Eastbound						Seven Springs Mtn Rd Westbound						Seven Springs Rd Northbound						Seven Springs Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:45 PM	0	68	10	0	0	78	9	39	1	0	0	49	5	0	9	0	0	14	0	1	0	0	0	1	142
6:00 PM	2	78	7	0	0	87	10	35	2	0	0	47	8	0	8	0	0	16	1	1	2	1	0	5	155
6:15 PM	0	65	5	0	0	70	11	48	1	0	0	60	9	4	11	0	0	24	2	1	1	0	0	4	158
6:30 PM	1	71	6	0	0	78	6	52	3	0	0	61	8	2	13	0	0	23	4	3	0	0	1	7	169
Total	3	282	28	0	0	313	36	174	7	0	0	217	30	6	41	0	0	77	7	6	3	1	1	17	624
Approach %	1.0	90.1	8.9	0.0	-	-	16.6	80.2	3.2	0.0	-	-	39.0	7.8	53.2	0.0	-	-	41.2	35.3	17.6	5.9	-	-	-
Total %	0.5	45.2	4.5	0.0	-	50.2	5.8	27.9	1.1	0.0	-	34.8	4.8	1.0	6.6	0.0	-	12.3	1.1	1.0	0.5	0.2	-	2.7	-
PHF	0.375	0.904	0.700	0.000	-	0.899	0.818	0.837	0.583	0.000	-	0.889	0.833	0.375	0.788	0.000	-	0.802	0.438	0.500	0.375	0.250	-	0.607	0.923
Lights	3	275	27	0	-	305	32	163	7	0	-	202	27	6	39	0	-	72	7	5	3	1	-	16	595
% Lights	100.0	97.5	96.4	-	-	97.4	88.9	93.7	100.0	-	-	93.1	90.0	100.0	95.1	-	-	93.5	100.0	83.3	100.0	100.0	-	94.1	95.4
Buses	0	3	0	0	-	3	3	5	0	0	-	8	3	0	2	0	-	5	0	0	0	0	-	0	16
% Buses	0.0	1.1	0.0	-	-	1.0	8.3	2.9	0.0	-	-	3.7	10.0	0.0	4.9	-	-	6.5	0.0	0.0	0.0	0.0	-	0.0	2.6
Trucks	0	4	1	0	-	5	1	6	0	0	-	7	0	0	0	0	-	0	0	1	0	0	-	1	13
% Trucks	0.0	1.4	3.6	-	-	1.6	2.8	3.4	0.0	-	-	3.2	0.0	0.0	0.0	-	-	0.0	0.0	16.7	0.0	0.0	-	5.9	2.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Seven Springs Mtn Rd & Seven Springs Rd
Tuesday, June 4, 2019
Location: Can't get the location if the report doesn't have a location set.



Turning Movement Peak Hour Data Plot (5:45 PM)



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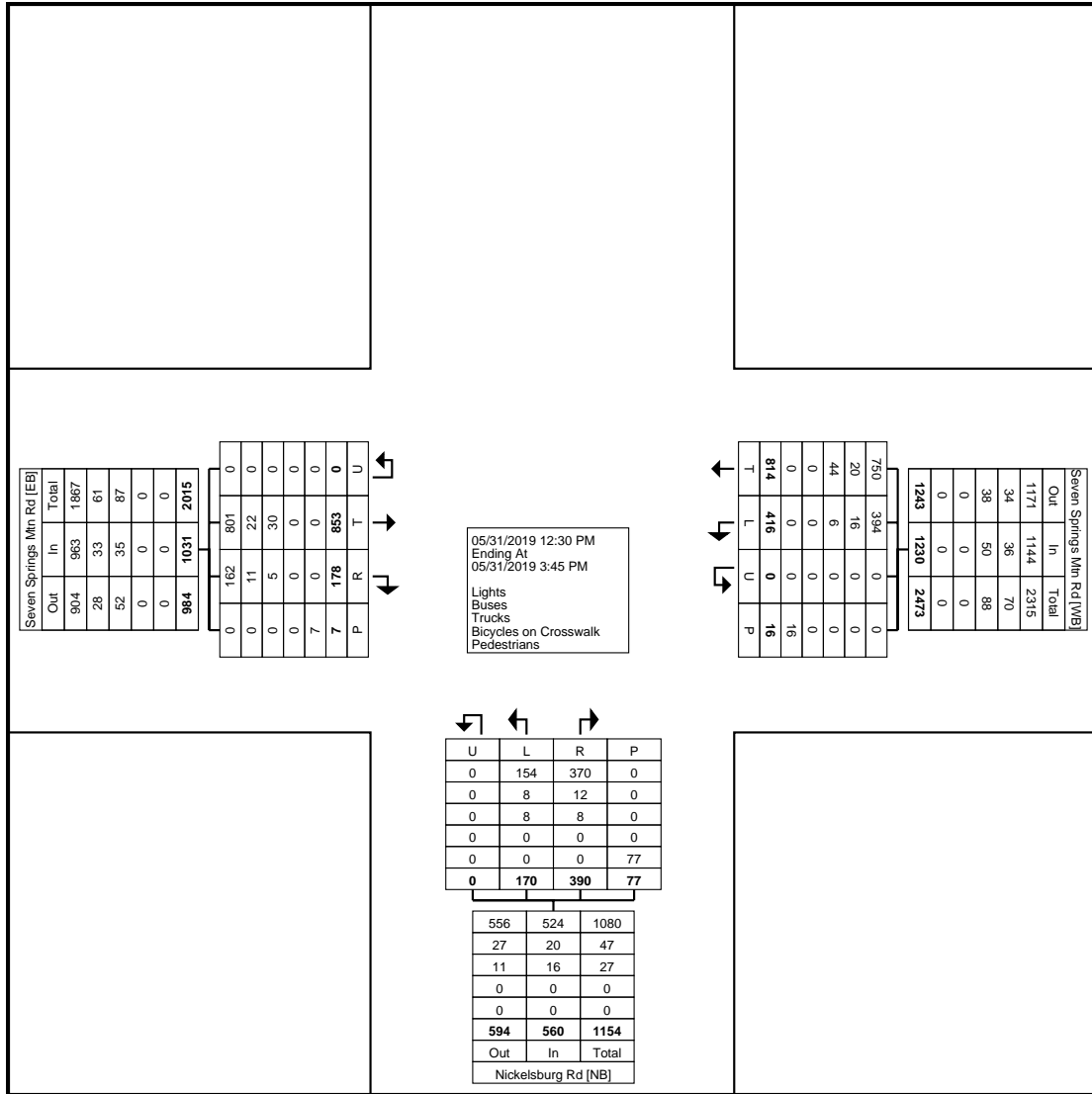
Kiryas Joel, NY
Seven Springs Mtn Rd &
Nickelsburg Rd
Friday, May 31, 2019
Location: 41.352222, -
74.174546

Count Name: Seven Springs
Mtn Rd & Nickelsburg Rd Friday
Site Code:
Start Date: 05/31/2019
Page No: 1

Turning Movement Data

Start Time	Seven Springs Mtn Rd Eastbound					Seven Springs Mtn Rd Westbound					Nickelsburg Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
12:30 PM	58	14	0	0	72	26	64	0	0	90	16	35	0	4	51	213
12:45 PM	79	14	0	0	93	20	68	0	2	88	9	25	0	1	34	215
Hourly Total	137	28	0	0	165	46	132	0	2	178	25	60	0	5	85	428
1:00 PM	78	16	0	2	94	42	56	0	5	98	9	32	0	8	41	233
1:15 PM	84	14	0	1	98	35	63	0	1	98	13	23	0	6	36	232
1:30 PM	65	14	0	0	79	41	77	0	2	118	20	27	0	7	47	244
1:45 PM	75	15	0	1	90	36	56	0	0	92	16	38	0	6	54	236
Hourly Total	302	59	0	4	361	154	252	0	8	406	58	120	0	27	178	945
2:00 PM	69	13	0	1	82	32	78	0	0	110	11	36	0	12	47	239
2:15 PM	66	14	0	0	80	51	63	0	1	114	18	31	0	7	49	243
2:30 PM	63	15	0	2	78	30	74	0	0	104	18	41	0	8	59	241
2:45 PM	83	19	0	0	102	42	59	0	3	101	15	36	0	7	51	254
Hourly Total	281	61	0	3	342	155	274	0	4	429	62	144	0	34	206	977
3:00 PM	68	14	0	0	82	38	78	0	2	116	9	35	0	9	44	242
3:15 PM	65	16	0	0	81	23	78	0	0	101	16	31	0	2	47	229
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	853	178	0	7	1031	416	814	0	16	1230	170	390	0	77	560	2821
Approach %	82.7	17.3	0.0	-	-	33.8	66.2	0.0	-	-	30.4	69.6	0.0	-	-	-
Total %	30.2	6.3	0.0	-	36.5	14.7	28.9	0.0	-	43.6	6.0	13.8	0.0	-	19.9	-
Lights	801	162	0	-	963	394	750	0	-	1144	154	370	0	-	524	2631
% Lights	93.9	91.0	-	-	93.4	94.7	92.1	-	-	93.0	90.6	94.9	-	-	93.6	93.3
Buses	22	11	0	-	33	16	20	0	-	36	8	12	0	-	20	89
% Buses	2.6	6.2	-	-	3.2	3.8	2.5	-	-	2.9	4.7	3.1	-	-	3.6	3.2
Trucks	30	5	0	-	35	6	44	0	-	50	8	8	0	-	16	101
% Trucks	3.5	2.8	-	-	3.4	1.4	5.4	-	-	4.1	4.7	2.1	-	-	2.9	3.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	7	-	-	-	-	16	-	-	-	-	77	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Seven Springs Mtn Rd &
Nickelsburg Rd
Friday, May 31, 2019
Location: 41.352222, -
74.174546



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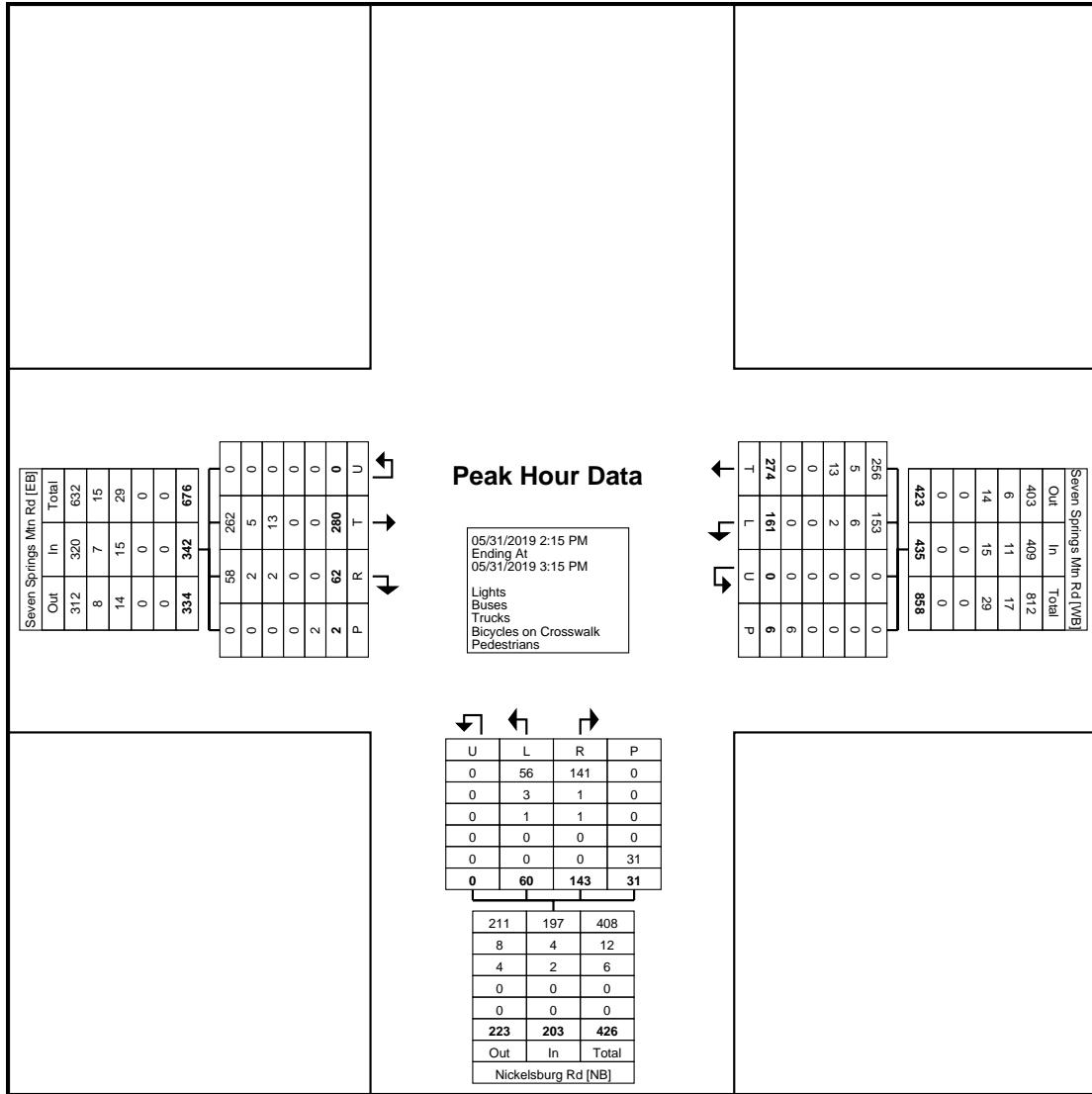
Kiryas Joel, NY
Seven Springs Mtn Rd &
Nickelsburg Rd
Friday, May 31, 2019
Location: 41.352222, -
74.174546

Count Name: Seven Springs
Mtn Rd & Nickelsburg Rd Friday
Site Code:
Start Date: 05/31/2019
Page No: 3

Turning Movement Peak Hour Data (2:15 PM)

Start Time	Seven Springs Mtn Rd Eastbound					Seven Springs Mtn Rd Westbound					Nickelsburg Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
2:15 PM	66	14	0	0	80	51	63	0	1	114	18	31	0	7	49	243
2:30 PM	63	15	0	2	78	30	74	0	0	104	18	41	0	8	59	241
2:45 PM	83	19	0	0	102	42	59	0	3	101	15	36	0	7	51	254
3:00 PM	68	14	0	0	82	38	78	0	2	116	9	35	0	9	44	242
Total	280	62	0	2	342	161	274	0	6	435	60	143	0	31	203	980
Approach %	81.9	18.1	0.0	-	-	37.0	63.0	0.0	-	-	29.6	70.4	0.0	-	-	-
Total %	28.6	6.3	0.0	-	34.9	16.4	28.0	0.0	-	44.4	6.1	14.6	0.0	-	20.7	-
PHF	0.843	0.816	0.000	-	0.838	0.789	0.878	0.000	-	0.938	0.833	0.872	0.000	-	0.860	0.965
Lights	262	58	0	-	320	153	256	0	-	409	56	141	0	-	197	926
% Lights	93.6	93.5	-	-	93.6	95.0	93.4	-	-	94.0	93.3	98.6	-	-	97.0	94.5
Buses	5	2	0	-	7	6	5	0	-	11	3	1	0	-	4	22
% Buses	1.8	3.2	-	-	2.0	3.7	1.8	-	-	2.5	5.0	0.7	-	-	2.0	2.2
Trucks	13	2	0	-	15	2	13	0	-	15	1	1	0	-	2	32
% Trucks	4.6	3.2	-	-	4.4	1.2	4.7	-	-	3.4	1.7	0.7	-	-	1.0	3.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	2	-	-	-	-	6	-	-	-	-	31	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Seven Springs Mtn Rd &
Nickelsburg Rd
Friday, May 31, 2019
Location: 41.352222, -
74.174546



Turning Movement Peak Hour Data Plot (2:15 PM)



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Kiryas Joel, NY
Seven Springs Mtn Rd &
Nickelsburg Rd
Friday, May 31, 2019
Location: 41.352222, -
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Count Name: Seven Springs
Mtn Rd & Nickelsburg Rd Friday
Site Code:
Start Date: 05/31/2019
Page No: 5



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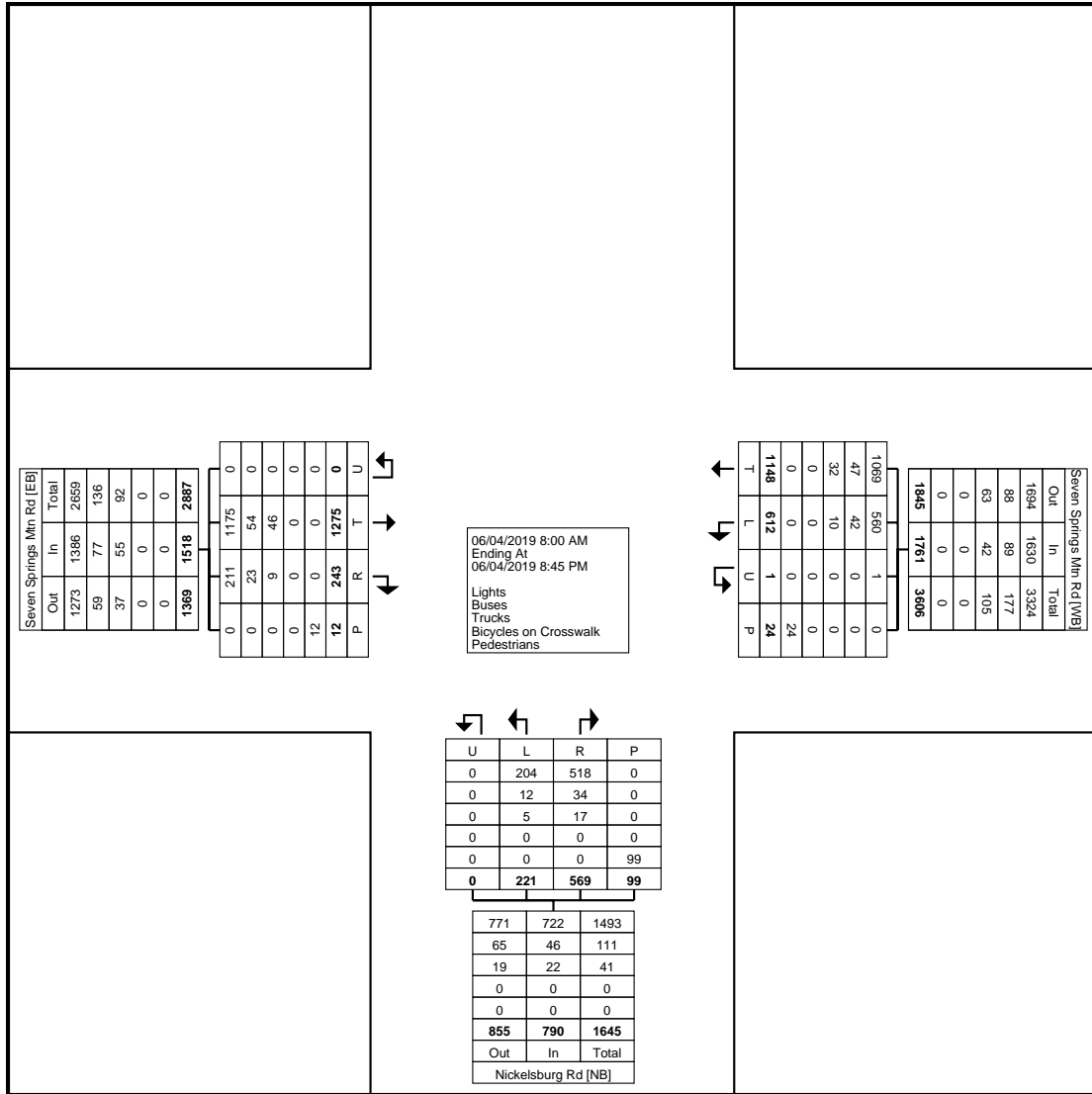
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Kiryas Joel, NY
Seven Springs Mtn Rd &
Nickelsburg Rd
Tuesday, June 4, 2019
Location: 41.352211, -
74.174558

Count Name: Seven Springs
Mtn Rd & Nickelsburg Rd
Weekday
Site Code:
Start Date: 06/04/2019
Page No: 1

Turning Movement Data

Start Time	Seven Springs Mtn Rd Eastbound					Seven Springs Mtn Rd Westbound					Nickelsburg Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:00 AM	60	11	0	3	71	16	47	0	1	63	9	23	0	3	32	166
8:15 AM	68	9	0	0	77	16	43	0	0	59	9	27	0	4	36	172
8:30 AM	48	13	0	0	61	19	60	0	1	79	14	19	0	2	33	173
8:45 AM	64	10	0	0	74	23	61	0	2	84	18	35	0	1	53	211
Hourly Total	240	43	0	3	283	74	211	0	4	285	50	104	0	10	154	722
9:00 AM	69	5	0	2	74	30	78	0	0	108	17	32	0	5	49	231
9:15 AM	58	15	0	0	73	29	71	0	2	100	9	28	0	6	37	210
9:30 AM	53	10	0	0	63	17	55	0	3	72	15	28	0	4	43	178
9:45 AM	52	14	0	1	66	21	68	0	1	89	17	25	0	2	42	197
Hourly Total	232	44	0	3	276	97	272	0	6	369	58	113	0	17	171	816
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM	74	15	0	0	89	27	50	0	3	77	14	26	0	0	40	206
5:45 PM	74	14	0	1	88	31	50	0	0	81	8	21	0	8	29	198
Hourly Total	148	29	0	1	177	58	100	0	3	158	22	47	0	8	69	404
6:00 PM	76	13	0	2	89	32	58	0	2	90	4	33	0	6	37	216
6:15 PM	81	17	0	2	98	48	69	0	3	117	6	18	0	5	24	239
6:30 PM	72	10	0	0	82	32	73	0	0	105	8	28	0	9	36	223
6:45 PM	79	18	0	0	97	42	61	0	0	103	10	30	0	5	40	240
Hourly Total	308	58	0	4	366	154	261	0	5	415	28	109	0	25	137	918
7:00 PM	56	13	0	0	69	37	66	1	1	104	10	30	0	4	40	213
7:15 PM	66	15	0	1	81	35	55	0	1	90	14	31	0	9	45	216
7:30 PM	58	10	0	0	68	34	55	0	2	89	13	24	0	6	37	194
7:45 PM	65	12	0	0	77	33	49	0	0	82	14	33	0	13	47	206
Hourly Total	245	50	0	1	295	139	225	1	4	365	51	118	0	32	169	829
8:00 PM	54	12	0	0	66	40	40	0	1	80	3	35	0	5	38	184
8:15 PM	48	7	0	0	55	50	39	0	1	89	9	43	0	2	52	196
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1275	243	0	12	1518	612	1148	1	24	1761	221	569	0	99	790	4069
Approach %	84.0	16.0	0.0	-	-	34.8	65.2	0.1	-	-	28.0	72.0	0.0	-	-	-
Total %	31.3	6.0	0.0	-	37.3	15.0	28.2	0.0	-	43.3	5.4	14.0	0.0	-	19.4	-
Lights	1175	211	0	-	1386	560	1069	1	-	1630	204	518	0	-	722	3738
% Lights	92.2	86.8	-	-	91.3	91.5	93.1	100.0	-	92.6	92.3	91.0	-	-	91.4	91.9
Buses	54	23	0	-	77	42	47	0	-	89	12	34	0	-	46	212
% Buses	4.2	9.5	-	-	5.1	6.9	4.1	0.0	-	5.1	5.4	6.0	-	-	5.8	5.2
Trucks	46	9	0	-	55	10	32	0	-	42	5	17	0	-	22	119
% Trucks	3.6	3.7	-	-	3.6	1.6	2.8	0.0	-	2.4	2.3	3.0	-	-	2.8	2.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	12	-	-	-	-	24	-	-	-	-	99	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Data Plot



Kiryas Joel, NY
 Seven Springs Mtn Rd &
 Nickelsburg Rd
 Tuesday, June 4, 2019
 Location: 41.352211, -
 74.174558

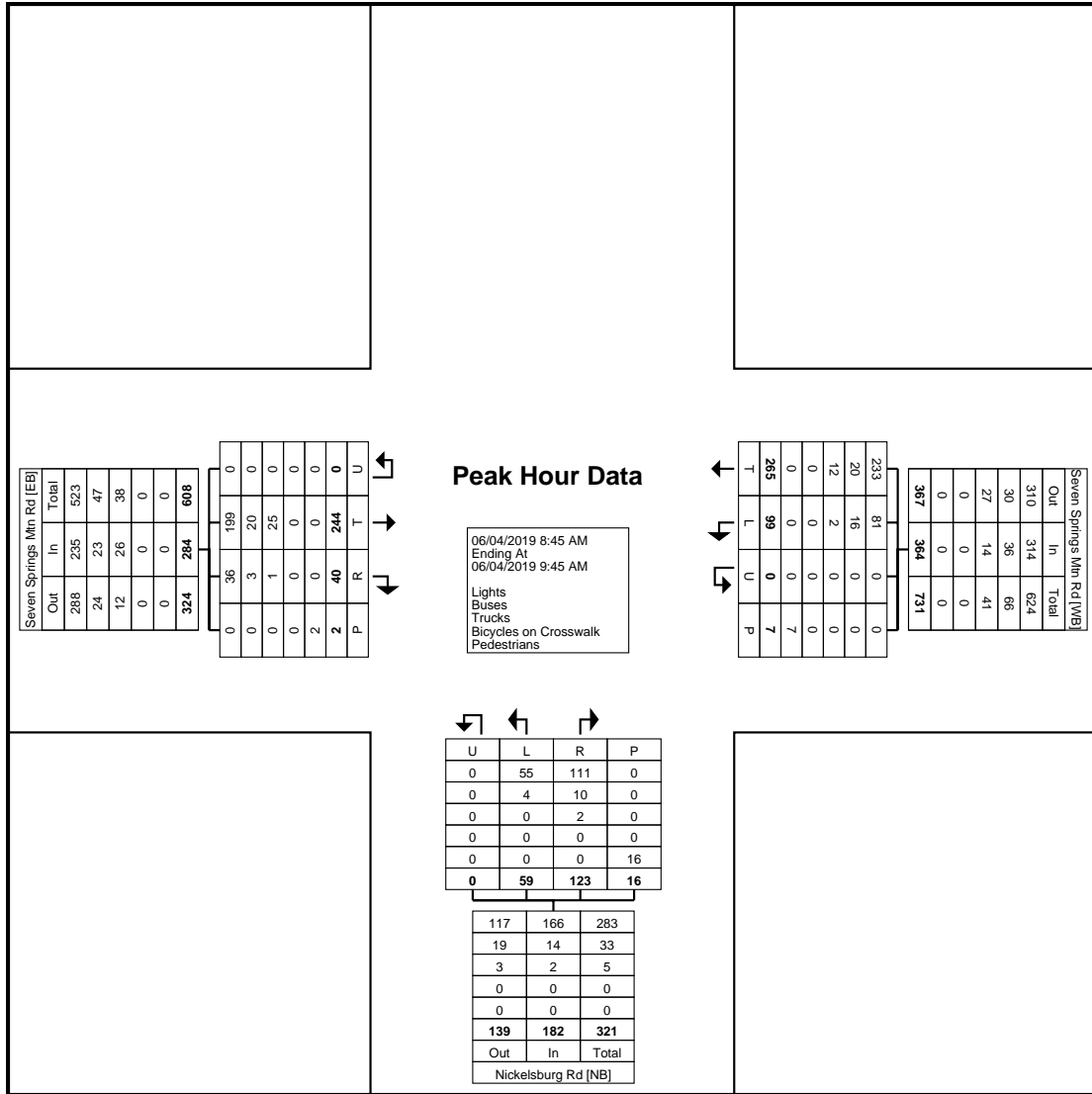
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 Mtn Rd & Nickelsburg Rd
 Weekday
 Site Code:
 Start Date: 06/04/2019
 Page No: 3

Turning Movement Peak Hour Data (8:45 AM)

Start Time	Seven Springs Mtn Rd Eastbound					Seven Springs Mtn Rd Westbound					Nickelsburg Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:45 AM	64	10	0	0	74	23	61	0	2	84	18	35	0	1	53	211
9:00 AM	69	5	0	2	74	30	78	0	0	108	17	32	0	5	49	231
9:15 AM	58	15	0	0	73	29	71	0	2	100	9	28	0	6	37	210
9:30 AM	53	10	0	0	63	17	55	0	3	72	15	28	0	4	43	178
Total	244	40	0	2	284	99	265	0	7	364	59	123	0	16	182	830
Approach %	85.9	14.1	0.0	-	-	27.2	72.8	0.0	-	-	32.4	67.6	0.0	-	-	-
Total %	29.4	4.8	0.0	-	34.2	11.9	31.9	0.0	-	43.9	7.1	14.8	0.0	-	21.9	-
PHF	0.884	0.667	0.000	-	0.959	0.825	0.849	0.000	-	0.843	0.819	0.879	0.000	-	0.858	0.898
Lights	199	36	0	-	235	81	233	0	-	314	55	111	0	-	166	715
% Lights	81.6	90.0	-	-	82.7	81.8	87.9	-	-	86.3	93.2	90.2	-	-	91.2	86.1
Buses	20	3	0	-	23	16	20	0	-	36	4	10	0	-	14	73
% Buses	8.2	7.5	-	-	8.1	16.2	7.5	-	-	9.9	6.8	8.1	-	-	7.7	8.8
Trucks	25	1	0	-	26	2	12	0	-	14	0	2	0	-	2	42
% Trucks	10.2	2.5	-	-	9.2	2.0	4.5	-	-	3.8	0.0	1.6	-	-	1.1	5.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	2	-	-	-	-	7	-	-	-	-	16	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (8:45 AM)



Kiryas Joel, NY
 Seven Springs Mtn Rd &
 Nickelsburg Rd
 Tuesday, June 4, 2019
 Location: 41.352211, -
 74.174558

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Count Name: Seven Springs
 Mtn Rd & Nickelsburg Rd
 Weekday
 Site Code:
 Start Date: 06/04/2019
 Page No: 5

Turning Movement Peak Hour Data (6:00 PM)

Start Time	Seven Springs Mtn Rd Eastbound					Seven Springs Mtn Rd Westbound					Nickelsburg Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
6:00 PM	76	13	0	2	89	32	58	0	2	90	4	33	0	6	37	216
6:15 PM	81	17	0	2	98	48	69	0	3	117	6	18	0	5	24	239
6:30 PM	72	10	0	0	82	32	73	0	0	105	8	28	0	9	36	223
6:45 PM	79	18	0	0	97	42	61	0	0	103	10	30	0	5	40	240
Total	308	58	0	4	366	154	261	0	5	415	28	109	0	25	137	918
Approach %	84.2	15.8	0.0	-	-	37.1	62.9	0.0	-	-	20.4	79.6	0.0	-	-	-
Total %	33.6	6.3	0.0	-	39.9	16.8	28.4	0.0	-	45.2	3.1	11.9	0.0	-	14.9	-
PHF	0.951	0.806	0.000	-	0.934	0.802	0.894	0.000	-	0.887	0.700	0.826	0.000	-	0.856	0.956
Lights	299	53	0	-	352	141	251	0	-	392	27	106	0	-	133	877
% Lights	97.1	91.4	-	-	96.2	91.6	96.2	-	-	94.5	96.4	97.2	-	-	97.1	95.5
Buses	5	5	0	-	10	9	7	0	-	16	1	2	0	-	3	29
% Buses	1.6	8.6	-	-	2.7	5.8	2.7	-	-	3.9	3.6	1.8	-	-	2.2	3.2
Trucks	4	0	0	-	4	4	3	0	-	7	0	1	0	-	1	12
% Trucks	1.3	0.0	-	-	1.1	2.6	1.1	-	-	1.7	0.0	0.9	-	-	0.7	1.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	4	-	-	-	-	5	-	-	-	-	25	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Kiryas Joel, NY
Seven Springs Mtn Rd &
Nickelsburg Rd
Tuesday, June 4, 2019
Location: 41.352211, -
74.174558

Count Name: Seven Springs
Mtn Rd & Nickelsburg Rd
Weekday
Site Code:
Start Date: 06/04/2019
Page No: 7



Kiryas Joel, NY
 Seven Springs Mtn Rd & Seven Springs Rd
 Friday, May 31, 2019
 Location: 41.355403, -74.177739

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 184 Baker Rd

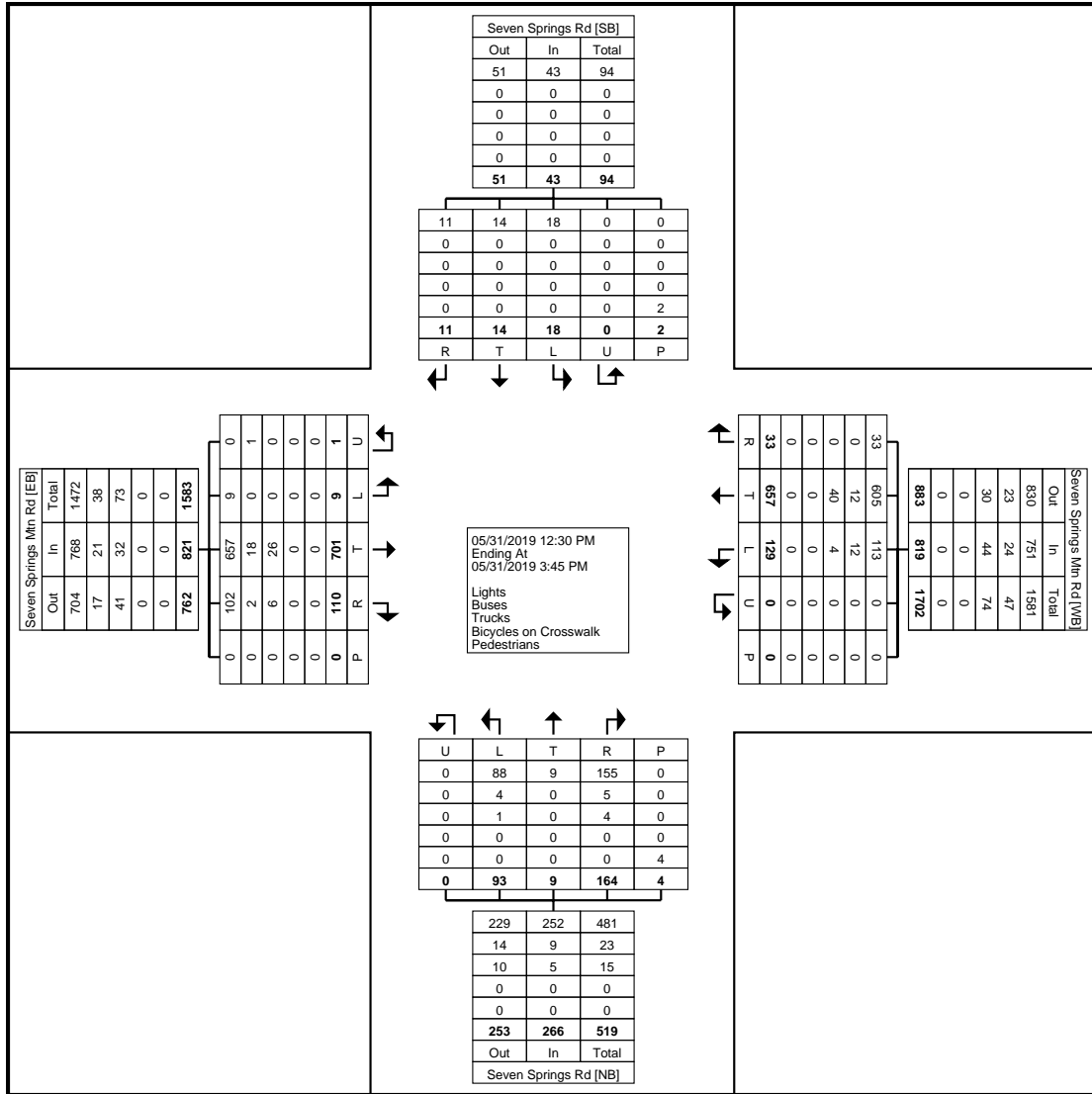
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Count Name: Seven Springs Mtn Rd & Seven Springs Rd
 Friday
 Site Code:
 Start Date: 05/31/2019
 Page No: 1

Turning Movement Data

Start Time	Seven Springs Mtn Rd Eastbound						Seven Springs Mtn Rd Westbound						Seven Springs Rd Northbound						Seven Springs Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:30 PM	1	46	8	0	0	55	14	48	2	0	0	64	5	0	11	0	0	16	1	1	1	0	0	3	138
12:45 PM	0	68	6	0	0	74	11	62	0	0	0	73	6	0	7	0	1	13	1	0	0	0	1	1	161
Hourly Total	1	114	14	0	0	129	25	110	2	0	0	137	11	0	18	0	1	29	2	1	1	0	1	4	299
1:00 PM	1	62	10	0	0	73	9	38	2	0	0	49	8	0	5	0	3	13	1	1	0	0	0	2	137
1:15 PM	0	76	6	0	0	82	12	48	1	0	0	61	11	0	11	0	0	22	2	1	1	0	0	4	169
1:30 PM	1	49	5	0	0	55	7	62	5	0	0	74	12	1	22	0	0	35	2	0	0	0	0	2	166
1:45 PM	1	67	9	0	0	77	10	46	1	0	0	57	9	1	13	0	0	23	0	1	0	0	1	1	158
Hourly Total	3	254	30	0	0	287	38	194	9	0	0	241	40	2	51	0	3	93	5	3	1	0	1	9	630
2:00 PM	1	55	7	0	0	63	15	61	1	0	0	77	6	0	17	0	0	23	2	1	2	0	0	5	168
2:15 PM	2	39	14	0	0	55	10	53	7	0	0	70	11	1	19	0	0	31	5	2	3	0	0	10	166
2:30 PM	0	46	22	0	0	68	15	53	1	0	0	69	5	1	17	0	0	23	0	0	0	0	0	0	160
2:45 PM	2	80	8	0	0	90	11	48	4	0	0	63	11	2	10	0	0	23	2	1	2	0	0	5	181
Hourly Total	5	220	51	0	0	276	51	215	13	0	0	279	33	4	63	0	0	100	9	4	7	0	0	20	675
3:00 PM	0	56	5	1	0	62	6	70	6	0	0	82	2	2	17	0	0	21	1	2	0	0	0	3	168
3:15 PM	0	57	10	0	0	67	9	68	3	0	0	80	7	1	15	0	0	23	1	4	2	0	0	7	177
3:30 PM	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
Grand Total	9	701	110	1	0	821	129	657	33	0	0	819	93	9	164	0	4	266	18	14	11	0	2	43	1949
Approach %	1.1	85.4	13.4	0.1	-	-	15.8	80.2	4.0	0.0	-	-	35.0	3.4	61.7	0.0	-	-	41.9	32.6	25.6	0.0	-	-	-
Total %	0.5	36.0	5.6	0.1	-	42.1	6.6	33.7	1.7	0.0	-	42.0	4.8	0.5	8.4	0.0	-	13.6	0.9	0.7	0.6	0.0	-	2.2	-
Lights	9	657	102	0	-	768	113	605	33	0	-	751	88	9	155	0	-	252	18	14	11	0	-	43	1814
% Lights	100.0	93.7	92.7	0.0	-	93.5	87.6	92.1	100.0	-	-	91.7	94.6	100.0	94.5	-	-	94.7	100.0	100.0	100.0	-	-	100.0	93.1
Buses	0	18	2	1	-	21	12	12	0	0	-	24	4	0	5	0	-	9	0	0	0	0	-	0	54
% Buses	0.0	2.6	1.8	100.0	-	2.6	9.3	1.8	0.0	-	-	2.9	4.3	0.0	3.0	-	-	3.4	0.0	0.0	0.0	-	-	0.0	2.8
Trucks	0	26	6	0	-	32	4	40	0	0	-	44	1	0	4	0	-	5	0	0	0	0	-	0	81
% Trucks	0.0	3.7	5.5	0.0	-	3.9	3.1	6.1	0.0	-	-	5.4	1.1	0.0	2.4	-	-	1.9	0.0	0.0	0.0	-	-	0.0	4.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	4	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kiryas Joel, NY
Seven Springs Mtn Rd & Seven
Springs Rd
Friday, May 31, 2019
Location: 41.355403, -
74.177739



Turning Movement Data Plot

Kiryas Joel, NY
Seven Springs Mtn Rd & Seven Springs Rd
Friday, May 31, 2019
Location: 41.355403, -74.177739

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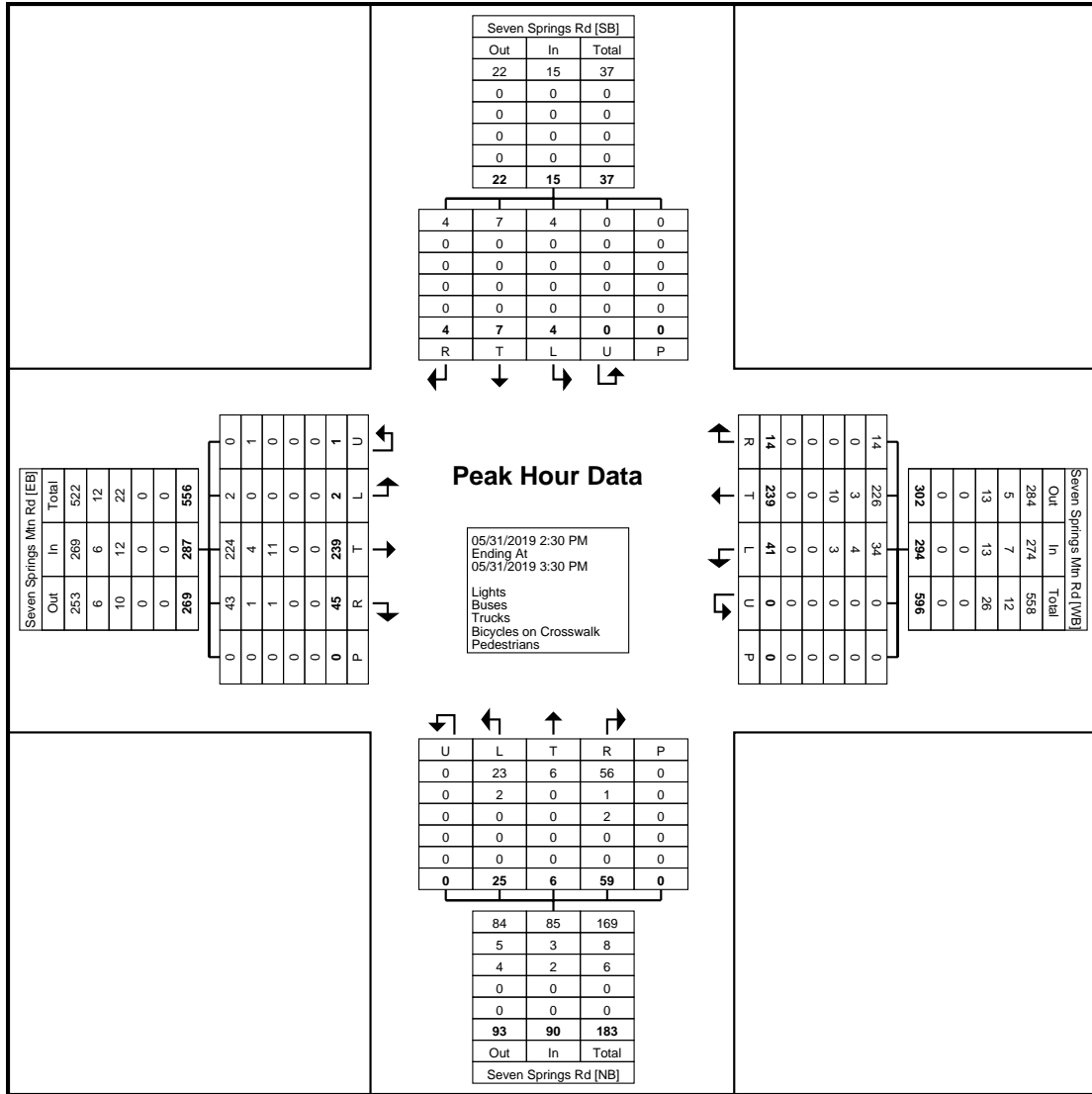
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Count Name: Seven Springs Mtn Rd & Seven Springs Rd
Friday
Site Code:
Start Date: 05/31/2019
Page No: 3

Turning Movement Peak Hour Data (2:30 PM)

Start Time	Seven Springs Mtn Rd Eastbound						Seven Springs Mtn Rd Westbound						Seven Springs Rd Northbound						Seven Springs Rd Southbound						Int. Total	
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total		
2:30 PM	0	46	22	0	0	68	15	53	1	0	0	69	5	1	17	0	0	23	0	0	0	0	0	0	0	160
2:45 PM	2	80	8	0	0	90	11	48	4	0	0	63	11	2	10	0	0	23	2	1	2	0	0	0	5	181
3:00 PM	0	56	5	1	0	62	6	70	6	0	0	82	2	2	17	0	0	21	1	2	0	0	0	0	3	168
3:15 PM	0	57	10	0	0	67	9	68	3	0	0	80	7	1	15	0	0	23	1	4	2	0	0	0	7	177
Total	2	239	45	1	0	287	41	239	14	0	0	294	25	6	59	0	0	90	4	7	4	0	0	0	15	686
Approach %	0.7	83.3	15.7	0.3	-	-	13.9	81.3	4.8	0.0	-	-	27.8	6.7	65.6	0.0	-	-	26.7	46.7	26.7	0.0	-	-	-	-
Total %	0.3	34.8	6.6	0.1	-	41.8	6.0	34.8	2.0	0.0	-	42.9	3.6	0.9	8.6	0.0	-	13.1	0.6	1.0	0.6	0.0	-	2.2	-	
PHF	0.250	0.747	0.511	0.250	-	0.797	0.683	0.854	0.583	0.000	-	0.896	0.568	0.750	0.868	0.000	-	0.978	0.500	0.438	0.500	0.000	-	0.536	0.948	
Lights	2	224	43	0	-	269	34	226	14	0	-	274	23	6	56	0	-	85	4	7	4	0	-	15	643	
% Lights	100.0	93.7	95.6	0.0	-	93.7	82.9	94.6	100.0	-	-	93.2	92.0	100.0	94.9	-	-	94.4	100.0	100.0	100.0	-	-	100.0	93.7	
Buses	0	4	1	1	-	6	4	3	0	0	-	7	2	0	1	0	-	3	0	0	0	0	-	0	16	
% Buses	0.0	1.7	2.2	100.0	-	2.1	9.8	1.3	0.0	-	-	2.4	8.0	0.0	1.7	-	-	3.3	0.0	0.0	0.0	-	-	0.0	2.3	
Trucks	0	11	1	0	-	12	3	10	0	0	-	13	0	0	2	0	-	2	0	0	0	0	-	0	27	
% Trucks	0.0	4.6	2.2	0.0	-	4.2	7.3	4.2	0.0	-	-	4.4	0.0	0.0	3.4	-	-	2.2	0.0	0.0	0.0	-	-	0.0	3.9	
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Kiryas Joel, NY
Seven Springs Mtn Rd & Seven
Springs Rd
Friday, May 31, 2019
Location: 41.355403, -
74.177739



Turning Movement Peak Hour Data Plot (2:30 PM)



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Kiryas Joel, NY
Seven Springs Mtn Rd & Seven
Springs Rd
Friday, May 31, 2019
Location: 41.355403, -
74.177739

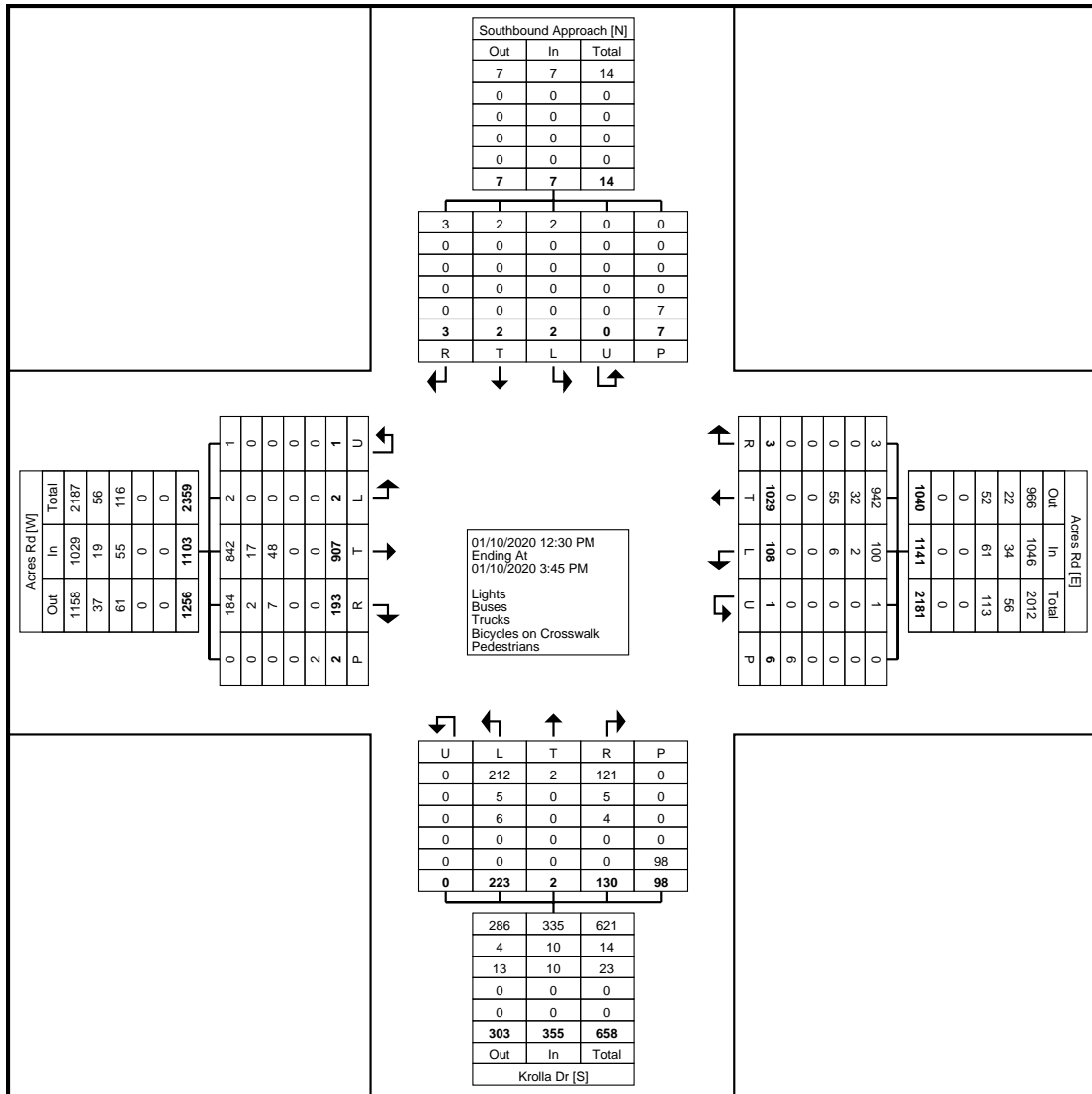
Count Name: Seven Springs
Mtn Rd & Seven Springs Rd
Friday
Site Code:
Start Date: 05/31/2019
Page No: 5

Kiryas Joel, New York
Acres Road/Krolla Drive
Friday, January 10, 2020

Turning Movement Data

Start Time	Acres Rd Eastbound						Acres Rd Westbound						Krolla Dr Northbound						Southbound Approach Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:30 PM	0	83	12	0	0	95	5	98	0	1	2	104	20	0	8	0	11	28	0	0	1	0	2	1	228
12:45 PM	0	76	23	0	0	99	5	80	0	0	0	85	15	1	12	0	16	28	0	0	0	0	0	0	212
Hourly Total	0	159	35	0	0	194	10	178	0	1	2	189	35	1	20	0	27	56	0	0	1	0	2	1	440
1:00 PM	0	77	22	0	0	99	16	84	0	0	0	100	26	0	18	0	6	44	0	0	1	0	0	1	244
1:15 PM	0	96	18	0	0	114	4	95	0	0	0	99	19	0	11	0	6	30	0	0	0	0	1	0	243
1:30 PM	1	89	23	0	0	113	10	87	0	0	0	97	13	0	13	0	10	26	1	0	0	0	0	1	237
1:45 PM	1	69	11	0	1	81	6	86	0	0	0	92	23	0	8	0	4	31	0	0	0	0	1	0	204
Hourly Total	2	331	74	0	1	407	36	352	0	0	0	388	81	0	50	0	26	131	1	0	1	0	2	2	928
2:00 PM	0	79	23	0	1	102	8	84	0	0	3	92	13	0	8	0	13	21	1	0	0	0	1	1	216
2:15 PM	0	58	12	0	0	70	11	96	0	0	0	107	18	0	10	0	12	28	0	0	0	0	1	0	205
2:30 PM	0	72	21	1	0	94	6	84	0	0	0	90	17	0	11	0	5	28	0	0	0	0	0	0	212
2:45 PM	0	75	9	0	0	84	14	89	2	0	1	105	14	0	13	0	5	27	0	1	0	0	1	1	217
Hourly Total	0	284	65	1	1	350	39	353	2	0	4	394	62	0	42	0	35	104	1	1	0	0	3	2	850
3:00 PM	0	66	12	0	0	78	9	72	1	0	0	82	21	0	9	0	6	30	0	1	0	0	0	1	191
3:15 PM	0	67	7	0	0	74	14	74	0	0	0	88	24	1	9	0	4	34	0	0	1	0	0	1	197
3:30 PM	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
Grand Total	2	907	193	1	2	1103	108	1029	3	1	6	1141	223	2	130	0	98	355	2	2	3	0	7	7	2606
Approach %	0.2	82.2	17.5	0.1	-	-	9.5	90.2	0.3	0.1	-	-	62.8	0.6	36.6	0.0	-	-	28.6	28.6	42.9	0.0	-	-	-
Total %	0.1	34.8	7.4	0.0	-	42.3	4.1	39.5	0.1	0.0	-	43.8	8.6	0.1	5.0	0.0	-	13.6	0.1	0.1	0.1	0.0	-	0.3	-
Lights	2	842	184	1	-	1029	100	942	3	1	-	1046	212	2	121	0	-	335	2	2	3	0	-	7	2417
% Lights	100.0	92.8	95.3	100.0	-	93.3	92.6	91.5	100.0	100.0	-	91.7	95.1	100.0	93.1	-	-	94.4	100.0	100.0	100.0	-	-	100.0	92.7
Buses	0	17	2	0	-	19	2	32	0	0	-	34	5	0	5	0	-	10	0	0	0	0	-	0	63
% Buses	0.0	1.9	1.0	0.0	-	1.7	1.9	3.1	0.0	0.0	-	3.0	2.2	0.0	3.8	-	-	2.8	0.0	0.0	0.0	-	-	0.0	2.4
Trucks	0	48	7	0	-	55	6	55	0	0	-	61	6	0	4	0	-	10	0	0	0	0	-	0	126
% Trucks	0.0	5.3	3.6	0.0	-	5.0	5.6	5.3	0.0	0.0	-	5.3	2.7	0.0	3.1	-	-	2.8	0.0	0.0	0.0	-	-	0.0	4.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	6	-	-	-	-	-	98	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Acres Road/Krolla Drive
Friday, January 10, 2020

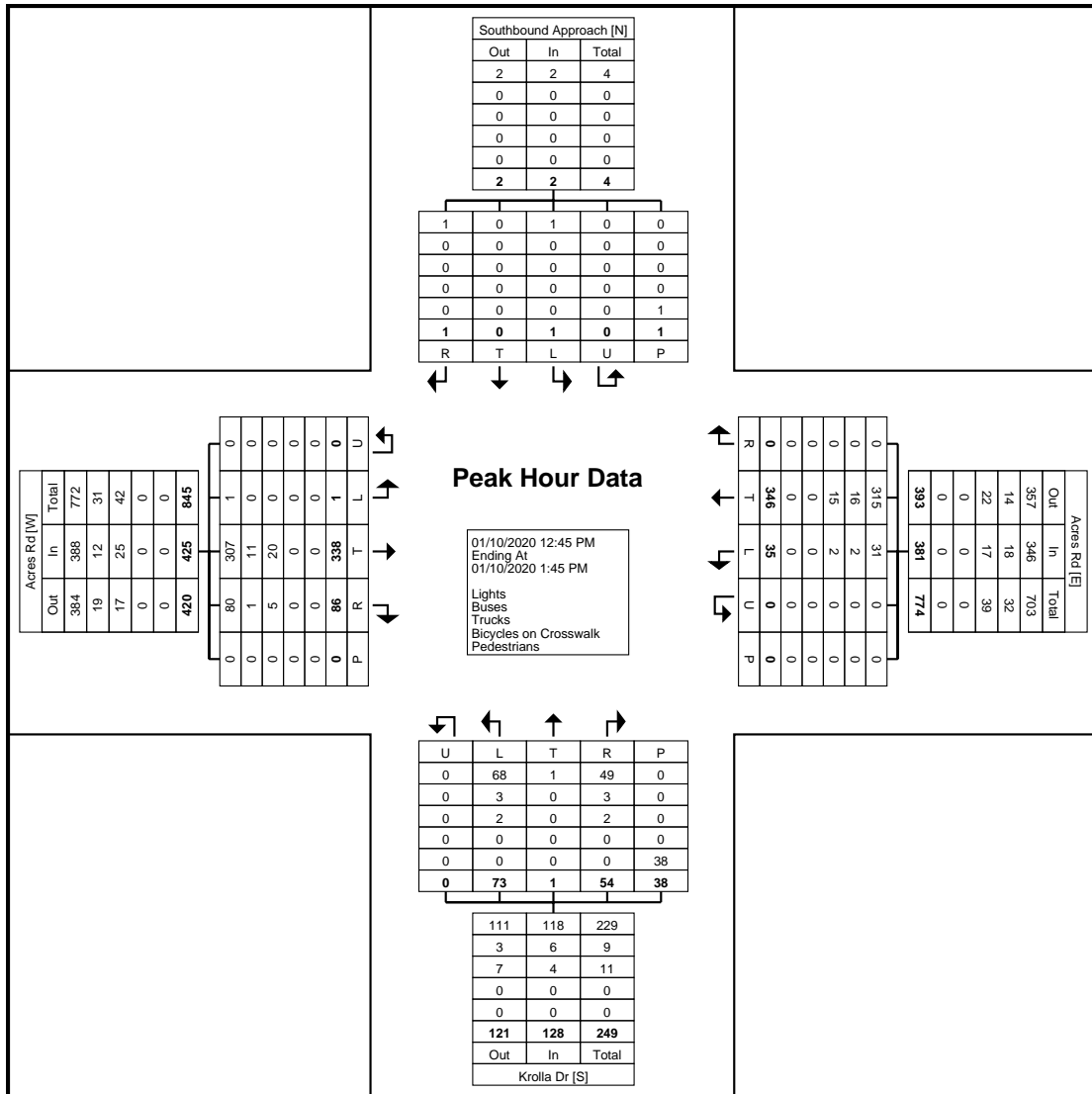


Turning Movement Data Plot

Kiryas Joel, New York
Acres Road/Krolla Drive
Friday, January 10, 2020

Turning Movement Peak Hour Data (12:45 PM)

Start Time	Acres Rd Eastbound						Acres Rd Westbound						Krolla Dr Northbound						Southbound Approach Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:45 PM	0	76	23	0	0	99	5	80	0	0	0	85	15	1	12	0	16	28	0	0	0	0	0	0	212
1:00 PM	0	77	22	0	0	99	16	84	0	0	0	100	26	0	18	0	6	44	0	0	1	0	0	1	244
1:15 PM	0	96	18	0	0	114	4	95	0	0	0	99	19	0	11	0	6	30	0	0	0	0	1	0	243
1:30 PM	1	89	23	0	0	113	10	87	0	0	0	97	13	0	13	0	10	26	1	0	0	0	0	1	237
Total	1	338	86	0	0	425	35	346	0	0	0	381	73	1	54	0	38	128	1	0	1	0	1	2	936
Approach %	0.2	79.5	20.2	0.0	-	-	9.2	90.8	0.0	0.0	-	-	57.0	0.8	42.2	0.0	-	-	50.0	0.0	50.0	0.0	-	-	-
Total %	0.1	36.1	9.2	0.0	-	45.4	3.7	37.0	0.0	0.0	-	40.7	7.8	0.1	5.8	0.0	-	13.7	0.1	0.0	0.1	0.0	-	0.2	-
PHF	0.250	0.880	0.935	0.000	-	0.932	0.547	0.911	0.000	0.000	-	0.953	0.702	0.250	0.750	0.000	-	0.727	0.250	0.000	0.250	0.000	-	0.500	0.959
Lights	1	307	80	0	-	388	31	315	0	0	-	346	68	1	49	0	-	118	1	0	1	0	-	2	854
% Lights	100.0	90.8	93.0	-	-	91.3	88.6	91.0	-	-	-	90.8	93.2	100.0	90.7	-	-	92.2	100.0	-	100.0	-	-	100.0	91.2
Buses	0	11	1	0	-	12	2	16	0	0	-	18	3	0	3	0	-	6	0	0	0	0	-	0	36
% Buses	0.0	3.3	1.2	-	-	2.8	5.7	4.6	-	-	-	4.7	4.1	0.0	5.6	-	-	4.7	0.0	-	0.0	-	-	0.0	3.8
Trucks	0	20	5	0	-	25	2	15	0	0	-	17	2	0	2	0	-	4	0	0	0	0	-	0	46
% Trucks	0.0	5.9	5.8	-	-	5.9	5.7	4.3	-	-	-	4.5	2.7	0.0	3.7	-	-	3.1	0.0	-	0.0	-	-	0.0	4.9
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	38	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (12:45 PM)



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Kiryas Joel, New York
Acres Road/Krolla Drive
Friday, January 10, 2020

Count Name: Acres Road/Krolla
Drive Friday
Site Code: 41
Start Date: 01/10/2020
Page No: 5



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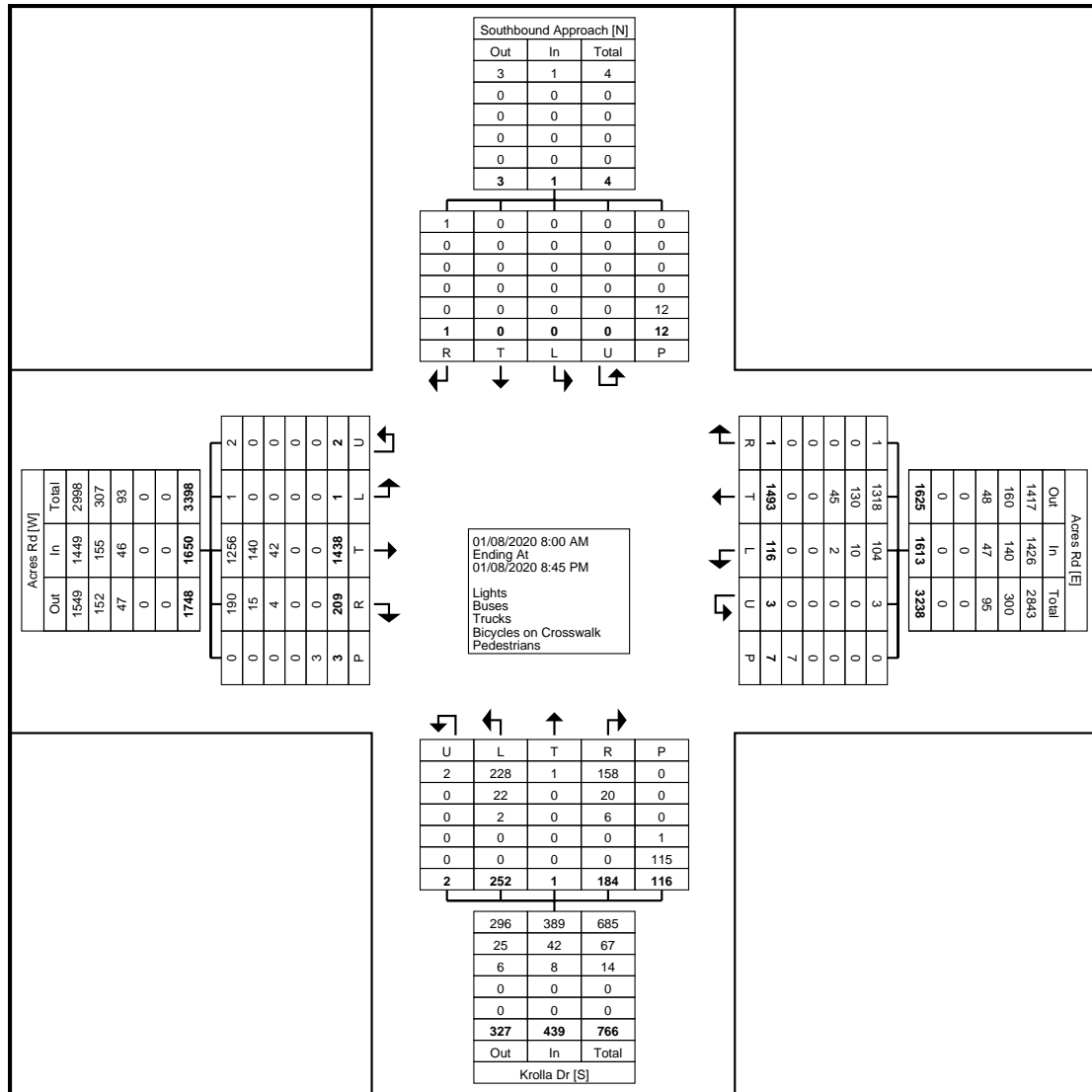
Count Name: Acres Road/Krolla Drive Wednesday
Site Code: 41
Start Date: 01/08/2020
Page No: 1

Kiryas, Joel, New York
Acres Road/Krolla Drive
Wednesday, January 8, 2020

Turning Movement Data

Start Time	Acres Rd Eastbound						Acres Rd Westbound						Krolla Dr Northbound						Southbound Approach Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	0	53	10	0	1	63	5	55	0	1	0	61	12	0	7	0	5	19	0	0	0	0	4	0	143
8:15 AM	0	74	11	0	0	85	10	58	0	0	0	68	13	0	9	0	4	22	0	0	0	0	3	0	175
8:30 AM	0	85	14	0	0	99	8	68	0	0	1	76	17	0	7	1	6	25	0	0	1	0	3	1	201
8:45 AM	0	90	8	0	0	98	3	71	0	0	1	74	17	0	4	1	13	22	0	0	0	0	0	0	194
Hourly Total	0	302	43	0	1	345	26	252	0	1	2	279	59	0	27	2	28	88	0	0	1	0	10	1	713
9:00 AM	0	81	12	0	0	93	0	85	0	0	0	85	19	1	15	0	5	35	0	0	0	0	0	0	213
9:15 AM	0	73	9	0	0	82	4	77	0	0	1	81	8	0	9	0	7	17	0	0	0	0	1	0	180
9:30 AM	0	71	5	0	0	76	8	77	0	0	0	85	10	0	12	0	5	22	0	0	0	0	0	0	183
9:45 AM	0	67	10	0	0	77	7	80	0	0	0	87	10	0	8	0	4	18	0	0	0	0	0	0	182
Hourly Total	0	292	36	0	0	328	19	319	0	0	1	338	47	1	44	0	21	92	0	0	0	0	1	0	758
10:00 AM	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
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	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
5:30 PM	0	57	9	0	0	66	4	56	0	0	1	60	17	0	7	0	9	24	0	0	0	0	0	0	150
5:45 PM	0	41	9	0	0	50	6	60	0	0	0	66	13	0	15	0	5	28	0	0	0	0	0	0	144
Hourly Total	0	98	18	0	0	116	10	116	0	0	1	126	30	0	22	0	14	52	0	0	0	0	0	0	294
6:00 PM	0	78	9	0	0	87	4	77	0	0	0	81	19	0	11	0	1	30	0	0	0	0	0	0	198
6:15 PM	0	73	17	0	0	90	5	94	0	0	0	99	15	0	15	0	5	30	0	0	0	0	0	0	219
6:30 PM	1	87	14	0	0	102	4	66	0	0	0	70	13	0	6	0	6	19	0	0	0	0	0	0	191
6:45 PM	0	86	11	0	0	97	3	92	0	0	0	95	14	0	8	0	2	22	0	0	0	0	0	0	214
Hourly Total	1	324	51	0	0	376	16	329	0	0	0	345	61	0	40	0	14	101	0	0	0	0	0	0	822
7:00 PM	0	80	12	1	0	93	8	94	0	0	0	102	8	0	10	0	5	18	0	0	0	0	0	0	213
7:15 PM	0	68	8	0	0	76	7	85	0	0	0	92	6	0	15	0	7	21	0	0	0	0	0	0	189
7:30 PM	0	76	8	1	2	85	4	72	0	1	3	77	9	0	10	0	1	19	0	0	0	0	1	0	181
7:45 PM	0	58	7	0	0	65	8	82	0	0	0	90	10	0	3	0	16	13	0	0	0	0	0	0	168
Hourly Total	0	282	35	2	2	319	27	333	0	1	3	361	33	0	38	0	29	71	0	0	0	0	1	0	751
8:00 PM	0	72	12	0	0	84	7	75	0	1	0	83	16	0	8	0	5	24	0	0	0	0	0	0	191
8:15 PM	0	68	14	0	0	82	11	69	1	0	0	81	6	0	5	0	5	11	0	0	0	0	0	0	174
8:30 PM	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
Grand Total	1	1438	209	2	3	1650	116	1493	1	3	7	1613	252	1	184	2	116	439	0	0	1	0	12	1	3703
Approach %	0.1	87.2	12.7	0.1	-	-	7.2	92.6	0.1	0.2	-	-	57.4	0.2	41.9	0.5	-	-	0.0	0.0	100.0	0.0	-	-	-
Total %	0.0	38.8	5.6	0.1	-	44.6	3.1	40.3	0.0	0.1	-	43.6	6.8	0.0	5.0	0.1	-	11.9	0.0	0.0	0.0	0.0	-	0.0	-
Lights	1	1256	190	2	-	1449	104	1318	1	3	-	1426	228	1	158	2	-	389	0	0	1	0	-	1	3265
% Lights	100.0	87.3	90.9	100.0	-	87.8	89.7	88.3	100.0	100.0	-	88.4	90.5	100.0	85.9	100.0	-	88.6	-	-	100.0	-	-	100.0	88.2
Buses	0	140	15	0	-	155	10	130	0	0	-	140	22	0	20	0	-	42	0	0	0	0	-	0	337
% Buses	0.0	9.7	7.2	0.0	-	9.4	8.6	8.7	0.0	0.0	-	8.7	8.7	0.0	10.9	0.0	-	9.6	-	-	0.0	-	-	0.0	9.1
Trucks	0	42	4	0	-	46	2	45	0	0	-	47	2	0	6	0	-	8	0	0	0	0	-	0	101
% Trucks	0.0	2.9	1.9	0.0	-	2.8	1.7	3.0	0.0	0.0	-	2.9	0.8	0.0	3.3	0.0	-	1.8	-	-	0.0	-	-	0.0	2.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.9	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	7	-	-	-	-	-	115	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	99.1	-	-	-	-	-	100.0	-	-

Kiryas, Joel, New York
Acres Road/Krolla Drive
Wednesday, January 8, 2020



Turning Movement Data Plot

Kiryas, Joel, New York
Acres Road/Krolla Drive
Wednesday, January 8, 2020

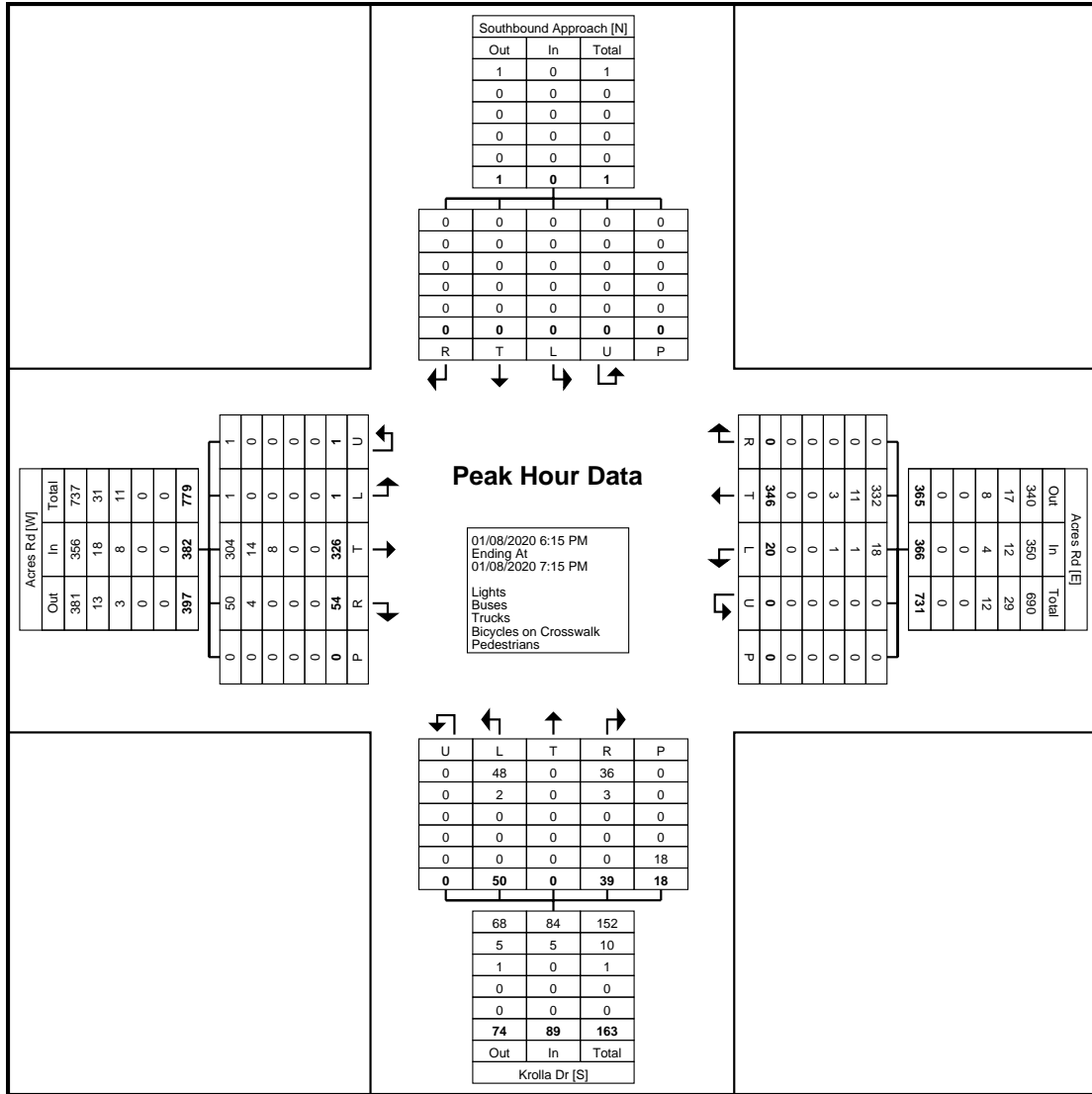
Turning Movement Peak Hour Data (8:30 AM)

Start Time	Acres Rd Eastbound						Acres Rd Westbound						Krolla Dr Northbound						Southbound Approach Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:30 AM	0	85	14	0	0	99	8	68	0	0	1	76	17	0	7	1	6	25	0	0	1	0	3	1	201
8:45 AM	0	90	8	0	0	98	3	71	0	0	1	74	17	0	4	1	13	22	0	0	0	0	0	0	194
9:00 AM	0	81	12	0	0	93	0	85	0	0	0	85	19	1	15	0	5	35	0	0	0	0	0	0	213
9:15 AM	0	73	9	0	0	82	4	77	0	0	1	81	8	0	9	0	7	17	0	0	0	0	1	0	180
Total	0	329	43	0	0	372	15	301	0	0	3	316	61	1	35	2	31	99	0	0	1	0	4	1	788
Approach %	0.0	88.4	11.6	0.0	-	-	4.7	95.3	0.0	0.0	-	-	61.6	1.0	35.4	2.0	-	-	0.0	0.0	100.0	0.0	-	-	-
Total %	0.0	41.8	5.5	0.0	-	47.2	1.9	38.2	0.0	0.0	-	40.1	7.7	0.1	4.4	0.3	-	12.6	0.0	0.0	0.1	0.0	-	0.1	-
PHF	0.000	0.914	0.768	0.000	-	0.939	0.469	0.885	0.000	0.000	-	0.929	0.803	0.250	0.583	0.500	-	0.707	0.000	0.000	0.250	0.000	-	0.250	0.925
Lights	0	249	38	0	-	287	12	229	0	0	-	241	49	1	28	2	-	80	0	0	1	0	-	1	609
% Lights	-	75.7	88.4	-	-	77.2	80.0	76.1	-	-	-	76.3	80.3	100.0	80.0	100.0	-	80.8	-	-	100.0	-	-	100.0	77.3
Buses	0	57	3	0	-	60	3	51	0	0	-	54	12	0	5	0	-	17	0	0	0	0	-	0	131
% Buses	-	17.3	7.0	-	-	16.1	20.0	16.9	-	-	-	17.1	19.7	0.0	14.3	0.0	-	17.2	-	-	0.0	-	-	0.0	16.6
Trucks	0	23	2	0	-	25	0	21	0	0	-	21	0	0	2	0	-	2	0	0	0	0	-	0	48
% Trucks	-	7.0	4.7	-	-	6.7	0.0	7.0	-	-	-	6.6	0.0	0.0	5.7	0.0	-	2.0	-	-	0.0	-	-	0.0	6.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	31	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Turning Movement Peak Hour Data (6:15 PM)

Start Time	Acres Rd Eastbound						Acres Rd Westbound						Krolla Dr Northbound						Southbound Approach Southbound						Int. Total						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total							
6:15 PM	0	73	17	0	0	90	5	94	0	0	0	99	15	0	15	0	5	30	0	0	0	0	0	0	0	0	0	0	0	0	219
6:30 PM	1	87	14	0	0	102	4	66	0	0	0	70	13	0	6	0	6	19	0	0	0	0	0	0	0	0	0	0	0	0	191
6:45 PM	0	86	11	0	0	97	3	92	0	0	0	95	14	0	8	0	2	22	0	0	0	0	0	0	0	0	0	0	0	0	214
7:00 PM	0	80	12	1	0	93	8	94	0	0	0	102	8	0	10	0	5	18	0	0	0	0	0	0	0	0	0	0	0	0	213
Total	1	326	54	1	0	382	20	346	0	0	0	366	50	0	39	0	18	89	0	0	0	0	0	0	0	0	0	0	0	0	837
Approach %	0.3	85.3	14.1	0.3	-	-	5.5	94.5	0.0	0.0	-	-	56.2	0.0	43.8	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-	-	-	-	-	-	-
Total %	0.1	38.9	6.5	0.1	-	45.6	2.4	41.3	0.0	0.0	-	43.7	6.0	0.0	4.7	0.0	-	10.6	0.0	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-
PHF	0.250	0.937	0.794	0.250	-	0.936	0.625	0.920	0.000	0.000	-	0.897	0.833	0.000	0.650	0.000	-	0.742	0.000	0.000	0.000	0.000	-	0.000	-	-	-	-	-	-	0.955
Lights	1	304	50	1	-	356	18	332	0	0	-	350	48	0	36	0	-	84	0	0	0	0	-	0	0	0	0	0	-	0	790
% Lights	100.0	93.3	92.6	100.0	-	93.2	90.0	96.0	-	-	-	95.6	96.0	-	92.3	-	-	94.4	-	-	-	-	-	-	-	-	-	-	-	-	94.4
Buses	0	14	4	0	-	18	1	11	0	0	-	12	2	0	3	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	35
% Buses	0.0	4.3	7.4	0.0	-	4.7	5.0	3.2	-	-	-	3.3	4.0	-	7.7	-	-	5.6	-	-	-	-	-	-	-	-	-	-	-	-	4.2
Trucks	0	8	0	0	-	8	1	3	0	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	12
% Trucks	0.0	2.5	0.0	0.0	-	2.1	5.0	0.9	-	-	-	1.1	0.0	-	0.0	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	1.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	18	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kiryas, Joel, New York
Acres Road/Krolla Drive
Wednesday, January 8, 2020



Turning Movement Peak Hour Data Plot (6:15 PM)



www.TSTData.com
184 Baker Rd

Kiryas, Joel, New York
Acres Road/Krolla Drive
Wednesday, January 8, 2020

Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Count Name: Acres Road/Krolla
Drive Wednesday
Site Code: 41
Start Date: 01/08/2020
Page No: 7

Bakertown Road/Hamaspiik Way Friday - TMC

Fri Jan 10, 2020

Full Length (12:30 PM-3:30 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 739564, Location: 41.335411, -74.161301, Site Code: 35



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg Direction	Bakertown Rd Northbound						Bakertown Rd Southbound						Hamaspiik way Westbound						Southeast Northwestbound						Int
	HR	R	T	U	App	Ped*	T	BL	L	U	App	Ped*	R	L	HL	U	App	Ped*	HR	BR	HL	U	App	Ped*	
2020-01-10 12:30PM	4	0	105	1	110	4	98	5	0	0	103	0	3	5	0	0	8	3	0	12	5	0	17	3	238
12:45PM	0	2	91	1	94	13	101	4	1	0	106	2	2	3	0	0	5	5	1	8	4	0	13	6	218
Hourly Total	4	2	196	2	204	17	199	9	1	0	209	2	5	8	0	0	13	8	1	20	9	0	30	9	456
1:00PM	0	2	104	0	106	13	104	0	0	0	104	1	2	0	0	0	2	6	0	1	4	0	5	6	217
1:15PM	1	2	113	0	116	11	95	4	0	0	99	2	1	3	0	0	4	4	0	6	4	0	10	3	229
1:30PM	1	3	101	1	106	7	96	4	0	1	101	0	1	1	0	0	2	3	0	4	3	0	7	3	216
1:45PM	1	3	105	0	109	10	109	5	1	0	115	0	1	2	1	0	4	5	0	4	2	0	6	7	234
Hourly Total	3	10	423	1	437	41	404	13	1	1	419	3	5	6	1	0	12	18	0	15	13	0	28	19	896
2:00PM	1	0	122	0	123	4	105	3	0	0	108	0	0	1	1	0	2	14	0	7	1	0	8	7	241
2:15PM	2	1	127	0	130	4	74	1	2	0	77	0	2	0	0	0	2	1	0	4	2	0	6	1	215
2:30PM	1	0	119	0	120	4	77	3	1	0	81	0	0	2	0	0	2	2	0	2	4	0	6	2	209
2:45PM	0	2	104	0	106	1	72	5	0	1	78	0	1	0	0	0	1	3	0	3	1	0	4	3	189
Hourly Total	4	3	472	0	479	13	328	12	3	1	344	0	3	3	1	0	7	20	0	16	8	0	24	13	854
3:00PM	0	0	93	0	93	5	90	3	0	0	93	0	0	1	0	0	1	2	0	3	2	0	5	1	192
3:15PM	0	0	96	0	96	2	75	3	0	0	78	0	0	0	0	0	0	0	0	4	3	0	7	0	181
3:30PM	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
Hourly Total	0	0	189	0	189	7	165	6	0	0	171	0	0	1	0	0	1	2	0	7	5	0	12	1	373
Total	11	15	1280	3	1309	78	1096	40	5	2	1143	5	13	18	2	0	33	48	1	58	35	0	94	42	2579
% Approach	0.8%	1.1%	97.8%	0.2%	-	-	95.9%	3.5%	0.4%	0.2%	-	-	39.4%	54.5%	6.1%	0%	-	-	1.1%	61.7%	37.2%	0%	-	-	-
% Total	0.4%	0.6%	49.6%	0.1%	50.8%	-	42.5%	1.6%	0.2%	0.1%	44.3%	-	0.5%	0.7%	0.1%	0%	1.3%	-	0%	2.2%	1.4%	0%	3.6%	-	-
Lights	10	15	1232	3	1260	-	1046	33	5	2	1086	-	12	18	2	0	32	-	0	51	32	0	83	-	2461
% Lights	90.9%	100%	96.3%	100%	96.3%	-	95.4%	82.5%	100%	100%	95.0%	-	92.3%	100%	100%	0%	97.0%	-	0%	87.9%	91.4%	0%	88.3%	-	95.4%
Articulated Trucks and Single-Unit Trucks	1	0	26	0	27	-	30	7	0	0	37	-	0	0	0	0	0	-	1	6	3	0	10	-	74
% Articulated Trucks and Single-Unit Trucks	9.1%	0%	2.0%	0%	2.1%	-	2.7%	17.5%	0%	0%	3.2%	-	0%	0%	0%	0%	0%	-	100%	10.3%	8.6%	0%	10.6%	-	2.9%
Buses	0	0	22	0	22	-	20	0	0	0	20	-	1	0	0	0	1	-	0	1	0	0	1	-	44
% Buses	0%	0%	1.7%	0%	1.7%	-	1.8%	0%	0%	0%	1.7%	-	7.7%	0%	0%	0%	3.0%	-	0%	1.7%	0%	0%	1.1%	-	1.7%
Pedestrians	-	-	-	-	-	78	-	-	-	-	-	5	-	-	-	-	-	47	-	-	-	-	-	41	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	97.9%	-	-	-	-	-	97.6%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	2.1%	-	-	-	-	-	2.4%	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Bakertown Road/Hamaspik Way Friday - TMC

Fri Jan 10, 2020

Full Length (12:30 PM-3:30 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

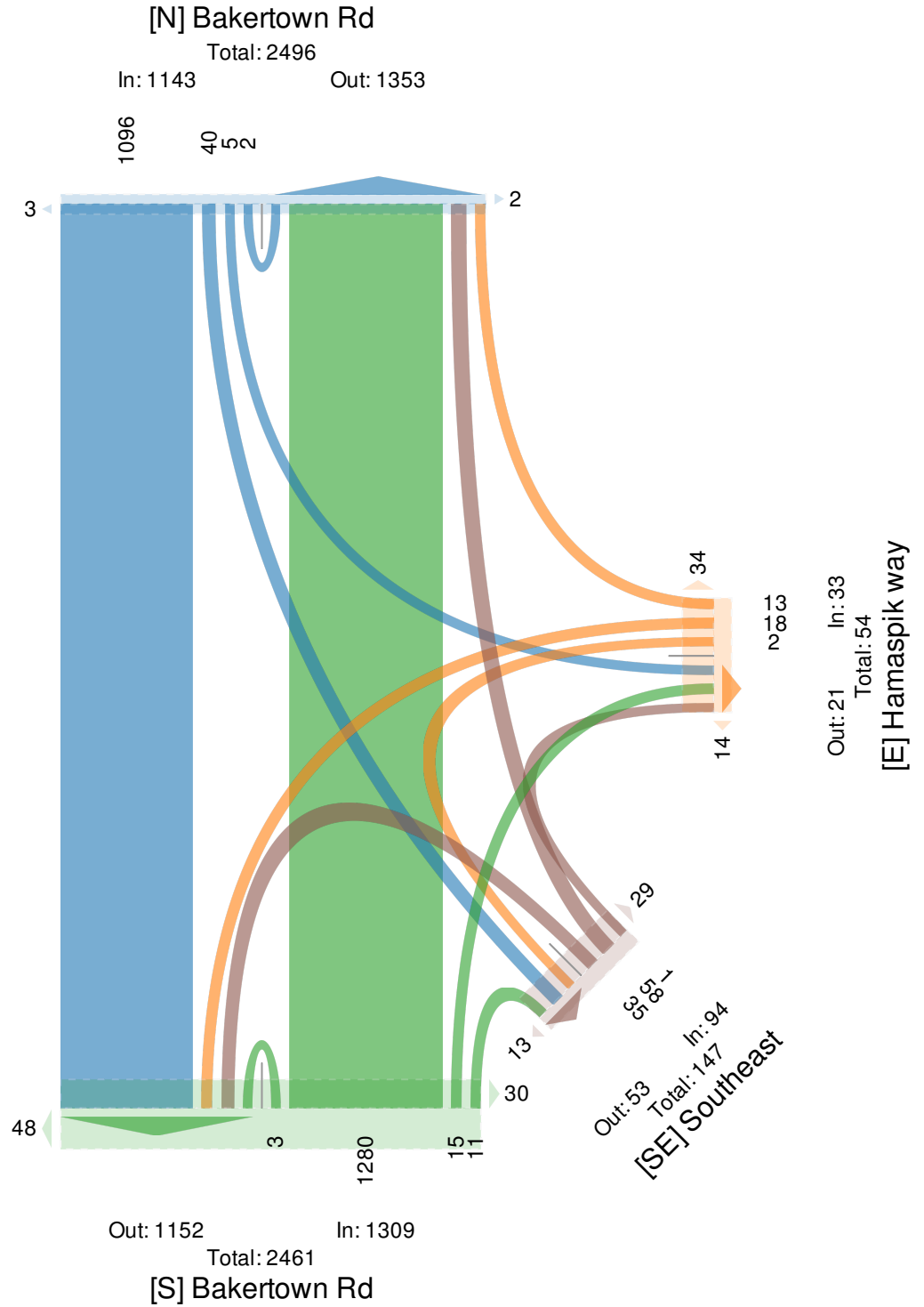
All Movements

ID: 739564, Location: 41.335411, -74.161301, Site Code: 35



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road, Coatesville, PA, 19320, US



Bakertown Road/Hamaspik Way Friday - TMC

Fri Jan 10, 2020

PM Peak (1:15 PM - 2:15 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 739564, Location: 41.335411, -74.161301, Site Code: 35



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg Direction	Bakertown Rd Northbound							Bakertown Rd Southbound							Hamaspik way Westbound							Southeast Northwestbound							Int
	HR	R	T	U	App	Ped*		T	BL	L	U	App	Ped*		R	L	HL	U	App	Ped*		HR	BR	HL	U	App	Ped*		
2020-01-10 1:15PM	1	2	113	0	116	11		95	4	0	0	99	2		1	3	0	0	4	4		0	6	4	0	10	3		229
1:30PM	1	3	101	1	106	7		96	4	0	1	101	0		1	1	0	0	2	3		0	4	3	0	7	3		216
1:45PM	1	3	105	0	109	10		109	5	1	0	115	0		1	2	1	0	4	5		0	4	2	0	6	7		234
2:00PM	1	0	122	0	123	4		105	3	0	0	108	0		0	1	1	0	2	14		0	7	1	0	8	7		241
Total	4	8	441	1	454	32		405	16	1	1	423	2		3	7	2	0	12	26		0	21	10	0	31	20		920
% Approach	0.9%	1.8%	97.1%	0.2%	-	-		95.7%	3.8%	0.2%	0.2%	-	-	25.0%	58.3%	16.7%	0%	-	-	0%	67.7%	32.3%	0%	-	-	-	-		
% Total	0.4%	0.9%	47.9%	0.1%	49.3%	-		44.0%	1.7%	0.1%	0.1%	46.0%	-		0.3%	0.8%	0.2%	0%	1.3%	-		0%	2.3%	1.1%	0%	3.4%	-	-	-
PHF	1.000	0.667	0.904	0.250	0.923	-		0.929	0.800	0.250	0.250	0.920	-		0.750	0.583	0.500	-0.750	-		-0.750	0.625	-0.775	-	0.954	-	-	0.954	
Lights	3	8	423	1	435	-		389	10	1	1	401	-		3	7	2	0	12	-		0	20	9	0	29	-	-	877
% Lights	75.0%	100%	95.9%	100%	95.8%	-		96.0%	62.5%	100%	100%	94.8%	-		100%	100%	100%	0%	100%	-		0%	95.2%	90.0%	0%	93.5%	-	-	95.3%
Articulated Trucks and Single-Unit Trucks	1	0	9	0	10	-		10	6	0	0	16	-		0	0	0	0	0	-		0	1	1	0	2	-	-	28
% Articulated Trucks and Single-Unit Trucks	25.0%	0%	2.0%	0%	2.2%	-		2.5%	37.5%	0%	0%	3.8%	-		0%	0%	0%	0%	0%	-		0%	4.8%	10.0%	0%	6.5%	-	-	3.0%
Buses	0	0	9	0	9	-		6	0	0	0	6	-		0	0	0	0	0	-		0	0	0	0	0	-	-	15
% Buses	0%	0%	2.0%	0%	2.0%	-		1.5%	0%	0%	0%	1.4%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-	-	1.6%
Pedestrians	-	-	-	-	-	32		-	-	-	-	2		-	-	-	-	-	26		-	-	-	-	-	20			
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	100%			
Bicycles on Crosswalk	-	-	-	-	-	0		-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0			
% Bicycles on Crosswalk	-	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	-	0%		-	-	-	-	-	0%			

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Bakertown Road/Hamaspik Way Friday - TMC

Fri Jan 10, 2020

PM Peak (1:15 PM - 2:15 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

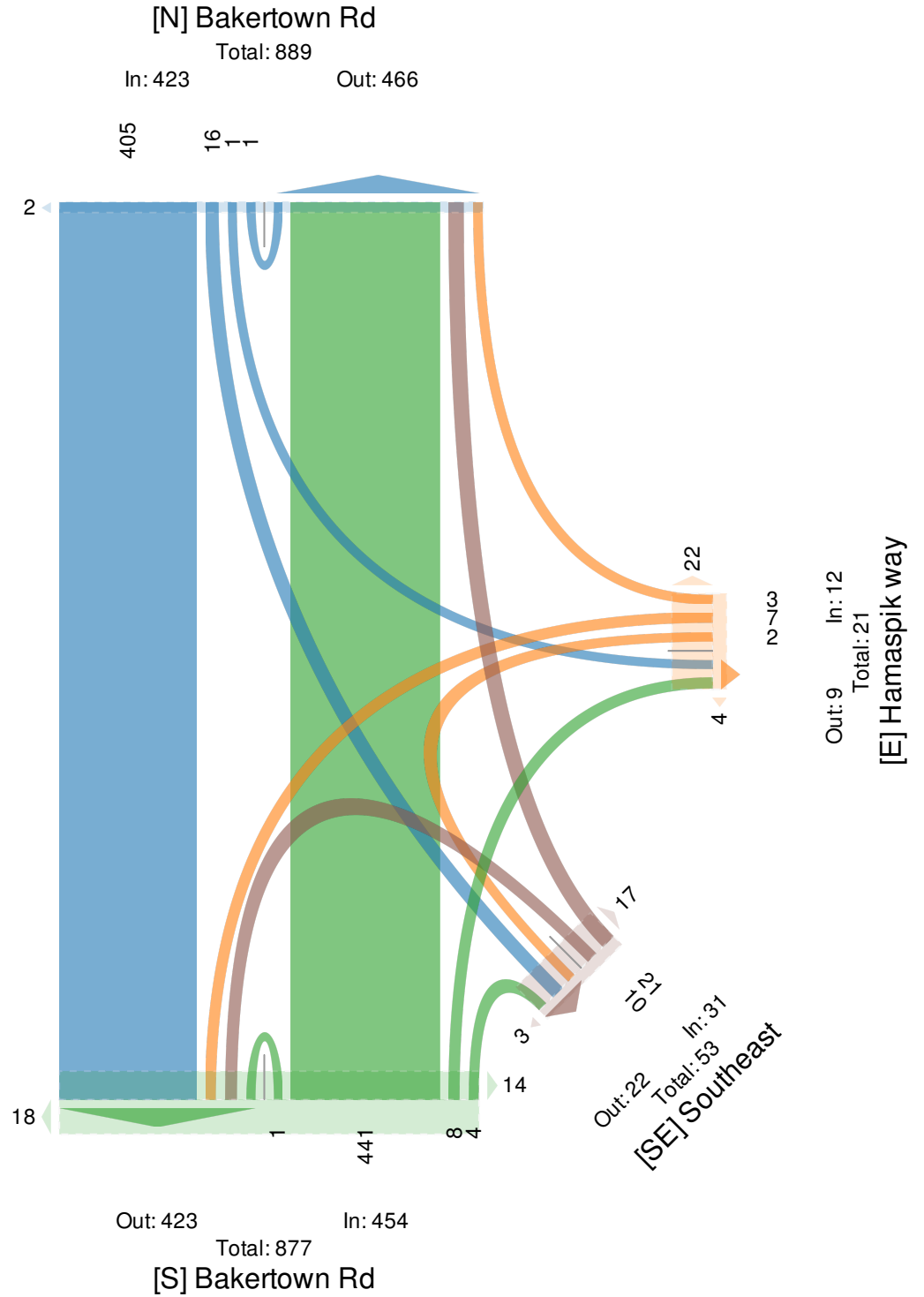
All Movements

ID: 739564, Location: 41.335411, -74.161301, Site Code: 35



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road, Coatesville, PA, 19320, US



Bakertown Road/Hamaspik Way Wednesday - TMC

Wed Jan 8, 2020

Full Length (8 AM-10 AM, 5:30 PM-8:30 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 739562, Location: 41.335411, -74.161301, Site Code: 35



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg Direction Time	Bakertown Rd Northbound						Bakertown Rd Southbound						Hamaspik way Westbound						Southeast Northwestbound						Int
	HR	R	T	U	App	Ped*	T	BL	L	U	App	Ped*	R	L	HL	U	App	Ped*	HR	BR	HL	U	App	Ped*	
2020-01-08 8:00AM	8	1	71	0	80	1	75	15	0	0	90	2	0	2	0	0	2	2	0	21	5	0	26	1	198
8:15AM	4	1	41	0	46	5	92	15	1	0	108	1	0	0	0	0	0	3	0	12	6	0	18	2	172
8:30AM	6	2	84	0	92	1	79	9	1	0	89	0	0	1	0	0	1	1	0	10	7	0	17	0	199
8:45AM	5	6	86	0	97	9	95	8	2	0	105	1	1	2	0	0	3	16	0	5	7	0	12	22	217
Hourly Total	23	10	282	0	315	16	341	47	4	0	392	4	1	5	0	0	6	22	0	48	25	0	73	25	786
9:00AM	10	6	81	0	97	6	120	16	1	0	137	2	1	2	0	0	3	6	0	12	10	0	22	5	259
9:15AM	7	5	71	0	83	0	91	11	1	0	103	1	1	5	0	0	6	2	0	14	6	0	20	1	212
9:30AM	3	3	82	0	88	0	87	1	1	1	90	0	3	6	0	0	9	0	0	4	7	0	11	0	198
9:45AM	7	2	78	0	87	3	103	8	1	0	112	0	0	2	0	0	2	3	0	7	6	0	13	7	214
Hourly Total	27	16	312	0	355	9	401	36	4	1	442	3	5	15	0	0	20	11	0	37	29	0	66	13	883
10:00AM	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
Hourly Total	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
5:30PM	4	0	78	0	82	2	74	2	1	0	77	0	2	2	0	0	4	1	0	3	7	0	10	1	173
5:45PM	3	1	75	0	79	6	68	6	0	0	74	1	1	1	0	0	2	4	0	7	2	0	9	4	164
Hourly Total	7	1	153	0	161	8	142	8	1	0	151	1	3	3	0	0	6	5	0	10	9	0	19	5	337
6:00PM	3	1	86	0	90	3	78	9	1	0	88	1	0	0	0	0	0	1	0	15	10	0	25	3	203
6:15PM	2	2	90	0	94	2	68	3	1	0	72	0	0	2	0	0	2	0	0	6	6	0	12	0	180
6:30PM	2	0	101	0	103	4	75	6	0	0	81	0	1	1	0	0	2	4	0	6	5	0	11	5	197
6:45PM	2	0	100	0	102	6	77	5	0	0	82	0	0	1	0	0	1	2	0	3	9	0	12	1	197
Hourly Total	9	3	377	0	389	15	298	23	2	0	323	1	1	4	0	0	5	7	0	30	30	0	60	9	777
7:00PM	4	2	112	0	118	3	77	4	0	0	81	0	0	1	0	0	1	2	0	5	6	0	11	1	211
7:15PM	1	0	106	0	107	3	70	1	0	1	72	0	0	0	0	0	0	4	0	4	5	0	9	1	188
7:30PM	1	2	85	1	89	3	78	6	1	0	85	0	0	2	0	0	2	0	0	3	1	0	4	0	180
7:45PM	1	1	98	0	100	2	70	3	1	0	74	0	2	1	0	0	3	0	0	7	6	0	13	0	190
Hourly Total	7	5	401	1	414	11	295	14	2	1	312	0	2	4	0	0	6	6	0	19	18	0	37	2	769
8:00PM	1	0	92	0	93	0	62	3	1	0	66	0	0	0	0	0	0	1	0	1	1	0	2	1	161
8:15PM	0	1	86	0	87	1	73	3	0	0	76	0	0	1	0	0	1	0	0	4	4	0	8	0	172
Hourly Total	1	1	178	0	180	1	135	6	1	0	142	0	0	1	0	0	1	1	0	5	5	0	10	1	333
Total	74	36	1703	1	1814	60	1612	134	14	2	1762	9	12	32	0	0	44	52	0	149	116	0	265	55	3885
% Approach	4.1%	2.0%	93.9%	0.1%	-	-	91.5%	7.6%	0.8%	0.1%	-	-	27.3%	72.7%	0%	0%	-	-	0%	56.2%	43.8%	0%	-	-	-
% Total	1.9%	0.9%	43.8%	0%	46.7%	-	41.5%	3.4%	0.4%	0.1%	45.4%	-	0.3%	0.8%	0%	0%	1.1%	-	0%	3.8%	3.0%	0%	6.8%	-	-
Lights	44	36	1610	1	1691	-	1480	81	12	2	1575	-	12	27	0	0	39	-	0	89	77	0	166	-	3471
% Lights	59.5%	100%	94.5%	100%	93.2%	-	91.8%	60.4%	85.7%	100%	89.4%	-	100%	84.4%	0%	0%	88.6%	-	0%	59.7%	66.4%	0%	62.6%	-	89.3%
Articulated Trucks and Single-Unit Trucks	6	0	25	0	31	-	39	11	1	0	51	-	0	1	0	0	1	-	0	12	22	0	34	-	117
% Articulated Trucks and Single-Unit Trucks	8.1%	0%	1.5%	0%	1.7%	-	2.4%	8.2%	7.1%	0%	2.9%	-	0%	3.1%	0%	0%	2.3%	-	0%	8.1%	19.0%	0%	12.8%	-	3.0%
Buses	24	0	68	0	92	-	93	42	1	0	136	-	0	4	0	0	4	-	0	48	17	0	65	-	297
% Buses	32.4%	0%	4.0%	0%	5.1%	-	5.8%	31.3%	7.1%	0%	7.7%	-	0%	12.5%	0%	0%	9.1%	-	0%	32.2%	14.7%	0%	24.5%	-	7.6%
Pedestrians	-	-	-	-	-	58	-	-	-	-	-	8	-	-	-	-	-	52	-	-	-	-	-	53	-
% Pedestrians	-	-	-	-	-	96.7%	-	-	-	-	-	88.9%	-	-	-	-	-	100%	-	-	-	-	-	96.4%	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-
% Bicycles on Crosswalk	-	-	-	-	-	3.3%	-	-	-	-	-	11.1%	-	-	-	-	-	0%	-	-	-	-	-	3.6%	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Bakertown Road/Hamaspik Way Wednesday - TMC

Wed Jan 8, 2020

Full Length (8 AM-10 AM, 5:30 PM-8:30 PM)

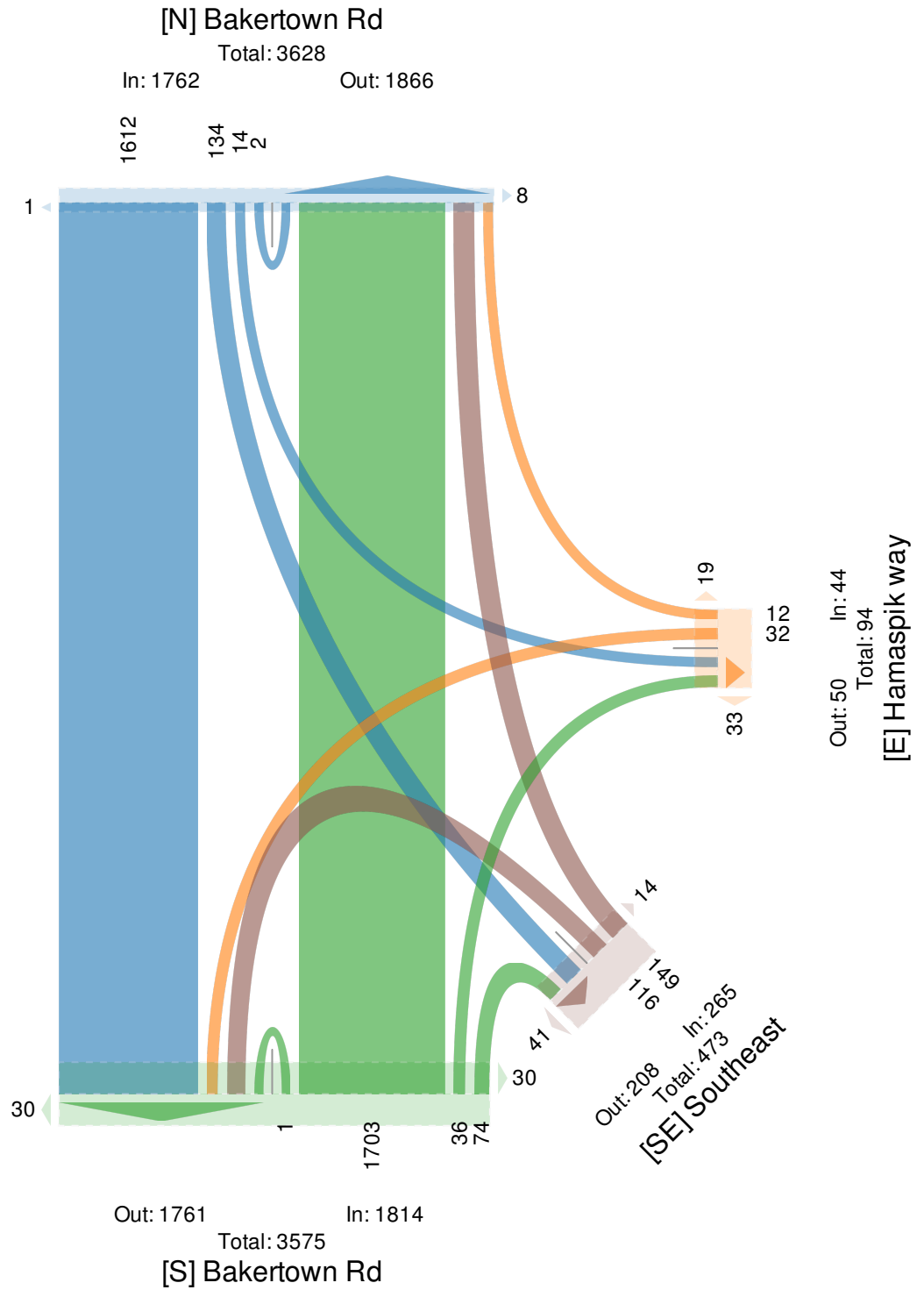
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 739562, Location: 41.335411, -74.161301, Site Code: 35



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Bakertown Road/Hamaspik Way Wednesday - TMC

Wed Jan 8, 2020

AM Peak (8:30 AM - 9:30 AM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 739562, Location: 41.335411, -74.161301, Site Code: 35



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg Direction	Bakertown Rd Northbound						Bakertown Rd Southbound						Hamaspik way Westbound						Southeast Northwestbound						Int
Time	HR	R	T	U	App	Ped*	T	BL	L	U	App	Ped*	R	L	HL	U	App	Ped*	HR	BR	HL	U	App	Ped*	Int
2020-01-08 8:30AM	6	2	84	0	92	1	79	9	1	0	89	0	0	1	0	0	1	1	0	10	7	0	17	0	199
8:45AM	5	6	86	0	97	9	95	8	2	0	105	1	1	2	0	0	3	16	0	5	7	0	12	22	217
9:00AM	10	6	81	0	97	6	120	16	1	0	137	2	1	2	0	0	3	6	0	12	10	0	22	5	259
9:15AM	7	5	71	0	83	0	91	11	1	0	103	1	1	5	0	0	6	2	0	14	6	0	20	1	212
Total	28	19	322	0	369	16	385	44	5	0	434	4	3	10	0	0	13	25	0	41	30	0	71	28	887
% Approach	7.6%	5.1%	87.3%	0%	-	-	88.7%	10.1%	1.2%	0%	-	-	23.1%	76.9%	0%	0%	-	-	0%	57.7%	42.3%	0%	-	-	-
% Total	3.2%	2.1%	36.3%	0%	41.6%	-	43.4%	5.0%	0.6%	0%	48.9%	-	0.3%	1.1%	0%	0%	1.5%	-	0%	4.6%	3.4%	0%	8.0%	-	-
PHF	0.700	0.792	0.936	-	0.951	-	0.802	0.688	0.625	-	0.792	-	0.750	0.500	-	-	0.542	-	-	0.732	0.750	-	0.807	-	0.856
Lights	14	19	294	0	327	-	332	28	5	0	365	-	3	9	0	0	12	-	0	24	19	0	43	-	747
% Lights	50.0%	100%	91.3%	0%	88.6%	-	86.2%	63.6%	100%	0%	84.1%	-	100%	90.0%	0%	0%	92.3%	-	0%	58.5%	63.3%	0%	60.6%	-	84.2%
Articulated Trucks and Single-Unit Trucks	3	0	11	0	14	-	12	5	0	0	17	-	0	1	0	0	1	-	0	4	3	0	7	-	39
% Articulated Trucks and Single-Unit Trucks	10.7%	0%	3.4%	0%	3.8%	-	3.1%	11.4%	0%	0%	3.9%	-	0%	10.0%	0%	0%	7.7%	-	0%	9.8%	10.0%	0%	9.9%	-	4.4%
Buses	11	0	17	0	28	-	41	11	0	0	52	-	0	0	0	0	0	-	0	13	8	0	21	-	101
% Buses	39.3%	0%	5.3%	0%	7.6%	-	10.6%	25.0%	0%	0%	12.0%	-	0%	0%	0%	0%	0%	-	0%	31.7%	26.7%	0%	29.6%	-	11.4%
Pedestrians	-	-	-	-	-	16	-	-	-	-	-	3	-	-	-	-	-	25	-	-	-	-	-	28	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	75.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	25.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Bakertown Road/Hamaspik Way Wednesday - TMC

Wed Jan 8, 2020

AM Peak (8:30 AM - 9:30 AM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

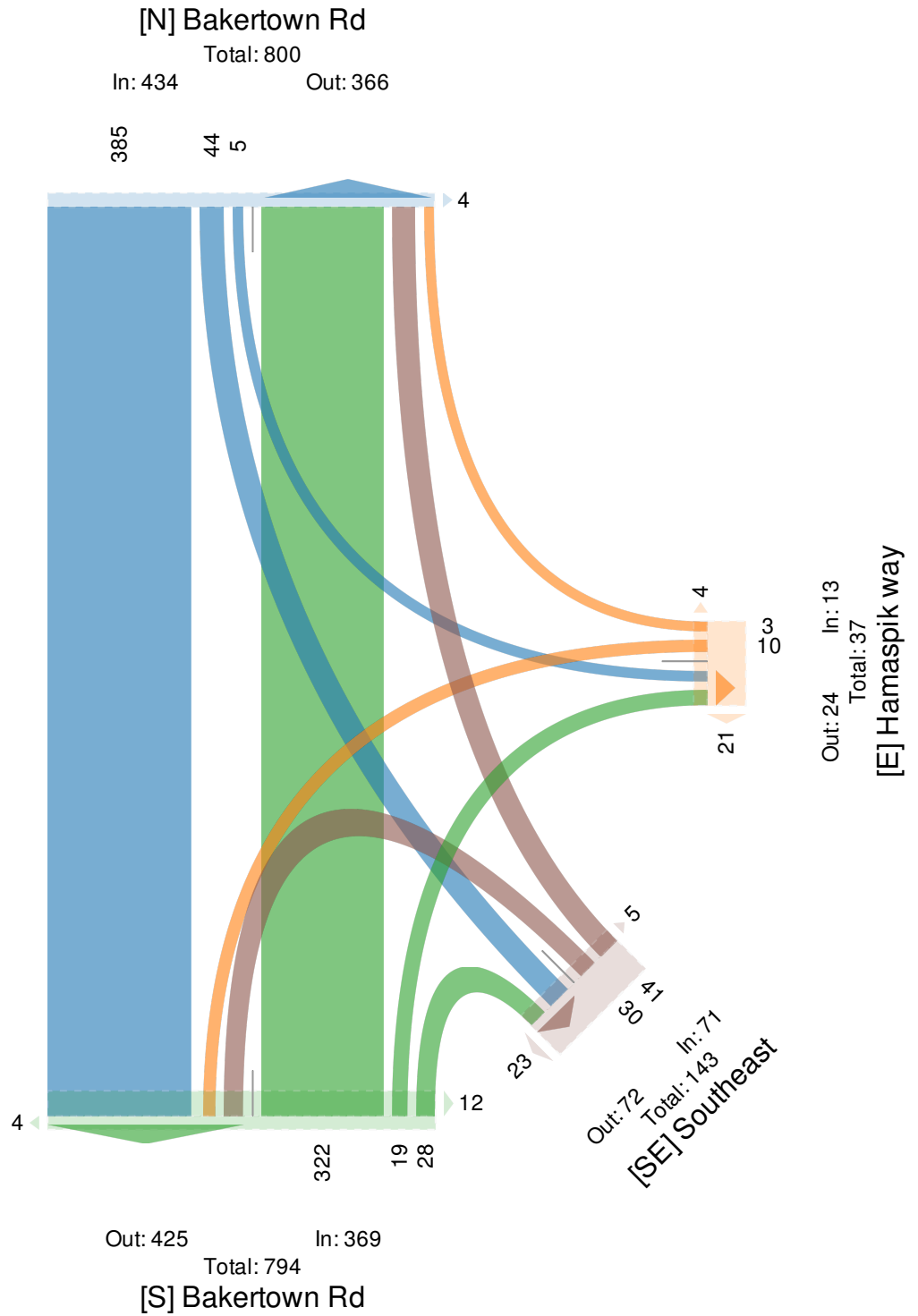
All Movements

ID: 739562, Location: 41.335411, -74.161301, Site Code: 35



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road, Coatesville, PA, 19320, US



Bakertown Road/Hamaspik Way Wednesday - TMC

Wed Jan 8, 2020

PM Peak (6:30 PM - 7:30 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 739562, Location: 41.335411, -74.161301, Site Code: 35



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg Direction	Bakertown Rd Northbound						Bakertown Rd Southbound						Hamaspik way Westbound						Southeast Northwestbound						
Time	HR	R	T	U	App	Ped*	T	BL	L	U	App	Ped*	R	L	HL	U	App	Ped*	HR	BR	HL	U	App	Ped*	Int
2020-01-08 6:30PM	2	0	101	0	103	4	75	6	0	0	81	0	1	1	0	0	2	4	0	6	5	0	11	5	197
6:45PM	2	0	100	0	102	6	77	5	0	0	82	0	0	1	0	0	1	2	0	3	9	0	12	1	197
7:00PM	4	2	112	0	118	3	77	4	0	0	81	0	0	1	0	0	1	2	0	5	6	0	11	1	211
7:15PM	1	0	106	0	107	3	70	1	0	1	72	0	0	0	0	0	0	4	0	4	5	0	9	1	188
Total	9	2	419	0	430	16	299	16	0	1	316	0	1	3	0	0	4	12	0	18	25	0	43	8	793
% Approach	2.1%	0.5%	97.4%	0%	-	-	94.6%	5.1%	0%	0.3%	-	-	25.0%	75.0%	0%	0%	-	-	0%	41.9%	58.1%	0%	-	-	-
% Total	1.1%	0.3%	52.8%	0%	54.2%	-	37.7%	2.0%	0%	0.1%	39.8%	-	0.1%	0.4%	0%	0%	0.5%	-	0%	2.3%	3.2%	0%	5.4%	-	-
PHF	0.563	0.250	0.935	-	0.911	-	0.971	0.667	-0.250	0.963	-	-	0.250	0.750	-	-0.500	-	-	-	0.750	0.694	-	0.896	-	0.940
Lights	7	2	412	0	421	-	289	11	0	1	301	-	1	3	0	0	4	-	0	13	15	0	28	-	754
% Lights	77.8%	100%	98.3%	0%	97.9%	-	96.7%	68.8%	0%	100%	95.3%	-	100%	100%	0%	0%	100%	-	0%	72.2%	60.0%	0%	65.1%	-	95.1%
Articulated Trucks and Single-Unit Trucks	1	0	0	0	1	-	2	1	0	0	3	-	0	0	0	0	0	-	0	1	5	0	6	-	10
% Articulated Trucks and Single-Unit Trucks	11.1%	0%	0%	0%	0.2%	-	0.7%	6.3%	0%	0%	0.9%	-	0%	0%	0%	0%	0%	-	0%	5.6%	20.0%	0%	14.0%	-	1.3%
Buses	1	0	7	0	8	-	8	4	0	0	12	-	0	0	0	0	0	-	0	4	5	0	9	-	29
% Buses	11.1%	0%	1.7%	0%	1.9%	-	2.7%	25.0%	0%	0%	3.8%	-	0%	0%	0%	0%	0%	-	0%	22.2%	20.0%	0%	20.9%	-	3.7%
Pedestrians	-	-	-	-	-	15	-	-	-	-	0	-	-	-	-	-	12	-	-	-	-	-	-	-	8
% Pedestrians	-	-	-	-	-	93.8%	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	6.3%	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Bakertown Road/Hamaspik Way Wednesday - TMC

Wed Jan 8, 2020

PM Peak (6:30 PM - 7:30 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

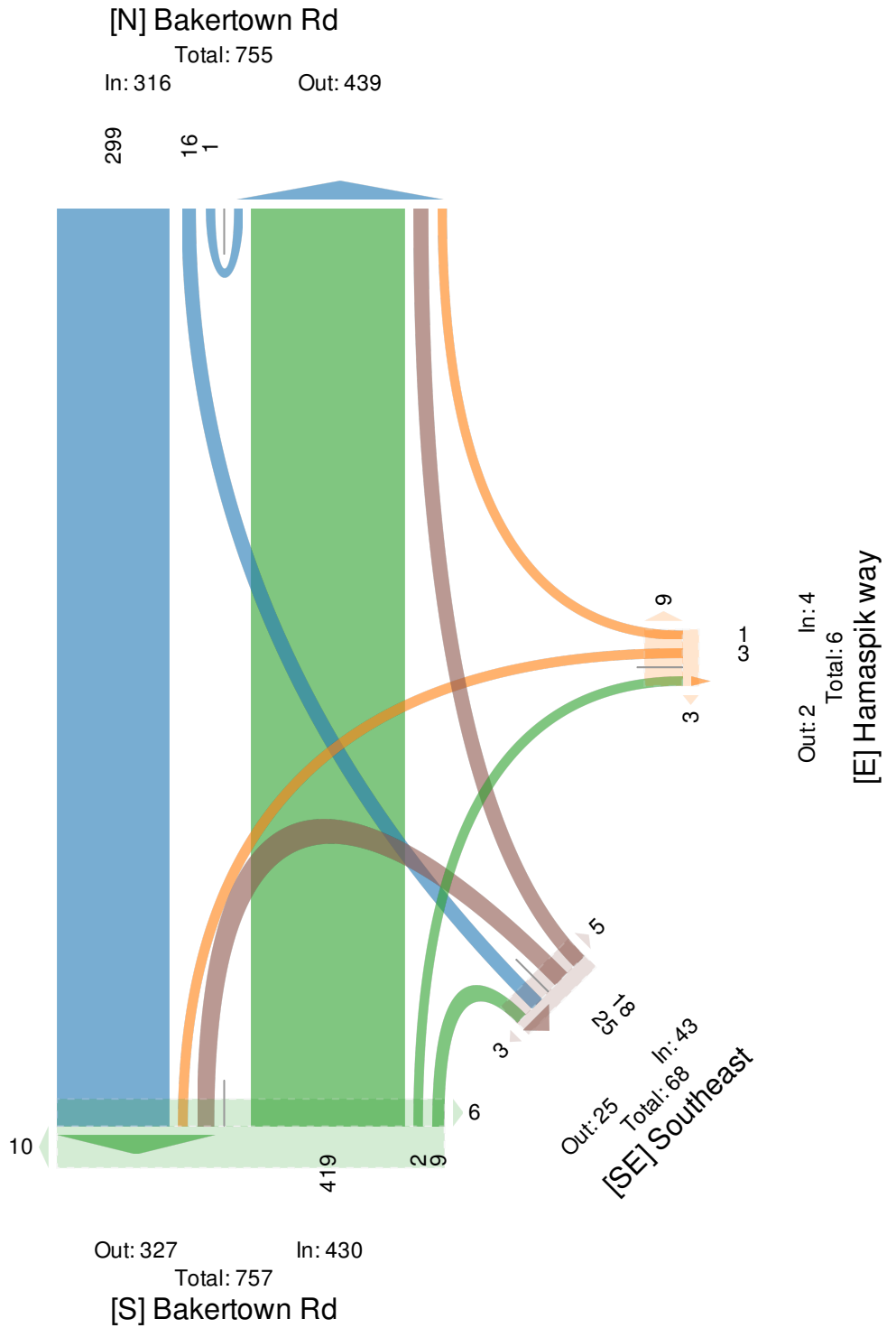
All Movements

ID: 739562, Location: 41.335411, -74.161301, Site Code: 35



Provided by: Tri-State Traffic Data, Inc.

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Count Name: Bakertown
Road/Park and Ride Driveway
Friday
Site Code: 34
Start Date: 01/10/2020
Page No: 1

Kiryas Joel, New York
Bakertown Road/Park and Ride
Driveway
Friday, January 10, 2020

Turning Movement Data

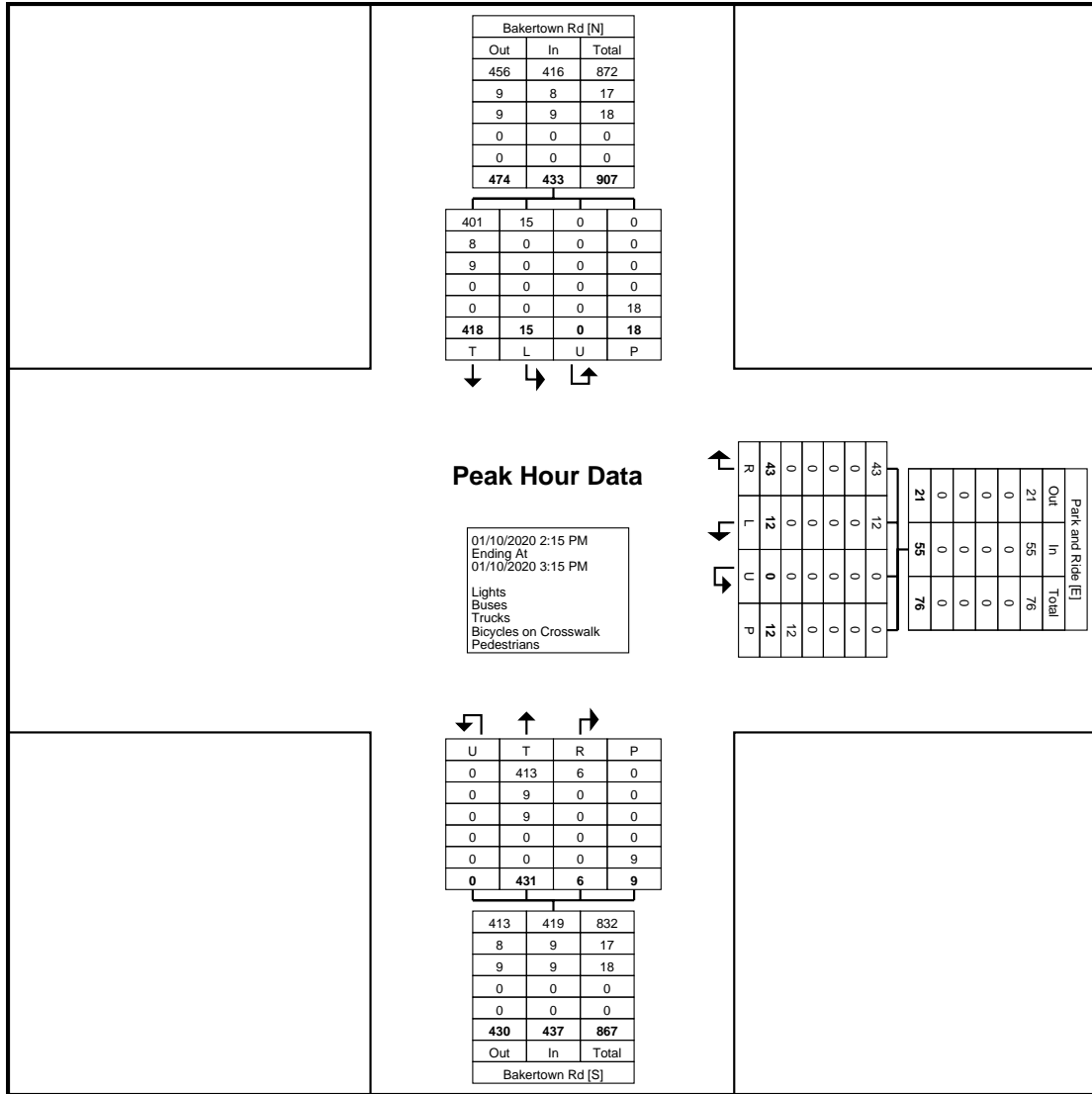
Start Time	Park and Ride Westbound					Bakertown Rd Northbound					Bakertown Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
12:30 PM	0	2	0	0	2	90	0	0	0	90	1	75	0	2	76	168
12:45 PM	1	1	0	0	2	92	0	0	0	92	3	88	0	3	91	185
Hourly Total	1	3	0	0	4	182	0	0	0	182	4	163	0	5	167	353
1:00 PM	0	0	0	3	0	95	0	0	3	95	1	81	0	6	82	177
1:15 PM	0	1	0	0	1	96	1	0	1	97	2	98	0	3	100	198
1:30 PM	1	1	0	0	2	107	2	0	0	109	0	105	0	0	105	216
1:45 PM	1	3	0	1	4	100	1	0	0	101	1	106	0	0	107	212
Hourly Total	2	5	0	4	7	398	4	0	4	402	4	390	0	9	394	803
2:00 PM	3	3	0	0	6	101	3	0	0	104	4	97	0	1	101	211
2:15 PM	5	9	0	2	14	107	2	0	6	109	6	107	0	0	113	236
2:30 PM	1	7	0	7	8	107	0	0	0	107	4	118	0	6	122	237
2:45 PM	2	1	0	0	3	110	2	0	2	112	1	96	0	8	97	212
Hourly Total	11	20	0	9	31	425	7	0	8	432	15	418	0	15	433	896
3:00 PM	4	26	0	3	30	107	2	0	1	109	4	97	0	4	101	240
3:15 PM	0	4	0	5	4	106	1	0	2	107	3	76	0	10	79	190
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	18	58	0	21	76	1218	14	0	15	1232	30	1144	0	43	1174	2482
Approach %	23.7	76.3	0.0	-	-	98.9	1.1	0.0	-	-	2.6	97.4	0.0	-	-	-
Total %	0.7	2.3	0.0	-	3.1	49.1	0.6	0.0	-	49.6	1.2	46.1	0.0	-	47.3	-
Lights	18	58	0	-	76	1135	14	0	-	1149	30	1065	0	-	1095	2320
% Lights	100.0	100.0	-	-	100.0	93.2	100.0	-	-	93.3	100.0	93.1	-	-	93.3	93.5
Buses	0	0	0	-	0	53	0	0	-	53	0	52	0	-	52	105
% Buses	0.0	0.0	-	-	0.0	4.4	0.0	-	-	4.3	0.0	4.5	-	-	4.4	4.2
Trucks	0	0	0	-	0	30	0	0	-	30	0	27	0	-	27	57
% Trucks	0.0	0.0	-	-	0.0	2.5	0.0	-	-	2.4	0.0	2.4	-	-	2.3	2.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	2.3	-	-
Pedestrians	-	-	-	21	-	-	-	-	15	-	-	-	-	42	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	97.7	-	-

Kiryas Joel, New York
Bakertown Road/Park and Ride
Driveway
Friday, January 10, 2020

Turning Movement Peak Hour Data (2:15 PM)

Start Time	Park and Ride Westbound					Bakertown Rd Northbound					Bakertown Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
2:15 PM	5	9	0	2	14	107	2	0	6	109	6	107	0	0	113	236
2:30 PM	1	7	0	7	8	107	0	0	0	107	4	118	0	6	122	237
2:45 PM	2	1	0	0	3	110	2	0	2	112	1	96	0	8	97	212
3:00 PM	4	26	0	3	30	107	2	0	1	109	4	97	0	4	101	240
Total	12	43	0	12	55	431	6	0	9	437	15	418	0	18	433	925
Approach %	21.8	78.2	0.0	-	-	98.6	1.4	0.0	-	-	3.5	96.5	0.0	-	-	-
Total %	1.3	4.6	0.0	-	5.9	46.6	0.6	0.0	-	47.2	1.6	45.2	0.0	-	46.8	-
PHF	0.600	0.413	0.000	-	0.458	0.980	0.750	0.000	-	0.975	0.625	0.886	0.000	-	0.887	0.964
Lights	12	43	0	-	55	413	6	0	-	419	15	401	0	-	416	890
% Lights	100.0	100.0	-	-	100.0	95.8	100.0	-	-	95.9	100.0	95.9	-	-	96.1	96.2
Buses	0	0	0	-	0	9	0	0	-	9	0	8	0	-	8	17
% Buses	0.0	0.0	-	-	0.0	2.1	0.0	-	-	2.1	0.0	1.9	-	-	1.8	1.8
Trucks	0	0	0	-	0	9	0	0	-	9	0	9	0	-	9	18
% Trucks	0.0	0.0	-	-	0.0	2.1	0.0	-	-	2.1	0.0	2.2	-	-	2.1	1.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	12	-	-	-	-	9	-	-	-	-	18	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Bakertown Road/Park and Ride
Driveway
Friday, January 10, 2020



Turning Movement Peak Hour Data Plot (2:15 PM)



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Kiryas Joel, New York
Bakertown Road/Park and Ride
Driveway
Friday, January 10, 2020

Count Name: Bakertown
Road/Park and Ride Driveway
Friday
Site Code: 34
Start Date: 01/10/2020
Page No: 5



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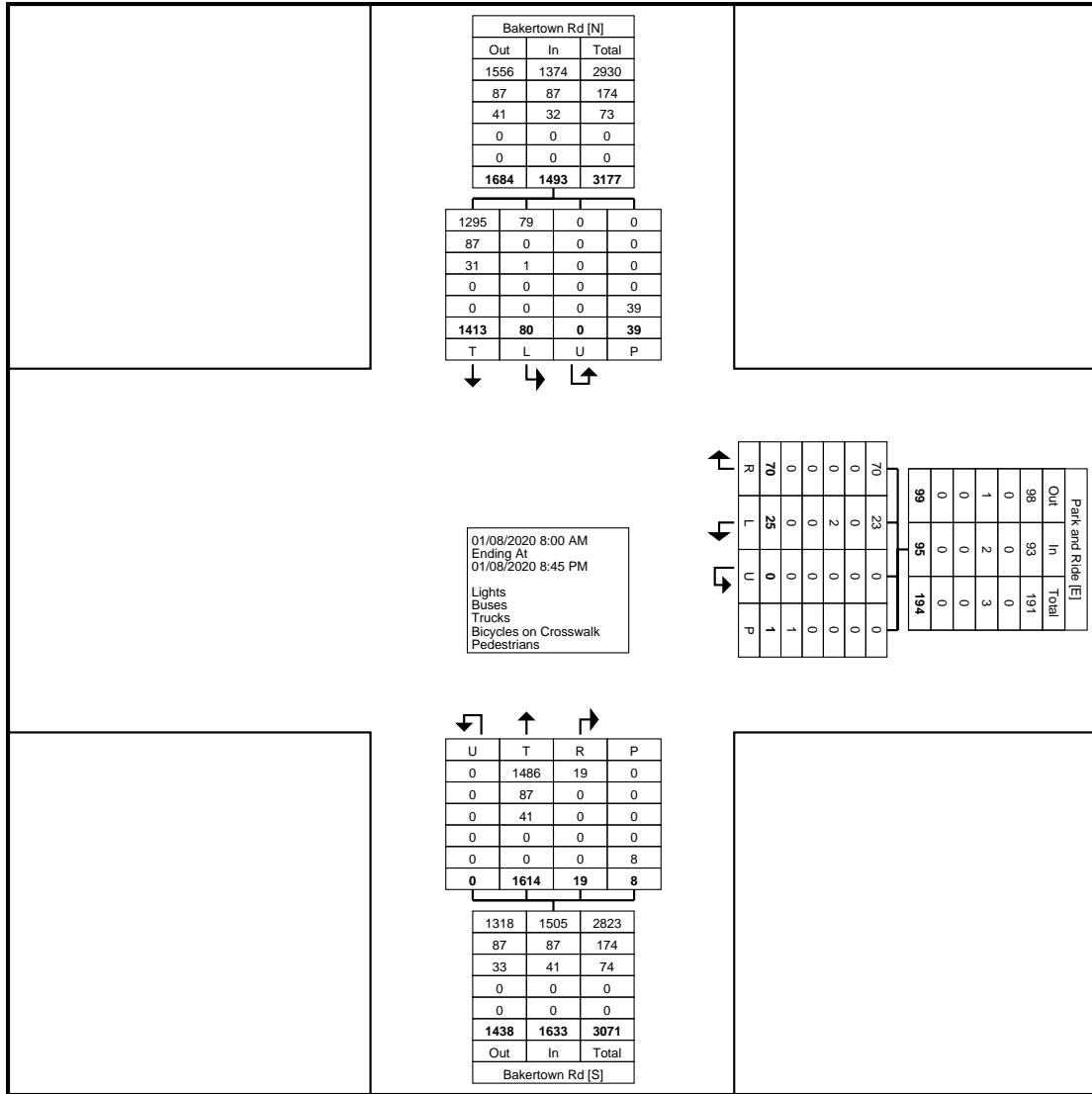
Count Name: Bakertown
Road/Park and Ride Driveway
Wednesday
Site Code: 34
Start Date: 01/08/2020
Page No: 1

Kiryas Joel, New York
Bakertown Road/Park and Ride
Driveway
Wednesday, January 8, 2020

Turning Movement Data

Start Time	Park and Ride Westbound					Bakertown Rd Northbound					Bakertown Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
8:00 AM	1	0	0	0	1	33	0	0	0	33	4	38	0	4	42	76
8:15 AM	1	2	0	0	3	28	3	0	2	31	16	39	0	2	55	89
8:30 AM	1	0	0	0	1	57	1	0	0	58	3	47	0	13	50	109
8:45 AM	2	0	0	0	2	67	1	0	0	68	8	53	0	0	61	131
Hourly Total	5	2	0	0	7	185	5	0	2	190	31	177	0	19	208	405
9:00 AM	0	4	0	1	4	85	3	0	1	88	1	74	0	0	75	167
9:15 AM	0	2	0	0	2	66	0	0	0	66	13	89	0	3	102	170
9:30 AM	1	0	0	0	1	94	2	0	0	96	6	79	0	3	85	182
9:45 AM	1	0	0	0	1	107	0	0	0	107	3	88	0	3	91	199
Hourly Total	2	6	0	1	8	352	5	0	1	357	23	330	0	9	353	718
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	2	0	0	2	74	0	0	0	74	3	81	0	1	84	160
5:45 PM	0	2	0	0	2	74	0	0	0	74	2	80	0	0	82	158
Hourly Total	0	4	0	0	4	148	0	0	0	148	5	161	0	1	166	318
6:00 PM	4	2	0	0	6	105	3	0	0	108	5	85	0	4	90	204
6:15 PM	2	2	0	0	4	105	1	0	0	106	2	78	0	0	80	190
6:30 PM	1	1	0	0	2	82	0	0	0	82	2	70	0	0	72	156
6:45 PM	0	4	0	0	4	78	0	0	0	78	1	67	0	1	68	150
Hourly Total	7	9	0	0	16	370	4	0	0	374	10	300	0	5	310	700
7:00 PM	1	3	0	0	4	90	1	0	0	91	1	61	0	1	62	157
7:15 PM	1	3	0	0	4	81	2	0	1	83	1	87	0	4	88	175
7:30 PM	2	3	0	0	5	90	1	0	0	91	0	63	0	0	63	159
7:45 PM	1	9	0	0	10	107	0	0	2	107	1	64	0	0	65	182
Hourly Total	5	18	0	0	23	368	4	0	3	372	3	275	0	5	278	673
8:00 PM	1	14	0	0	15	92	1	0	1	93	1	80	0	0	81	189
8:15 PM	5	17	0	0	22	99	0	0	1	99	7	90	0	0	97	218
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	25	70	0	1	95	1614	19	0	8	1633	80	1413	0	39	1493	3221
Approach %	26.3	73.7	0.0	-	-	98.8	1.2	0.0	-	-	5.4	94.6	0.0	-	-	-
Total %	0.8	2.2	0.0	-	2.9	50.1	0.6	0.0	-	50.7	2.5	43.9	0.0	-	46.4	-
Lights	23	70	0	-	93	1486	19	0	-	1505	79	1295	0	-	1374	2972
% Lights	92.0	100.0	-	-	97.9	92.1	100.0	-	-	92.2	98.8	91.6	-	-	92.0	92.3
Buses	0	0	0	-	0	87	0	0	-	87	0	87	0	-	87	174
% Buses	0.0	0.0	-	-	0.0	5.4	0.0	-	-	5.3	0.0	6.2	-	-	5.8	5.4
Trucks	2	0	0	-	2	41	0	0	-	41	1	31	0	-	32	75
% Trucks	8.0	0.0	-	-	2.1	2.5	0.0	-	-	2.5	1.3	2.2	-	-	2.1	2.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	8	-	-	-	-	39	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Bakertown Road/Park and Ride
Driveway
Wednesday, January 8, 2020



Turning Movement Data Plot



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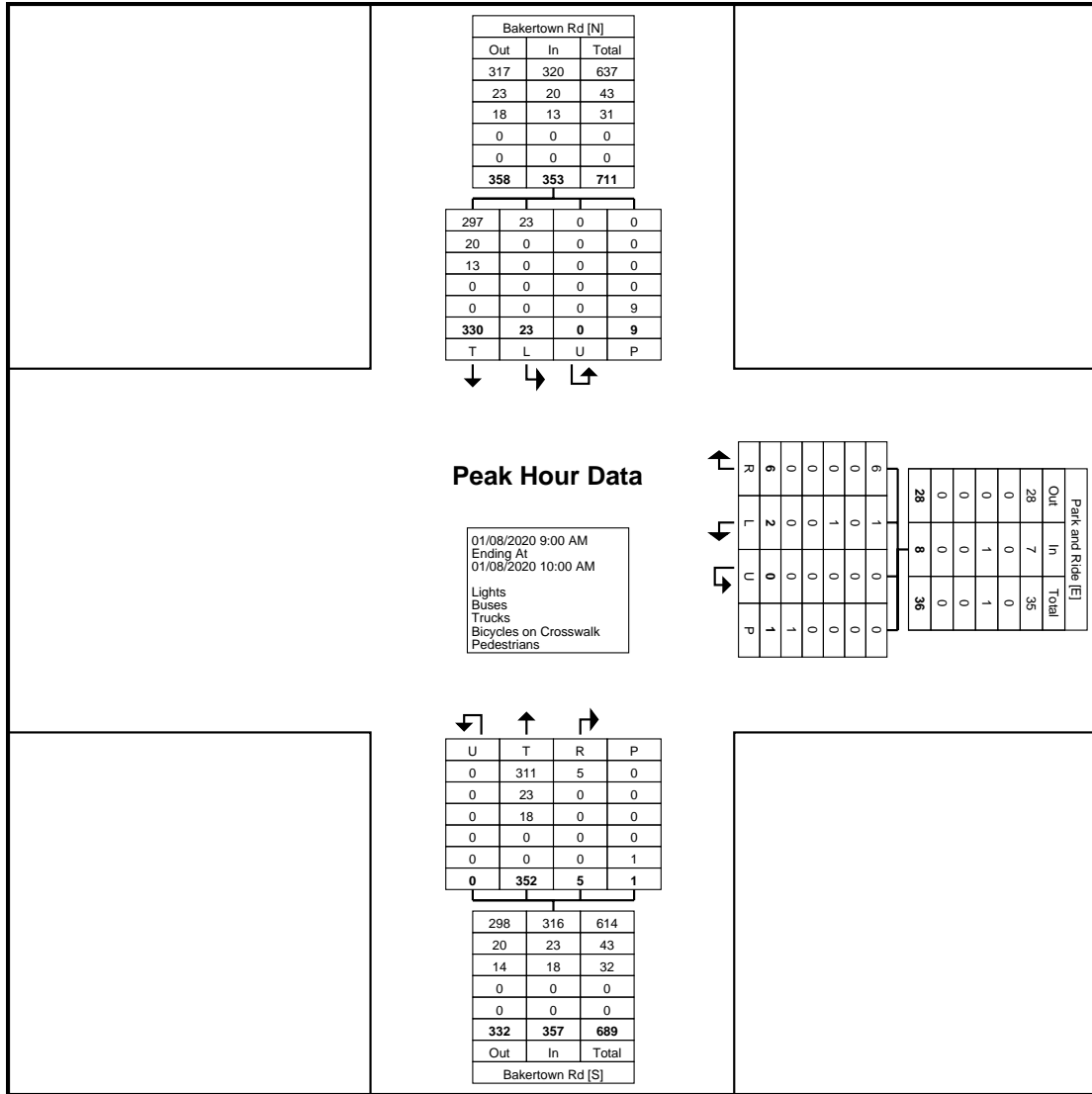
Count Name: Bakertown
Road/Park and Ride Driveway
Wednesday
Site Code: 34
Start Date: 01/08/2020
Page No: 3

Kiryas Joel, New York
Bakertown Road/Park and Ride
Driveway
Wednesday, January 8, 2020

Turning Movement Peak Hour Data (9:00 AM)

Start Time	Park and Ride Westbound					Bakertown Rd Northbound					Bakertown Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
9:00 AM	0	4	0	1	4	85	3	0	1	88	1	74	0	0	75	167
9:15 AM	0	2	0	0	2	66	0	0	0	66	13	89	0	3	102	170
9:30 AM	1	0	0	0	1	94	2	0	0	96	6	79	0	3	85	182
9:45 AM	1	0	0	0	1	107	0	0	0	107	3	88	0	3	91	199
Total	2	6	0	1	8	352	5	0	1	357	23	330	0	9	353	718
Approach %	25.0	75.0	0.0	-	-	98.6	1.4	0.0	-	-	6.5	93.5	0.0	-	-	-
Total %	0.3	0.8	0.0	-	1.1	49.0	0.7	0.0	-	49.7	3.2	46.0	0.0	-	49.2	-
PHF	0.500	0.375	0.000	-	0.500	0.822	0.417	0.000	-	0.834	0.442	0.927	0.000	-	0.865	0.902
Lights	1	6	0	-	7	311	5	0	-	316	23	297	0	-	320	643
% Lights	50.0	100.0	-	-	87.5	88.4	100.0	-	-	88.5	100.0	90.0	-	-	90.7	89.6
Buses	0	0	0	-	0	23	0	0	-	23	0	20	0	-	20	43
% Buses	0.0	0.0	-	-	0.0	6.5	0.0	-	-	6.4	0.0	6.1	-	-	5.7	6.0
Trucks	1	0	0	-	1	18	0	0	-	18	0	13	0	-	13	32
% Trucks	50.0	0.0	-	-	12.5	5.1	0.0	-	-	5.0	0.0	3.9	-	-	3.7	4.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	1	-	-	-	-	9	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Bakertown Road/Park and Ride
Driveway
Wednesday, January 8, 2020



Turning Movement Peak Hour Data Plot (9:00 AM)



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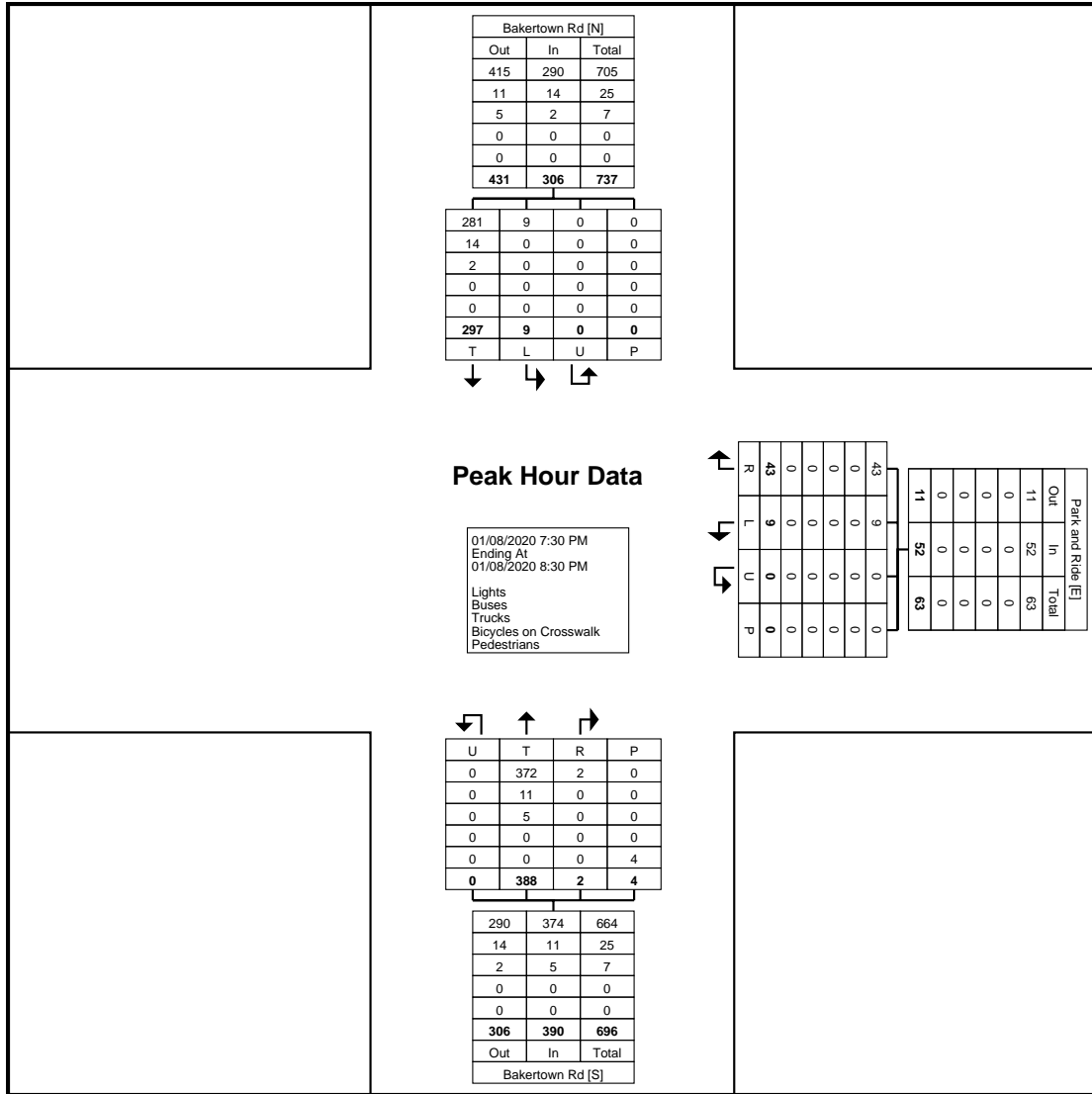
Count Name: Bakertown
Road/Park and Ride Driveway
Wednesday
Site Code: 34
Start Date: 01/08/2020
Page No: 5

Kiryas Joel, New York
Bakertown Road/Park and Ride
Driveway
Wednesday, January 8, 2020

Turning Movement Peak Hour Data (7:30 PM)

Start Time	Park and Ride Westbound					Bakertown Rd Northbound					Bakertown Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
7:30 PM	2	3	0	0	5	90	1	0	0	91	0	63	0	0	63	159
7:45 PM	1	9	0	0	10	107	0	0	2	107	1	64	0	0	65	182
8:00 PM	1	14	0	0	15	92	1	0	1	93	1	80	0	0	81	189
8:15 PM	5	17	0	0	22	99	0	0	1	99	7	90	0	0	97	218
Total	9	43	0	0	52	388	2	0	4	390	9	297	0	0	306	748
Approach %	17.3	82.7	0.0	-	-	99.5	0.5	0.0	-	-	2.9	97.1	0.0	-	-	-
Total %	1.2	5.7	0.0	-	7.0	51.9	0.3	0.0	-	52.1	1.2	39.7	0.0	-	40.9	-
PHF	0.450	0.632	0.000	-	0.591	0.907	0.500	0.000	-	0.911	0.321	0.825	0.000	-	0.789	0.858
Lights	9	43	0	-	52	372	2	0	-	374	9	281	0	-	290	716
% Lights	100.0	100.0	-	-	100.0	95.9	100.0	-	-	95.9	100.0	94.6	-	-	94.8	95.7
Buses	0	0	0	-	0	11	0	0	-	11	0	14	0	-	14	25
% Buses	0.0	0.0	-	-	0.0	2.8	0.0	-	-	2.8	0.0	4.7	-	-	4.6	3.3
Trucks	0	0	0	-	0	5	0	0	-	5	0	2	0	-	2	7
% Trucks	0.0	0.0	-	-	0.0	1.3	0.0	-	-	1.3	0.0	0.7	-	-	0.7	0.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	4	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

Kiryas Joel, New York
Bakertown Road/Park and Ride
Driveway
Wednesday, January 8, 2020



Turning Movement Peak Hour Data Plot (7:30 PM)



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Kiryas Joel, New York
Bakertown Road/Park and Ride
Driveway
Wednesday, January 8, 2020

Count Name: Bakertown
Road/Park and Ride Driveway
Wednesday
Site Code: 34
Start Date: 01/08/2020
Page No: 7



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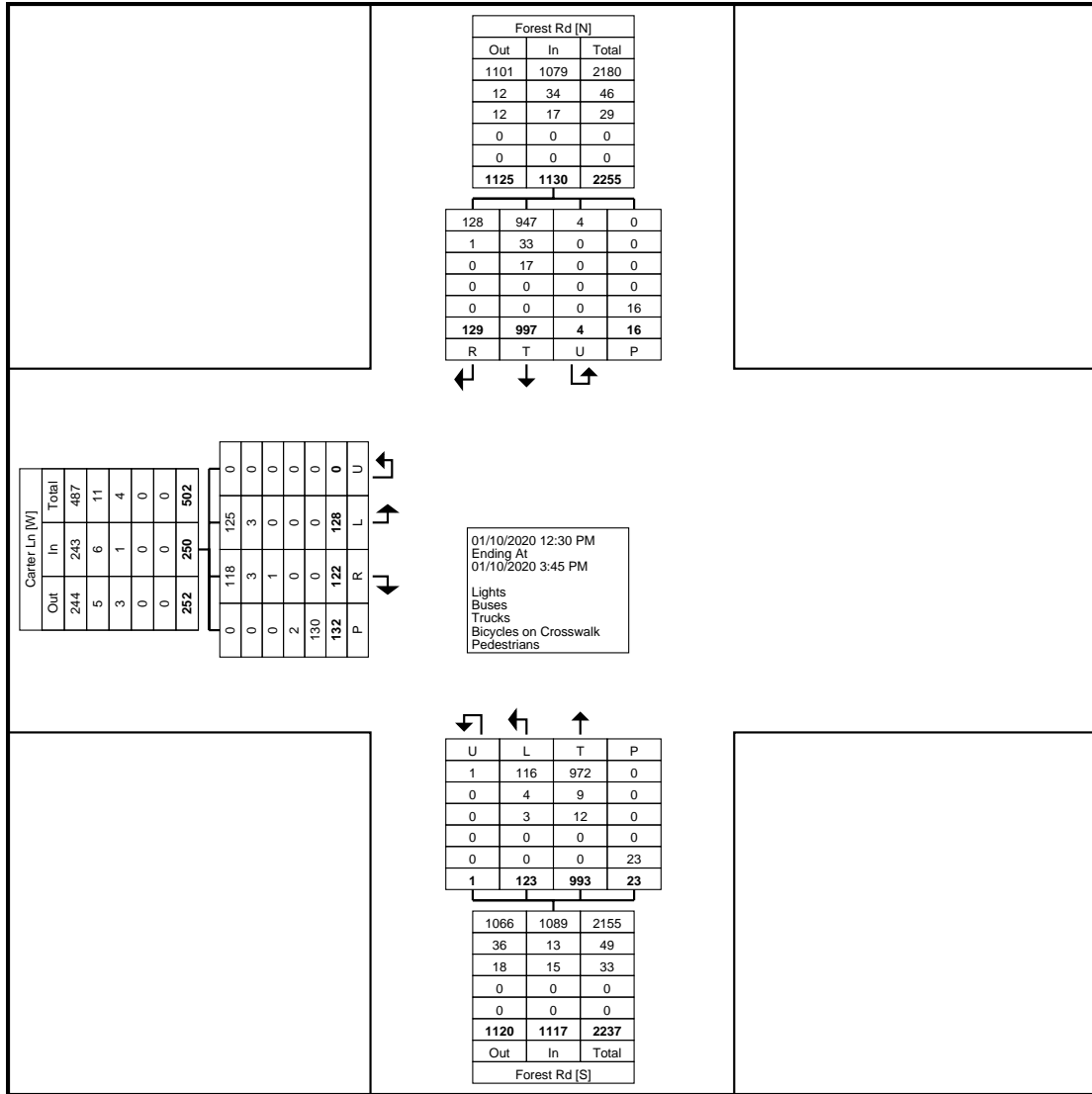
Count Name: Forest
Road/Carter Lane Friday
Site Code: 32
Start Date: 01/10/2020
Page No: 1

Kiryas Joel, New York
Forest Road/Carter Lane
Friday, January 10, 2020

Turning Movement Data

Start Time	Carter Ln Eastbound					Forest Rd Northbound					Forest Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
12:30 PM	8	10	0	19	18	10	89	0	2	99	94	18	0	0	112	229
12:45 PM	12	10	0	23	22	6	94	0	1	100	97	9	0	0	106	228
Hourly Total	20	20	0	42	40	16	183	0	3	199	191	27	0	0	218	457
1:00 PM	8	12	0	17	20	12	77	0	1	89	86	11	2	4	99	208
1:15 PM	8	11	0	18	19	9	94	0	2	103	90	10	1	0	101	223
1:30 PM	8	13	0	13	21	9	85	0	4	94	75	4	0	0	79	194
1:45 PM	7	9	0	10	16	8	100	0	0	108	65	10	1	3	76	200
Hourly Total	31	45	0	58	76	38	356	0	7	394	316	35	4	7	355	825
2:00 PM	10	15	0	10	25	19	79	1	0	99	106	14	0	4	120	244
2:15 PM	14	12	0	5	26	9	72	0	12	81	80	11	0	0	91	198
2:30 PM	16	6	0	5	22	11	76	0	0	87	89	19	0	4	108	217
2:45 PM	15	8	0	5	23	9	86	0	0	95	81	11	0	0	92	210
Hourly Total	55	41	0	25	96	48	313	1	12	362	356	55	0	8	411	869
3:00 PM	10	3	0	0	13	9	77	0	1	86	71	6	0	0	77	176
3:15 PM	12	13	0	7	25	12	64	0	0	76	63	6	0	1	69	170
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	128	122	0	132	250	123	993	1	23	1117	997	129	4	16	1130	2497
Approach %	51.2	48.8	0.0	-	-	11.0	88.9	0.1	-	-	88.2	11.4	0.4	-	-	-
Total %	5.1	4.9	0.0	-	10.0	4.9	39.8	0.0	-	44.7	39.9	5.2	0.2	-	45.3	-
Lights	125	118	0	-	243	116	972	1	-	1089	947	128	4	-	1079	2411
% Lights	97.7	96.7	-	-	97.2	94.3	97.9	100.0	-	97.5	95.0	99.2	100.0	-	95.5	96.6
Buses	3	3	0	-	6	4	9	0	-	13	33	1	0	-	34	53
% Buses	2.3	2.5	-	-	2.4	3.3	0.9	0.0	-	1.2	3.3	0.8	0.0	-	3.0	2.1
Trucks	0	1	0	-	1	3	12	0	-	15	17	0	0	-	17	33
% Trucks	0.0	0.8	-	-	0.4	2.4	1.2	0.0	-	1.3	1.7	0.0	0.0	-	1.5	1.3
Bicycles on Crosswalk	-	-	-	2	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	1.5	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	130	-	-	-	-	23	-	-	-	-	16	-	-
% Pedestrians	-	-	-	98.5	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Forest Road/Carter Lane
Friday, January 10, 2020



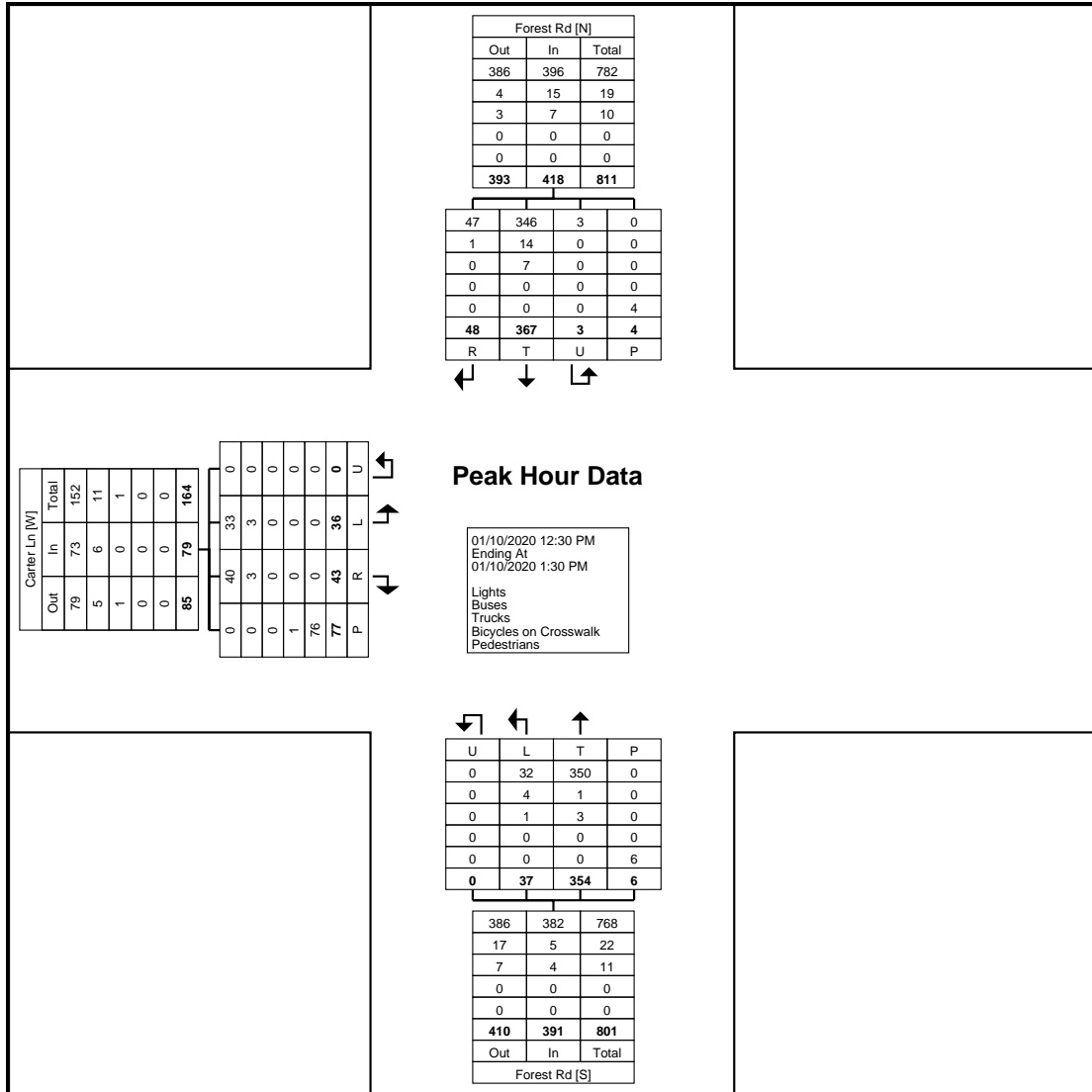
Turning Movement Data Plot

Kiryas Joel, New York
Forest Road/Carter Lane
Friday, January 10, 2020

Turning Movement Peak Hour Data (12:30 PM)

Start Time	Carter Ln Eastbound					Forest Rd Northbound					Forest Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
12:30 PM	8	10	0	19	18	10	89	0	2	99	94	18	0	0	112	229
12:45 PM	12	10	0	23	22	6	94	0	1	100	97	9	0	0	106	228
1:00 PM	8	12	0	17	20	12	77	0	1	89	86	11	2	4	99	208
1:15 PM	8	11	0	18	19	9	94	0	2	103	90	10	1	0	101	223
Total	36	43	0	77	79	37	354	0	6	391	367	48	3	4	418	888
Approach %	45.6	54.4	0.0	-	-	9.5	90.5	0.0	-	-	87.8	11.5	0.7	-	-	-
Total %	4.1	4.8	0.0	-	8.9	4.2	39.9	0.0	-	44.0	41.3	5.4	0.3	-	47.1	-
PHF	0.750	0.896	0.000	-	0.898	0.771	0.941	0.000	-	0.949	0.946	0.667	0.375	-	0.933	0.969
Lights	33	40	0	-	73	32	350	0	-	382	346	47	3	-	396	851
% Lights	91.7	93.0	-	-	92.4	86.5	98.9	-	-	97.7	94.3	97.9	100.0	-	94.7	95.8
Buses	3	3	0	-	6	4	1	0	-	5	14	1	0	-	15	26
% Buses	8.3	7.0	-	-	7.6	10.8	0.3	-	-	1.3	3.8	2.1	0.0	-	3.6	2.9
Trucks	0	0	0	-	0	1	3	0	-	4	7	0	0	-	7	11
% Trucks	0.0	0.0	-	-	0.0	2.7	0.8	-	-	1.0	1.9	0.0	0.0	-	1.7	1.2
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	1.3	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	76	-	-	-	-	6	-	-	-	-	4	-	-
% Pedestrians	-	-	-	98.7	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Forest Road/Carter Lane
Friday, January 10, 2020



Turning Movement Peak Hour Data Plot (12:30 PM)



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Kiryas Joel, New York
Forest Road/Carter Lane
Friday, January 10, 2020

Count Name: Forest
Road/Carter Lane Friday
Site Code: 32
Start Date: 01/10/2020
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Kiryas Joel, New York
Forest Road/Carter Lane
Wednesday, January 8, 2020

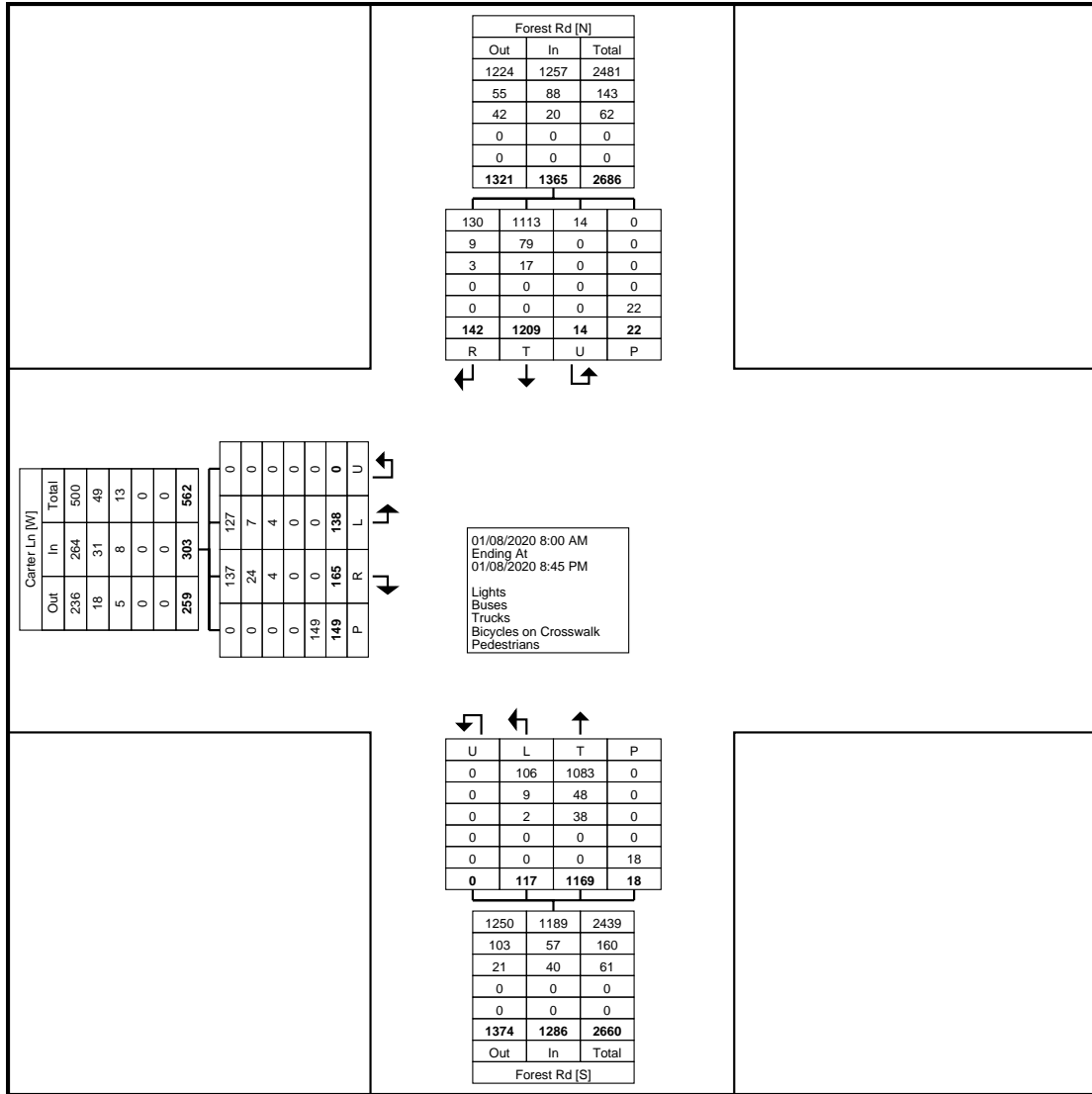
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Count Name: Forest
Road/Carter Lane Wednesday
Site Code: 32
Start Date: 01/08/2020
Page No: 1

Turning Movement Data

Start Time	Carter Ln Eastbound					Forest Rd Northbound					Forest Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	4	6	0	3	10	6	46	0	1	52	60	7	1	0	68	130
8:15 AM	5	5	0	4	10	3	67	0	0	70	53	3	0	1	56	136
8:30 AM	8	11	0	7	19	5	56	0	0	61	69	12	2	2	83	163
8:45 AM	8	8	0	5	16	7	50	0	1	57	82	4	3	1	89	162
Hourly Total	25	30	0	19	55	21	219	0	2	240	264	26	6	4	296	591
9:00 AM	13	7	0	6	20	5	59	0	0	64	58	5	0	0	63	147
9:15 AM	10	10	0	4	20	6	63	0	0	69	75	7	2	1	84	173
9:30 AM	11	12	0	5	23	7	60	0	2	67	68	10	2	4	80	170
9:45 AM	6	12	0	7	18	8	69	0	0	77	66	8	1	3	75	170
Hourly Total	40	41	0	22	81	26	251	0	2	277	267	30	5	8	302	660
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	11	7	0	14	18	10	85	0	0	95	61	10	0	0	71	184
5:45 PM	6	8	0	15	14	3	67	0	1	70	58	9	2	0	69	153
Hourly Total	17	15	0	29	32	13	152	0	1	165	119	19	2	0	140	337
6:00 PM	5	9	0	10	14	4	62	0	2	66	76	9	0	1	85	165
6:15 PM	7	6	0	19	13	1	66	0	0	67	79	7	0	3	86	166
6:30 PM	2	4	0	9	6	6	73	0	2	79	65	8	0	0	73	158
6:45 PM	5	6	0	10	11	13	55	0	2	68	43	8	0	0	51	130
Hourly Total	19	25	0	48	44	24	256	0	6	280	263	32	0	4	295	619
7:00 PM	5	12	0	8	17	8	50	0	0	58	64	9	1	1	74	149
7:15 PM	7	12	0	5	19	5	43	0	1	48	56	5	0	0	61	128
7:30 PM	5	5	0	1	10	7	53	0	3	60	43	3	0	3	46	116
7:45 PM	6	10	0	10	16	5	52	0	1	57	50	5	0	0	55	128
Hourly Total	23	39	0	24	62	25	198	0	5	223	213	22	1	4	236	521
8:00 PM	8	9	0	3	17	5	49	0	0	54	40	10	0	0	50	121
8:15 PM	6	6	0	4	12	3	44	0	2	47	43	3	0	2	46	105
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	138	165	0	149	303	117	1169	0	18	1286	1209	142	14	22	1365	2954
Approach %	45.5	54.5	0.0	-	-	9.1	90.9	0.0	-	-	88.6	10.4	1.0	-	-	-
Total %	4.7	5.6	0.0	-	10.3	4.0	39.6	0.0	-	43.5	40.9	4.8	0.5	-	46.2	-
Lights	127	137	0	-	264	106	1083	0	-	1189	1113	130	14	-	1257	2710
% Lights	92.0	83.0	-	-	87.1	90.6	92.6	-	-	92.5	92.1	91.5	100.0	-	92.1	91.7
Buses	7	24	0	-	31	9	48	0	-	57	79	9	0	-	88	176
% Buses	5.1	14.5	-	-	10.2	7.7	4.1	-	-	4.4	6.5	6.3	0.0	-	6.4	6.0
Trucks	4	4	0	-	8	2	38	0	-	40	17	3	0	-	20	68
% Trucks	2.9	2.4	-	-	2.6	1.7	3.3	-	-	3.1	1.4	2.1	0.0	-	1.5	2.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	149	-	-	-	-	18	-	-	-	-	22	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Forest Road/Carter Lane
Wednesday, January 8, 2020



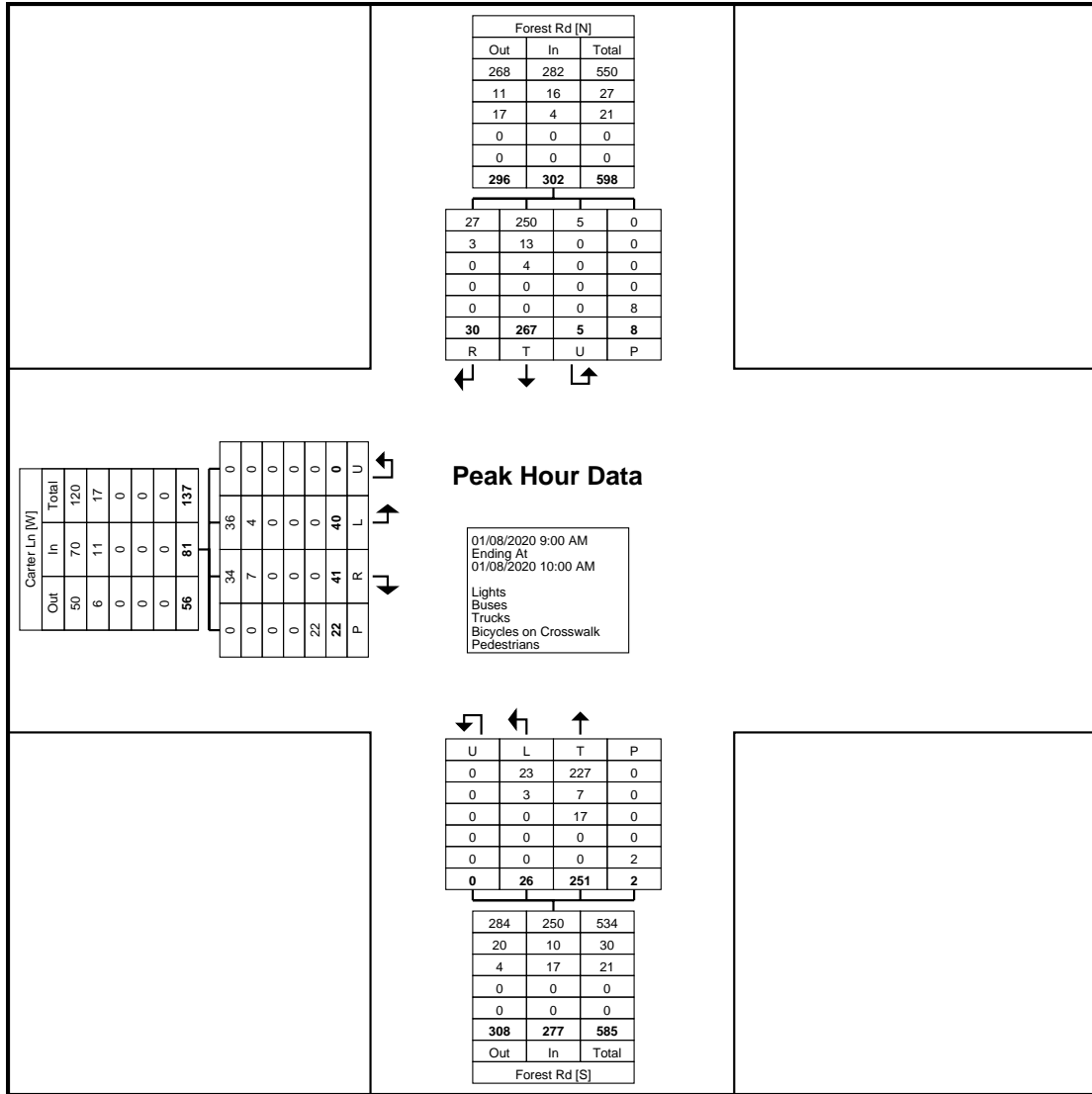
Turning Movement Data Plot

Kiryas Joel, New York
Forest Road/Carter Lane
Wednesday, January 8, 2020

Turning Movement Peak Hour Data (9:00 AM)

Start Time	Carter Ln Eastbound					Forest Rd Northbound					Forest Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
9:00 AM	13	7	0	6	20	5	59	0	0	64	58	5	0	0	63	147
9:15 AM	10	10	0	4	20	6	63	0	0	69	75	7	2	1	84	173
9:30 AM	11	12	0	5	23	7	60	0	2	67	68	10	2	4	80	170
9:45 AM	6	12	0	7	18	8	69	0	0	77	66	8	1	3	75	170
Total	40	41	0	22	81	26	251	0	2	277	267	30	5	8	302	660
Approach %	49.4	50.6	0.0	-	-	9.4	90.6	0.0	-	-	88.4	9.9	1.7	-	-	-
Total %	6.1	6.2	0.0	-	12.3	3.9	38.0	0.0	-	42.0	40.5	4.5	0.8	-	45.8	-
PHF	0.769	0.854	0.000	-	0.880	0.813	0.909	0.000	-	0.899	0.890	0.750	0.625	-	0.899	0.954
Lights	36	34	0	-	70	23	227	0	-	250	250	27	5	-	282	602
% Lights	90.0	82.9	-	-	86.4	88.5	90.4	-	-	90.3	93.6	90.0	100.0	-	93.4	91.2
Buses	4	7	0	-	11	3	7	0	-	10	13	3	0	-	16	37
% Buses	10.0	17.1	-	-	13.6	11.5	2.8	-	-	3.6	4.9	10.0	0.0	-	5.3	5.6
Trucks	0	0	0	-	0	0	17	0	-	17	4	0	0	-	4	21
% Trucks	0.0	0.0	-	-	0.0	0.0	6.8	-	-	6.1	1.5	0.0	0.0	-	1.3	3.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	22	-	-	-	-	2	-	-	-	-	8	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Forest Road/Carter Lane
Wednesday, January 8, 2020



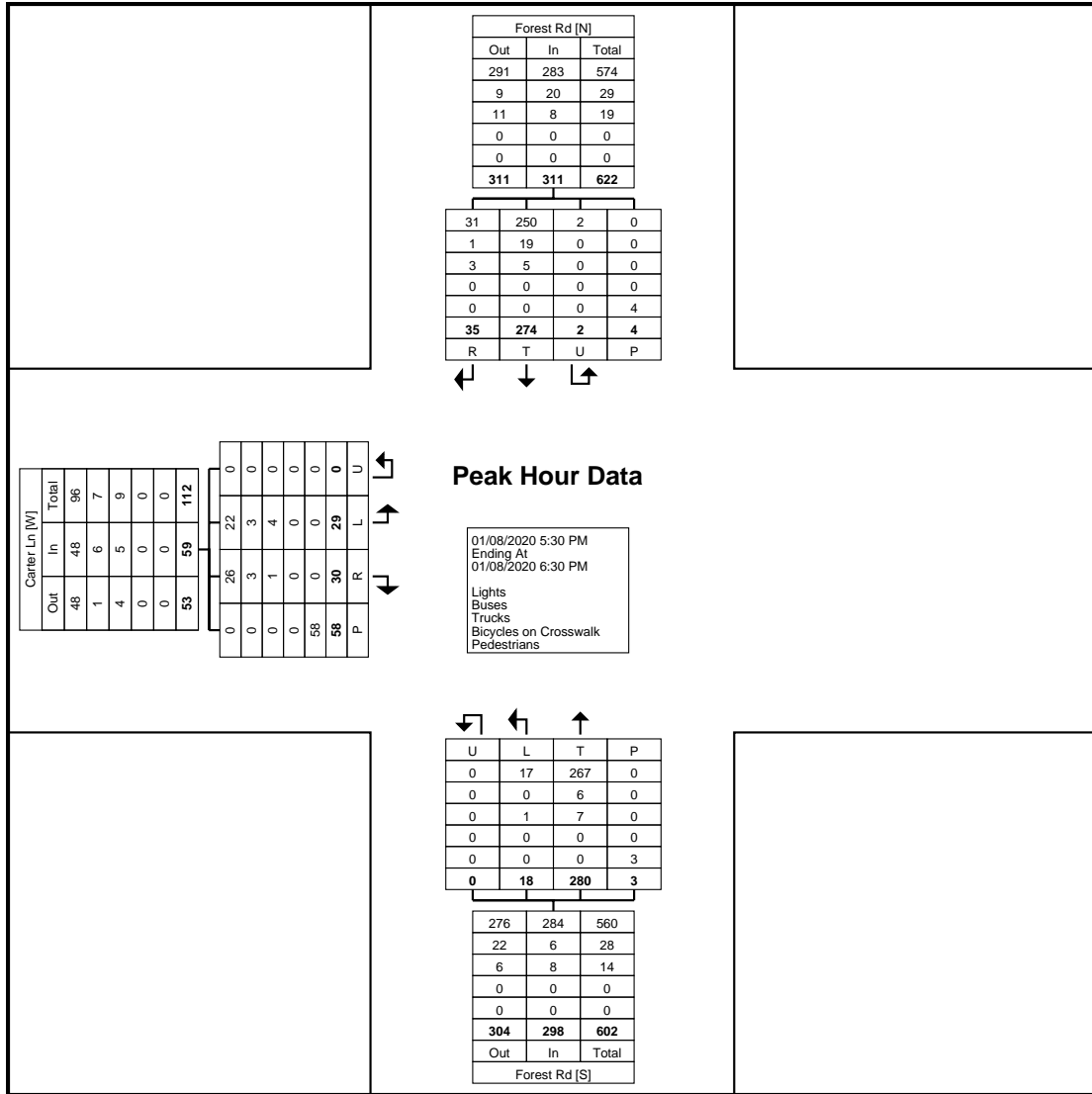
Turning Movement Peak Hour Data Plot (9:00 AM)

Kiryas Joel, New York
Forest Road/Carter Lane
Wednesday, January 8, 2020

Turning Movement Peak Hour Data (5:30 PM)

Start Time	Carter Ln Eastbound					Forest Rd Northbound					Forest Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
5:30 PM	11	7	0	14	18	10	85	0	0	95	61	10	0	0	71	184
5:45 PM	6	8	0	15	14	3	67	0	1	70	58	9	2	0	69	153
6:00 PM	5	9	0	10	14	4	62	0	2	66	76	9	0	1	85	165
6:15 PM	7	6	0	19	13	1	66	0	0	67	79	7	0	3	86	166
Total	29	30	0	58	59	18	280	0	3	298	274	35	2	4	311	668
Approach %	49.2	50.8	0.0	-	-	6.0	94.0	0.0	-	-	88.1	11.3	0.6	-	-	-
Total %	4.3	4.5	0.0	-	8.8	2.7	41.9	0.0	-	44.6	41.0	5.2	0.3	-	46.6	-
PHF	0.659	0.833	0.000	-	0.819	0.450	0.824	0.000	-	0.784	0.867	0.875	0.250	-	0.904	0.908
Lights	22	26	0	-	48	17	267	0	-	284	250	31	2	-	283	615
% Lights	75.9	86.7	-	-	81.4	94.4	95.4	-	-	95.3	91.2	88.6	100.0	-	91.0	92.1
Buses	3	3	0	-	6	0	6	0	-	6	19	1	0	-	20	32
% Buses	10.3	10.0	-	-	10.2	0.0	2.1	-	-	2.0	6.9	2.9	0.0	-	6.4	4.8
Trucks	4	1	0	-	5	1	7	0	-	8	5	3	0	-	8	21
% Trucks	13.8	3.3	-	-	8.5	5.6	2.5	-	-	2.7	1.8	8.6	0.0	-	2.6	3.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	58	-	-	-	-	3	-	-	-	-	4	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Forest Road/Carter Lane
Wednesday, January 8, 2020



Turning Movement Peak Hour Data Plot (5:30 PM)



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Kiryas Joel, New York
Forest Road/Carter Lane
Wednesday, January 8, 2020

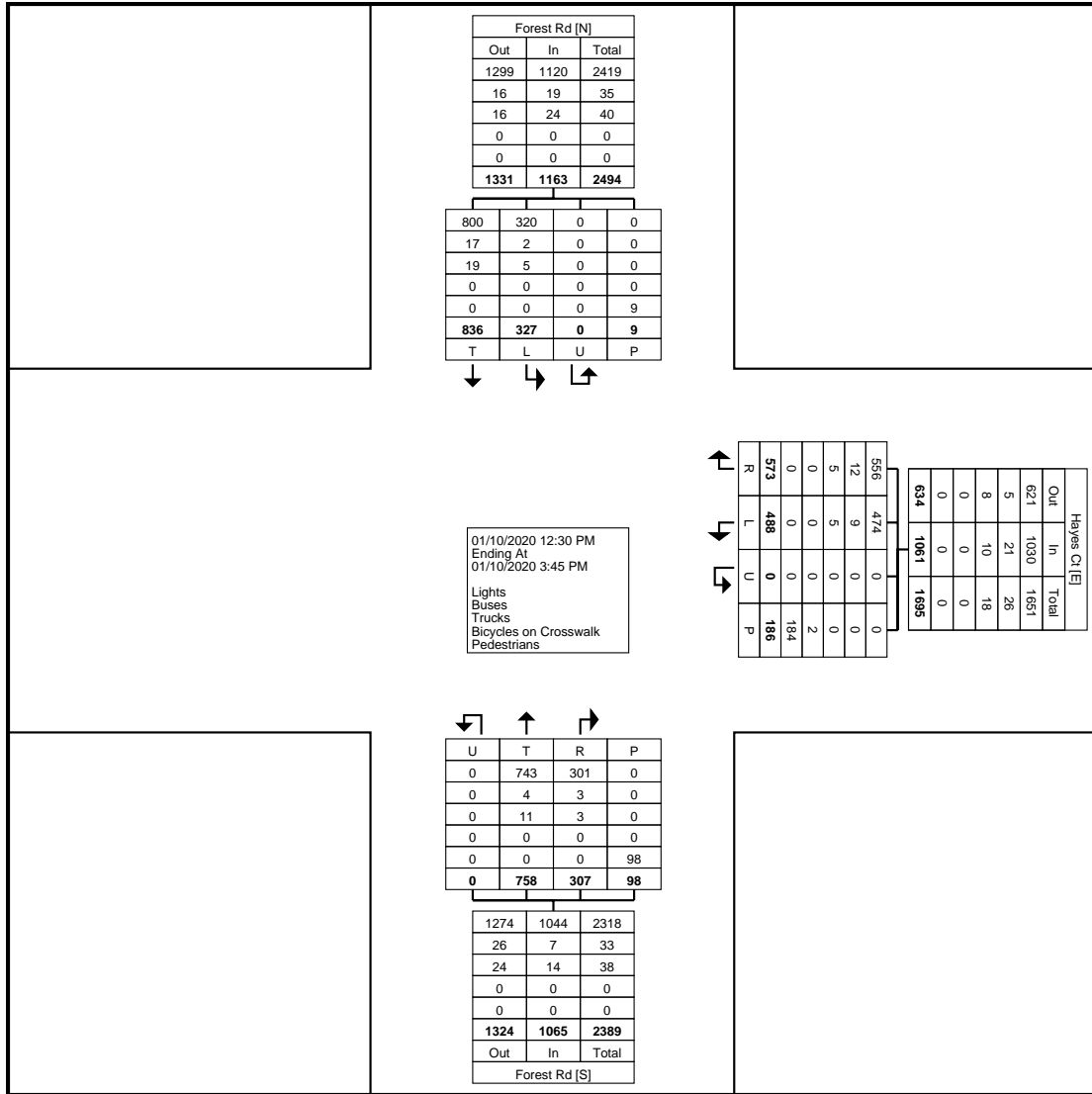
Count Name: Forest
Road/Carter Lane Wednesday
Site Code: 32
Start Date: 01/08/2020
Page No: 7

Kiryas Joel, New York
Forest Road/Hayes Court
Friday, January 10, 2020

Turning Movement Data

Start Time	Hayes Ct Westbound						Forest Rd Northbound						Forest Rd Southbound					Int. Total
	Left	Right	Right on Red	U-Turn	Peds	App. Total	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
12:30 PM	55	38	16	0	40	109	62	29	2	0	9	93	26	87	0	0	113	315
12:45 PM	42	36	19	0	25	97	64	20	4	0	11	88	34	83	0	0	117	302
Hourly Total	97	74	35	0	65	206	126	49	6	0	20	181	60	170	0	0	230	617
1:00 PM	56	52	9	0	28	117	66	19	1	0	10	86	26	76	0	0	102	305
1:15 PM	50	28	8	0	16	86	75	18	6	0	14	99	18	63	0	2	81	266
1:30 PM	27	41	10	0	19	78	60	15	4	0	5	79	32	65	0	1	97	254
1:45 PM	42	35	19	0	9	96	67	31	7	0	3	105	25	69	0	2	94	295
Hourly Total	175	156	46	0	72	377	268	83	18	0	32	369	101	273	0	5	374	1120
2:00 PM	36	37	12	0	6	85	67	23	2	0	4	92	23	63	0	0	86	263
2:15 PM	40	36	13	0	13	89	64	27	3	0	11	94	27	74	0	1	101	284
2:30 PM	32	29	11	0	12	72	62	14	7	0	4	83	21	63	0	2	84	239
2:45 PM	32	33	8	0	5	73	56	24	4	0	9	84	33	77	0	0	110	267
Hourly Total	140	135	44	0	36	319	249	88	16	0	28	353	104	277	0	3	381	1053
3:00 PM	37	29	3	0	6	69	60	15	8	0	8	83	30	54	0	0	84	236
3:15 PM	39	45	6	0	7	90	55	22	2	0	10	79	32	62	0	1	94	263
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	488	439	134	0	186	1061	758	257	50	0	98	1065	327	836	0	9	1163	3289
Approach %	46.0	41.4	12.6	0.0	-	-	71.2	24.1	4.7	0.0	-	-	28.1	71.9	0.0	-	-	-
Total %	14.8	13.3	4.1	0.0	-	32.3	23.0	7.8	1.5	0.0	-	32.4	9.9	25.4	0.0	-	35.4	-
Lights	474	427	129	0	-	1030	743	253	48	0	-	1044	320	800	0	-	1120	3194
% Lights	97.1	97.3	96.3	-	-	97.1	98.0	98.4	96.0	-	-	98.0	97.9	95.7	-	-	96.3	97.1
Buses	9	9	3	0	-	21	4	2	1	0	-	7	2	17	0	-	19	47
% Buses	1.8	2.1	2.2	-	-	2.0	0.5	0.8	2.0	-	-	0.7	0.6	2.0	-	-	1.6	1.4
Trucks	5	3	2	0	-	10	11	2	1	0	-	14	5	19	0	-	24	48
% Trucks	1.0	0.7	1.5	-	-	0.9	1.5	0.8	2.0	-	-	1.3	1.5	2.3	-	-	2.1	1.5
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	1.1	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-
Pedestrians	-	-	-	-	184	-	-	-	-	-	98	-	-	-	-	-	9	-
% Pedestrians	-	-	-	-	98.9	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-

Kiryas Joel, New York
Forest Road/Hayes Court
Friday, January 10, 2020



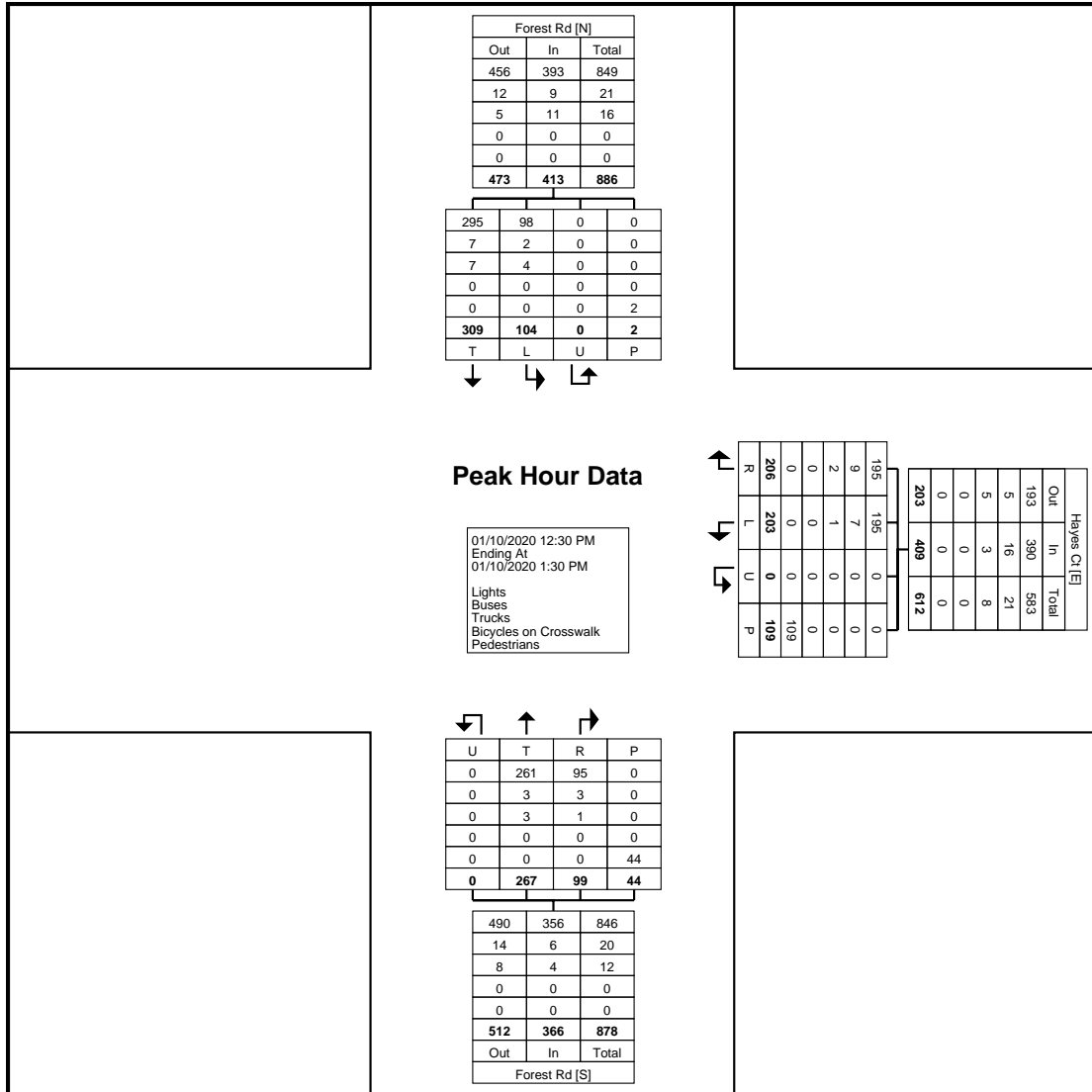
Turning Movement Data Plot

Kiryas Joel, New York
Forest Road/Hayes Court
Friday, January 10, 2020

Turning Movement Peak Hour Data (12:30 PM)

Start Time	Hayes Ct Westbound						Forest Rd Northbound						Forest Rd Southbound					Int. Total
	Left	Right	Right on Red	U-Turn	Peds	App. Total	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
12:30 PM	55	38	16	0	40	109	62	29	2	0	9	93	26	87	0	0	113	315
12:45 PM	42	36	19	0	25	97	64	20	4	0	11	88	34	83	0	0	117	302
1:00 PM	56	52	9	0	28	117	66	19	1	0	10	86	26	76	0	0	102	305
1:15 PM	50	28	8	0	16	86	75	18	6	0	14	99	18	63	0	2	81	266
Total	203	154	52	0	109	409	267	86	13	0	44	366	104	309	0	2	413	1188
Approach %	49.6	37.7	12.7	0.0	-	-	73.0	23.5	3.6	0.0	-	-	25.2	74.8	0.0	-	-	-
Total %	17.1	13.0	4.4	0.0	-	34.4	22.5	7.2	1.1	0.0	-	30.8	8.8	26.0	0.0	-	34.8	-
PHF	0.906	0.740	0.684	0.000	-	0.874	0.890	0.741	0.542	0.000	-	0.924	0.765	0.888	0.000	-	0.882	0.943
Lights	195	145	50	0	-	390	261	84	11	0	-	356	98	295	0	-	393	1139
% Lights	96.1	94.2	96.2	-	-	95.4	97.8	97.7	84.6	-	-	97.3	94.2	95.5	-	-	95.2	95.9
Buses	7	7	2	0	-	16	3	2	1	0	-	6	2	7	0	-	9	31
% Buses	3.4	4.5	3.8	-	-	3.9	1.1	2.3	7.7	-	-	1.6	1.9	2.3	-	-	2.2	2.6
Trucks	1	2	0	0	-	3	3	0	1	0	-	4	4	7	0	-	11	18
% Trucks	0.5	1.3	0.0	-	-	0.7	1.1	0.0	7.7	-	-	1.1	3.8	2.3	-	-	2.7	1.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	109	-	-	-	-	-	44	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Forest Road/Hayes Court
Friday, January 10, 2020



Turning Movement Peak Hour Data Plot (12:30 PM)



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Kiryas Joel, New York
Forest Road/Hayes Court
Friday, January 10, 2020

Count Name: Forest
Road/Hayes Court Friday
Site Code: 29
Start Date: 01/10/2020
Page No: 5



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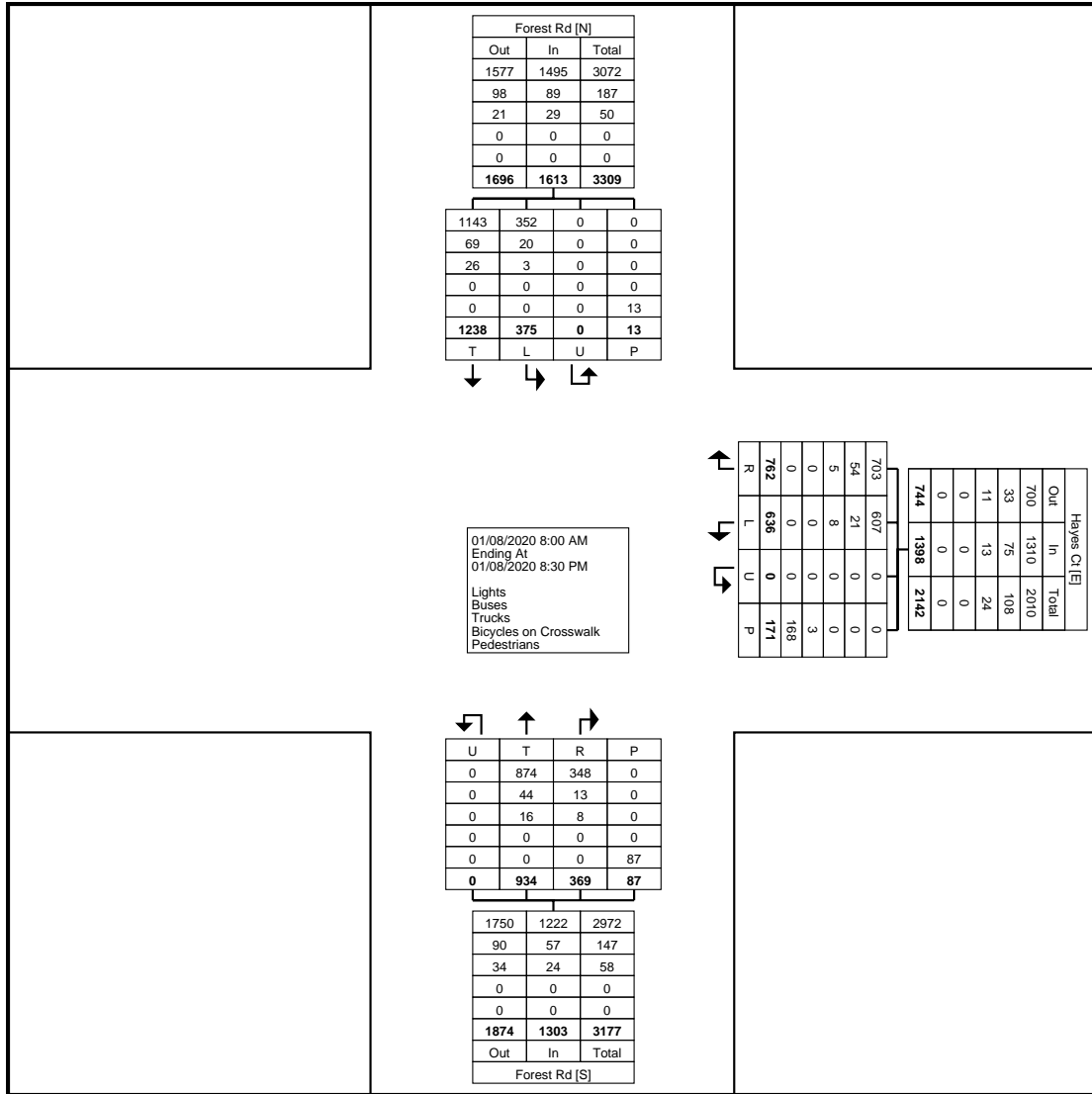
Kiryas Joel, New York
Forest Road/Hayes Court
Wednesday, January 8, 2020

Count Name: Forest
Road/Hayes Court Wednesday
Site Code: 29
Start Date: 01/08/2020
Page No: 1

Turning Movement Data

Start Time	Hayes Ct Westbound						Forest Rd Northbound						Forest Rd Southbound					Int. Total
	Left	Right	Right on Red	U-Turn	Peds	App. Total	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
8:00 AM	27	35	6	0	2	68	26	10	3	0	4	39	14	54	0	1	68	175
8:15 AM	36	32	2	0	6	70	27	10	1	0	3	38	25	49	0	0	74	182
8:30 AM	31	20	5	0	8	56	29	10	3	0	6	42	16	66	0	0	82	180
8:45 AM	32	26	8	0	5	66	42	16	3	0	6	61	25	60	0	0	85	212
Hourly Total	126	113	21	0	21	260	124	46	10	0	19	180	80	229	0	1	309	749
9:00 AM	34	33	4	0	7	71	32	9	2	0	6	43	20	72	0	1	92	206
9:15 AM	47	28	7	0	1	82	44	11	1	0	6	56	17	58	0	0	75	213
9:30 AM	30	33	11	0	10	74	25	14	2	0	9	41	18	64	0	0	82	197
9:45 AM	31	24	10	0	7	65	30	15	0	0	1	45	19	58	0	0	77	187
Hourly Total	142	118	32	0	25	292	131	49	5	0	22	185	74	252	0	1	326	803
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM	28	23	11	0	7	62	56	21	6	0	3	83	22	74	0	1	96	241
5:45 PM	30	41	6	0	7	77	41	15	4	0	1	60	21	57	0	2	78	215
Hourly Total	58	64	17	0	14	139	97	36	10	0	4	143	43	131	0	3	174	456
6:00 PM	35	36	8	0	17	79	65	25	5	0	10	95	20	72	0	0	92	266
6:15 PM	48	54	7	0	24	109	65	15	2	0	1	82	17	77	0	2	94	285
6:30 PM	48	40	5	0	26	93	59	27	4	0	10	90	9	64	0	1	73	256
6:45 PM	24	29	8	0	13	61	67	25	2	0	1	94	10	58	0	1	68	223
Hourly Total	155	159	28	0	80	342	256	92	13	0	22	361	56	271	0	4	327	1030
7:00 PM	21	26	13	0	5	60	63	13	1	0	3	77	14	73	0	1	87	224
7:15 PM	26	38	10	0	8	74	66	17	5	0	6	88	14	58	0	0	72	234
7:30 PM	26	27	7	0	2	60	58	20	4	0	1	82	22	58	0	2	80	222
7:45 PM	30	25	5	0	7	60	43	10	4	0	4	57	17	52	0	0	69	186
Hourly Total	103	116	35	0	22	254	230	60	14	0	14	304	67	241	0	3	308	866
8:00 PM	24	27	4	0	3	55	53	11	3	0	3	67	24	52	0	1	76	198
8:15 PM	28	23	5	0	6	56	43	17	3	0	3	63	31	62	0	0	93	212
Grand Total	636	620	142	0	171	1398	934	311	58	0	87	1303	375	1238	0	13	1613	4314
Approach %	45.5	44.3	10.2	0.0	-	-	71.7	23.9	4.5	0.0	-	-	23.2	76.8	0.0	-	-	-
Total %	14.7	14.4	3.3	0.0	-	32.4	21.7	7.2	1.3	0.0	-	30.2	8.7	28.7	0.0	-	37.4	-
Lights	607	570	133	0	-	1310	874	296	52	0	-	1222	352	1143	0	-	1495	4027
% Lights	95.4	91.9	93.7	-	-	93.7	93.6	95.2	89.7	-	-	93.8	93.9	92.3	-	-	92.7	93.3
Buses	21	46	8	0	-	75	44	9	4	0	-	57	20	69	0	-	89	221
% Buses	3.3	7.4	5.6	-	-	5.4	4.7	2.9	6.9	-	-	4.4	5.3	5.6	-	-	5.5	5.1
Trucks	8	4	1	0	-	13	16	6	2	0	-	24	3	26	0	-	29	66
% Trucks	1.3	0.6	0.7	-	-	0.9	1.7	1.9	3.4	-	-	1.8	0.8	2.1	-	-	1.8	1.5
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	1.8	-	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	168	-	-	-	-	-	87	-	-	-	-	13	-	-
% Pedestrians	-	-	-	-	98.2	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Forest Road/Hayes Court
Wednesday, January 8, 2020



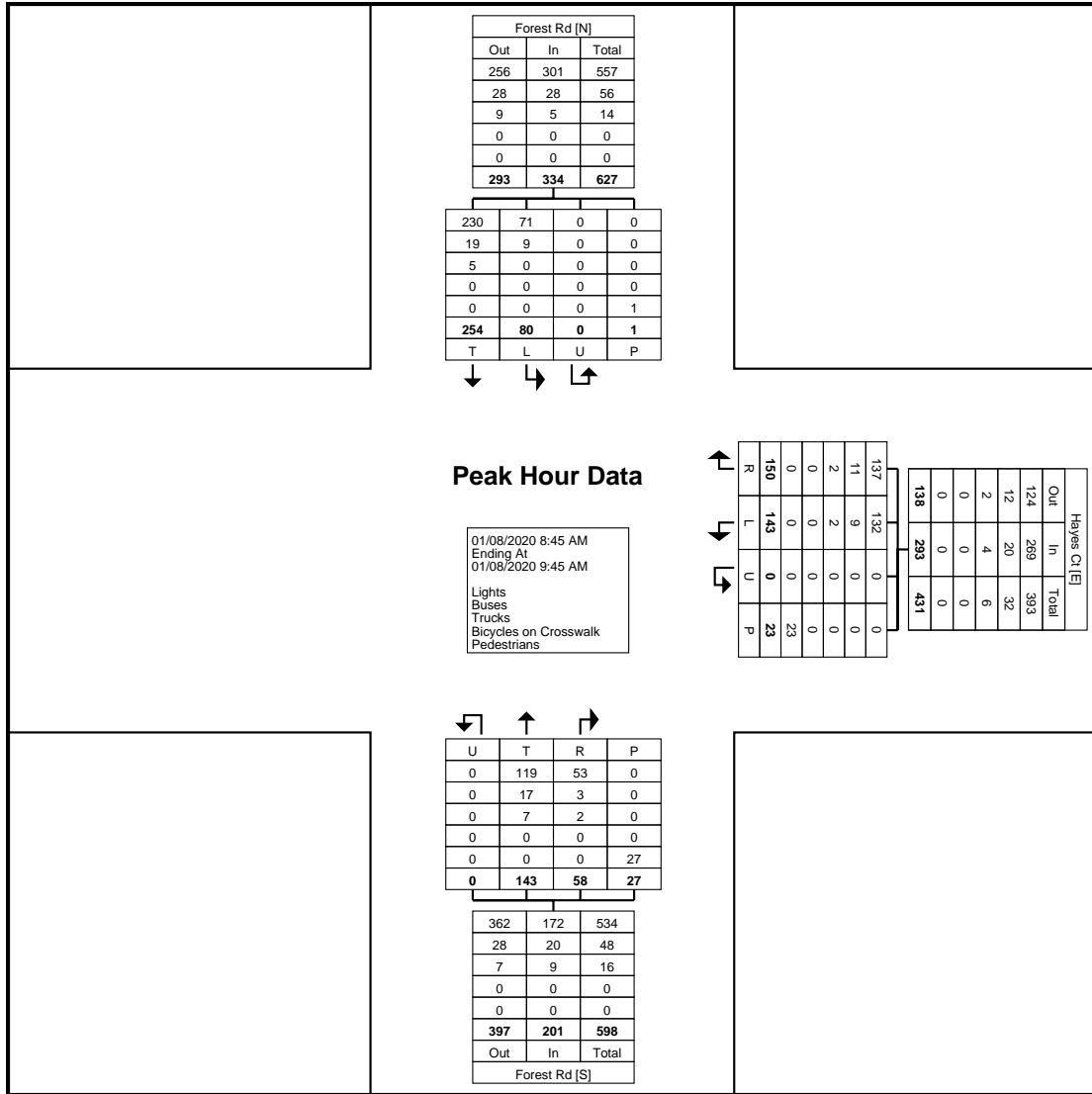
Turning Movement Data Plot

Kiryas Joel, New York
Forest Road/Hayes Court
Wednesday, January 8, 2020

Turning Movement Peak Hour Data (8:45 AM)

Start Time	Hayes Ct Westbound						Forest Rd Northbound						Forest Rd Southbound					Int. Total
	Left	Right	Right on Red	U-Turn	Peds	App. Total	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
8:45 AM	32	26	8	0	5	66	42	16	3	0	6	61	25	60	0	0	85	212
9:00 AM	34	33	4	0	7	71	32	9	2	0	6	43	20	72	0	1	92	206
9:15 AM	47	28	7	0	1	82	44	11	1	0	6	56	17	58	0	0	75	213
9:30 AM	30	33	11	0	10	74	25	14	2	0	9	41	18	64	0	0	82	197
Total	143	120	30	0	23	293	143	50	8	0	27	201	80	254	0	1	334	828
Approach %	48.8	41.0	10.2	0.0	-	-	71.1	24.9	4.0	0.0	-	-	24.0	76.0	0.0	-	-	-
Total %	17.3	14.5	3.6	0.0	-	35.4	17.3	6.0	1.0	0.0	-	24.3	9.7	30.7	0.0	-	40.3	-
PHF	0.761	0.909	0.682	0.000	-	0.893	0.813	0.781	0.667	0.000	-	0.824	0.800	0.882	0.000	-	0.908	0.972
Lights	132	107	30	0	-	269	119	46	7	0	-	172	71	230	0	-	301	742
% Lights	92.3	89.2	100.0	-	-	91.8	83.2	92.0	87.5	-	-	85.6	88.8	90.6	-	-	90.1	89.6
Buses	9	11	0	0	-	20	17	3	0	0	-	20	9	19	0	-	28	68
% Buses	6.3	9.2	0.0	-	-	6.8	11.9	6.0	0.0	-	-	10.0	11.3	7.5	-	-	8.4	8.2
Trucks	2	2	0	0	-	4	7	1	1	0	-	9	0	5	0	-	5	18
% Trucks	1.4	1.7	0.0	-	-	1.4	4.9	2.0	12.5	-	-	4.5	0.0	2.0	-	-	1.5	2.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	23	-	-	-	-	-	27	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Forest Road/Hayes Court
Wednesday, January 8, 2020

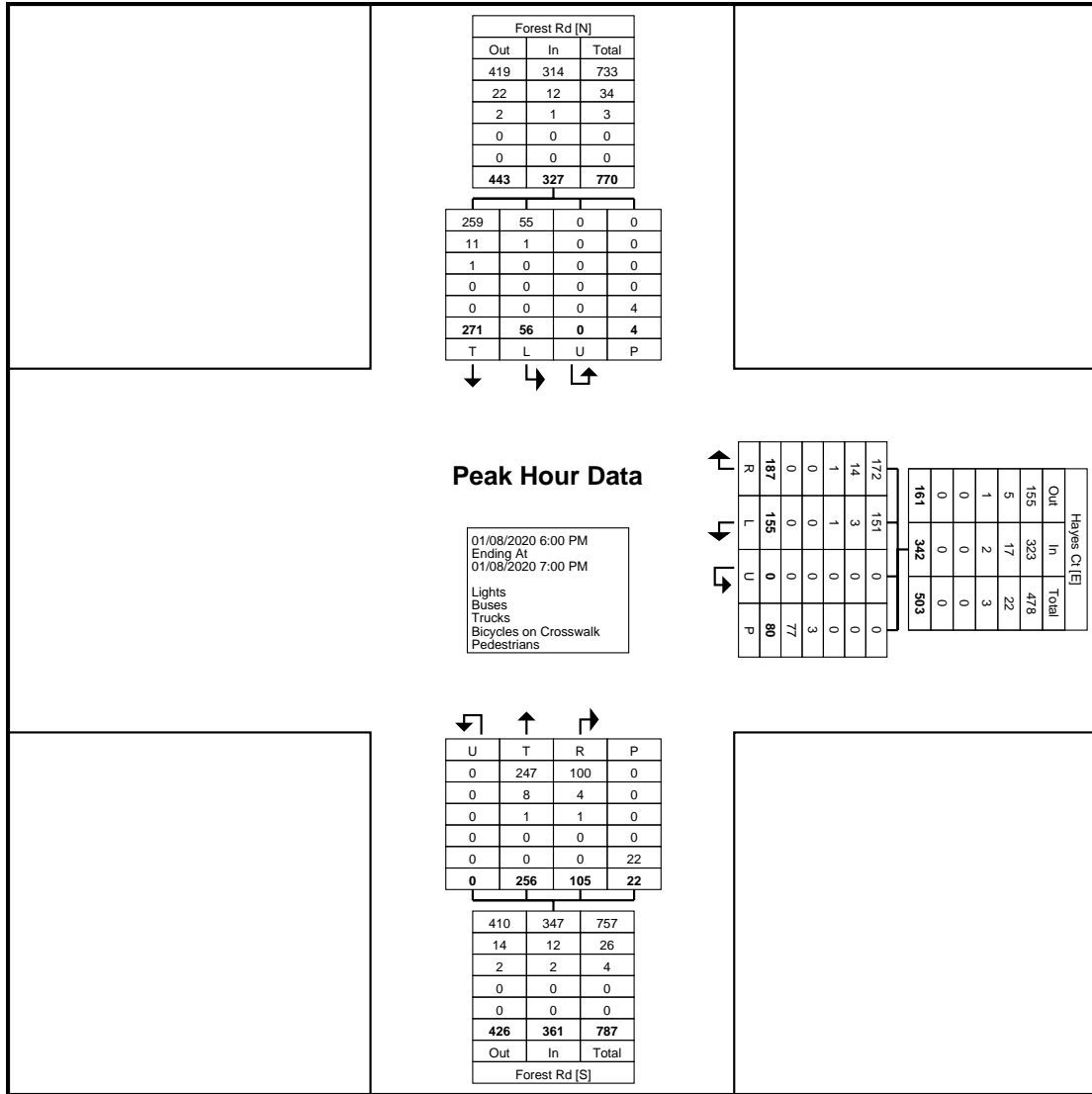


Turning Movement Peak Hour Data Plot (8:45 AM)

Turning Movement Peak Hour Data (6:00 PM)

Start Time	Hayes Ct Westbound						Forest Rd Northbound						Forest Rd Southbound					Int. Total
	Left	Right	Right on Red	U-Turn	Peds	App. Total	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
6:00 PM	35	36	8	0	17	79	65	25	5	0	10	95	20	72	0	0	92	266
6:15 PM	48	54	7	0	24	109	65	15	2	0	1	82	17	77	0	2	94	285
6:30 PM	48	40	5	0	26	93	59	27	4	0	10	90	9	64	0	1	73	256
6:45 PM	24	29	8	0	13	61	67	25	2	0	1	94	10	58	0	1	68	223
Total	155	159	28	0	80	342	256	92	13	0	22	361	56	271	0	4	327	1030
Approach %	45.3	46.5	8.2	0.0	-	-	70.9	25.5	3.6	0.0	-	-	17.1	82.9	0.0	-	-	-
Total %	15.0	15.4	2.7	0.0	-	33.2	24.9	8.9	1.3	0.0	-	35.0	5.4	26.3	0.0	-	31.7	-
PHF	0.807	0.736	0.875	0.000	-	0.784	0.955	0.852	0.650	0.000	-	0.950	0.700	0.880	0.000	-	0.870	0.904
Lights	151	148	24	0	-	323	247	90	10	0	-	347	55	259	0	-	314	984
% Lights	97.4	93.1	85.7	-	-	94.4	96.5	97.8	76.9	-	-	96.1	98.2	95.6	-	-	96.0	95.5
Buses	3	11	3	0	-	17	8	1	3	0	-	12	1	11	0	-	12	41
% Buses	1.9	6.9	10.7	-	-	5.0	3.1	1.1	23.1	-	-	3.3	1.8	4.1	-	-	3.7	4.0
Trucks	1	0	1	0	-	2	1	1	0	0	-	2	0	1	0	-	1	5
% Trucks	0.6	0.0	3.6	-	-	0.6	0.4	1.1	0.0	-	-	0.6	0.0	0.4	-	-	0.3	0.5
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	3.8	-	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	77	-	-	-	-	-	22	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	96.3	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Forest Road/Hayes Court
Wednesday, January 8, 2020



Turning Movement Peak Hour Data Plot (6:00 PM)



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Forest Road/Hayes Court
Wednesday, January 8, 2020

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Count Name: Forest
Road/Hayes Court Wednesday
Site Code: 29
Start Date: 01/08/2020
Page No: 7



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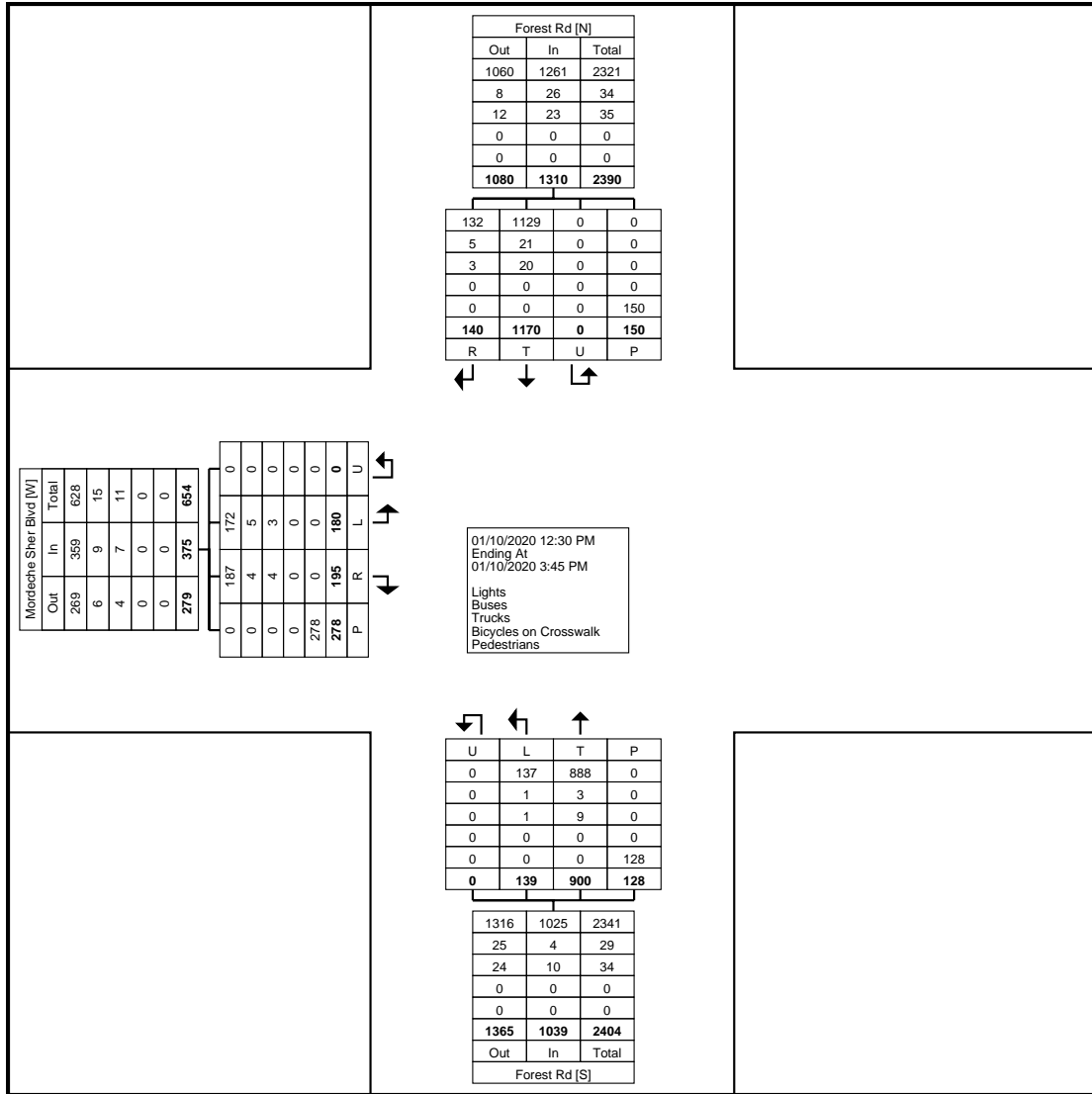
Count Name: Forest
Road/Mordeche Scher
Boulevard Friday
Site Code: 28
Start Date: 01/10/2020
Page No: 1

Kiryas Joel, New York
Forest Road/Mordeche Scher
Boulevard
Friday, January 10, 2020

Turning Movement Data

Start Time	Mordeche Sher Blvd Eastbound						Forest Rd Northbound					Forest Rd Southbound						Int. Total
	Left	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
12:30 PM	11	10	5	0	38	26	8	78	0	19	86	116	16	4	0	10	136	248
12:45 PM	15	12	3	0	34	30	13	69	0	18	82	111	7	0	0	21	118	230
Hourly Total	26	22	8	0	72	56	21	147	0	37	168	227	23	4	0	31	254	478
1:00 PM	15	12	5	0	36	32	11	77	0	5	88	107	13	4	0	18	124	244
1:15 PM	15	19	9	0	35	43	12	76	0	9	88	104	15	2	0	18	121	252
1:30 PM	20	15	2	0	24	37	16	66	0	18	82	90	5	0	0	8	95	214
1:45 PM	19	11	4	0	14	34	13	90	0	17	103	88	9	2	0	18	99	236
Hourly Total	69	57	20	0	109	146	52	309	0	49	361	389	42	8	0	62	439	946
2:00 PM	11	13	8	0	17	32	10	80	0	10	90	97	5	0	0	14	102	224
2:15 PM	14	13	3	0	20	30	6	77	0	11	83	89	11	3	0	13	103	216
2:30 PM	16	10	2	0	9	28	16	73	0	6	89	90	9	2	0	5	101	218
2:45 PM	12	13	4	0	21	29	9	78	0	6	87	99	9	1	0	10	109	225
Hourly Total	53	49	17	0	67	119	41	308	0	33	349	375	34	6	0	42	415	883
3:00 PM	12	9	3	0	18	24	10	75	0	3	85	81	11	2	0	8	94	203
3:15 PM	20	9	1	0	12	30	15	61	0	6	76	98	7	3	0	7	108	214
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	180	146	49	0	278	375	139	900	0	128	1039	1170	117	23	0	150	1310	2724
Approach %	48.0	38.9	13.1	0.0	-	-	13.4	86.6	0.0	-	-	89.3	8.9	1.8	0.0	-	-	-
Total %	6.6	5.4	1.8	0.0	-	13.8	5.1	33.0	0.0	-	38.1	43.0	4.3	0.8	0.0	-	48.1	-
Lights	172	139	48	0	-	359	137	888	0	-	1025	1129	109	23	0	-	1261	2645
% Lights	95.6	95.2	98.0	-	-	95.7	98.6	98.7	-	-	98.7	96.5	93.2	100.0	-	-	96.3	97.1
Buses	5	3	1	0	-	9	1	3	0	-	4	21	5	0	0	-	26	39
% Buses	2.8	2.1	2.0	-	-	2.4	0.7	0.3	-	-	0.4	1.8	4.3	0.0	-	-	2.0	1.4
Trucks	3	4	0	0	-	7	1	9	0	-	10	20	3	0	0	-	23	40
% Trucks	1.7	2.7	0.0	-	-	1.9	0.7	1.0	-	-	1.0	1.7	2.6	0.0	-	-	1.8	1.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	278	-	-	-	-	128	-	-	-	-	-	150	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Forest Road/Mordeche Scher Boulevard
Friday, January 10, 2020



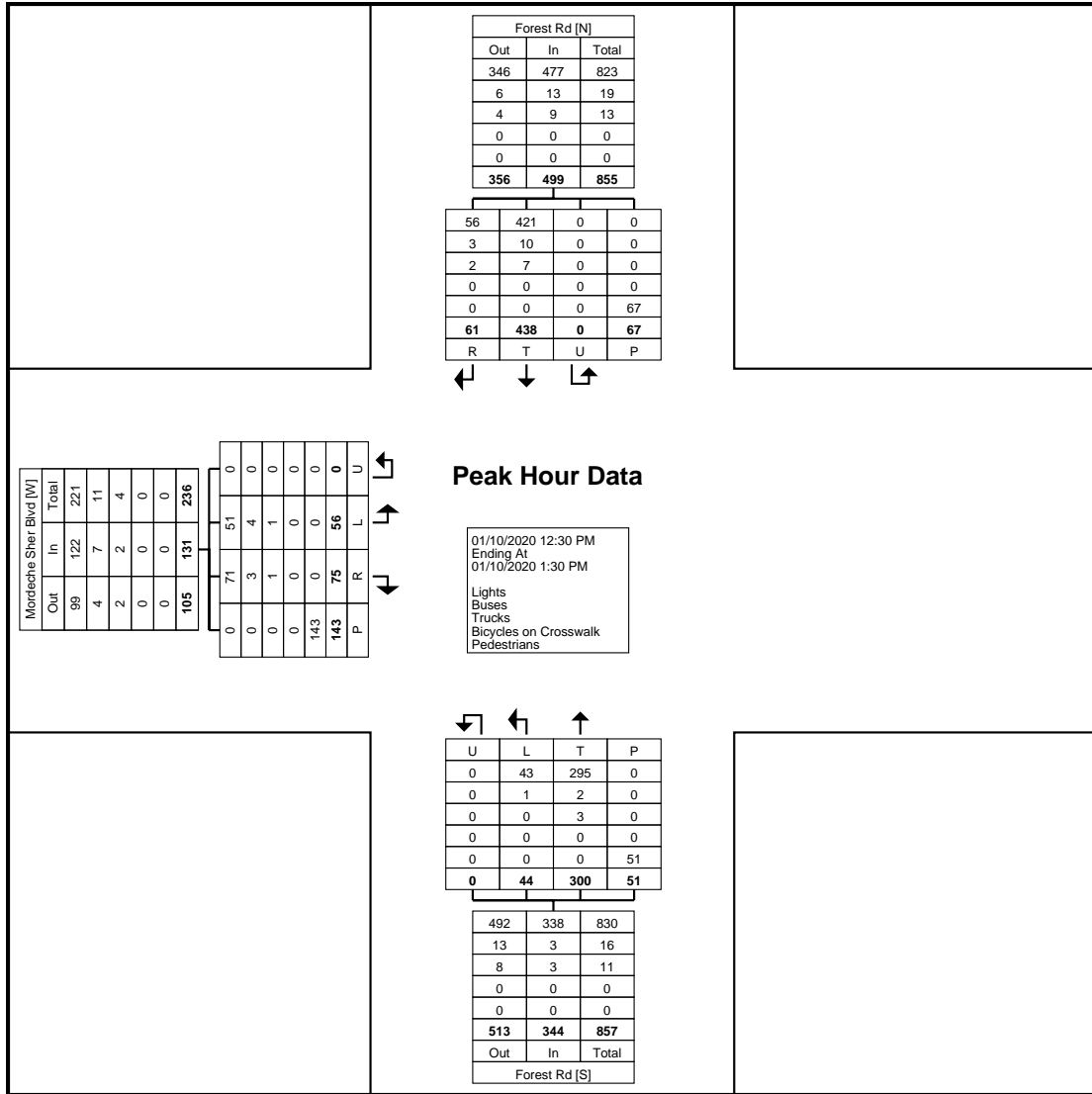
Turning Movement Data Plot

Kiryas Joel, New York
Forest Road/Mordeche Scher
Boulevard
Friday, January 10, 2020

Turning Movement Peak Hour Data (12:30 PM)

Start Time	Mordeche Sher Blvd Eastbound						Forest Rd Northbound					Forest Rd Southbound						Int. Total
	Left	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
12:30 PM	11	10	5	0	38	26	8	78	0	19	86	116	16	4	0	10	136	248
12:45 PM	15	12	3	0	34	30	13	69	0	18	82	111	7	0	0	21	118	230
1:00 PM	15	12	5	0	36	32	11	77	0	5	88	107	13	4	0	18	124	244
1:15 PM	15	19	9	0	35	43	12	76	0	9	88	104	15	2	0	18	121	252
Total	56	53	22	0	143	131	44	300	0	51	344	438	51	10	0	67	499	974
Approach %	42.7	40.5	16.8	0.0	-	-	12.8	87.2	0.0	-	-	87.8	10.2	2.0	0.0	-	-	-
Total %	5.7	5.4	2.3	0.0	-	13.4	4.5	30.8	0.0	-	35.3	45.0	5.2	1.0	0.0	-	51.2	-
PHF	0.933	0.697	0.611	0.000	-	0.762	0.846	0.962	0.000	-	0.977	0.944	0.797	0.625	0.000	-	0.917	0.966
Lights	51	50	21	0	-	122	43	295	0	-	338	421	46	10	0	-	477	937
% Lights	91.1	94.3	95.5	-	-	93.1	97.7	98.3	-	-	98.3	96.1	90.2	100.0	-	-	95.6	96.2
Buses	4	2	1	0	-	7	1	2	0	-	3	10	3	0	0	-	13	23
% Buses	7.1	3.8	4.5	-	-	5.3	2.3	0.7	-	-	0.9	2.3	5.9	0.0	-	-	2.6	2.4
Trucks	1	1	0	0	-	2	0	3	0	-	3	7	2	0	0	-	9	14
% Trucks	1.8	1.9	0.0	-	-	1.5	0.0	1.0	-	-	0.9	1.6	3.9	0.0	-	-	1.8	1.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	143	-	-	-	-	51	-	-	-	-	-	67	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Forest Road/Mordeche Scher Boulevard
Friday, January 10, 2020



Turning Movement Peak Hour Data Plot (12:30 PM)



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Boulevard
Friday, January 10, 2020

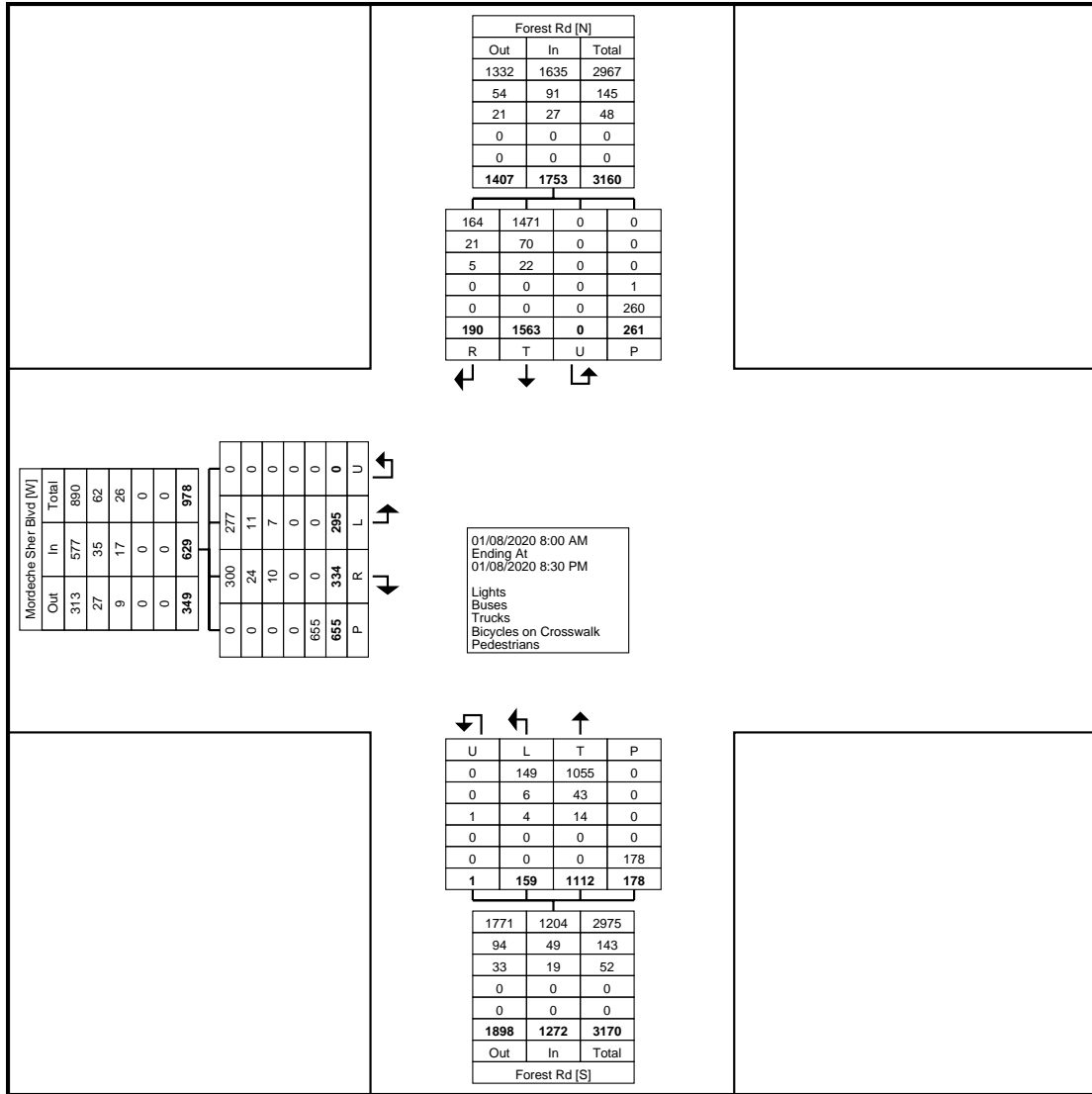
Count Name: Forest
Road/Mordeche Scher
Boulevard Friday
Site Code: 28
Start Date: 01/10/2020
Page No: 5

Kiryas Joel, New York
Forest Road/Mordeche Sher
Boulevard
Wednesday, January 8, 2020

Turning Movement Data

Start Time	Mordeche Sher Blvd Eastbound						Forest Rd Northbound					Forest Rd Southbound						Int. Total
	Left	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
8:00 AM	6	3	6	0	12	15	3	33	0	5	36	67	7	1	0	6	75	126
8:15 AM	5	9	2	0	8	16	5	38	0	5	43	78	5	4	0	3	87	146
8:30 AM	9	6	8	0	2	23	6	37	0	6	43	89	6	0	0	4	95	161
8:45 AM	10	12	2	0	8	24	8	48	0	11	56	85	8	2	0	8	95	175
Hourly Total	30	30	18	0	30	78	22	156	0	27	178	319	26	7	0	21	352	608
9:00 AM	9	9	3	0	6	21	7	36	0	2	43	87	14	0	0	4	101	165
9:15 AM	10	14	0	0	6	24	6	42	0	4	48	93	11	0	0	5	104	176
9:30 AM	5	10	4	0	9	19	5	40	0	2	45	78	13	0	0	2	91	155
9:45 AM	12	9	2	0	11	23	6	44	0	7	50	81	6	0	0	7	87	160
Hourly Total	36	42	9	0	32	87	24	162	0	15	186	339	44	0	0	18	383	656
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM	19	21	2	0	65	42	8	81	0	18	89	83	8	1	0	22	92	223
5:45 PM	16	17	3	0	66	36	9	46	0	14	55	69	8	1	0	18	78	169
Hourly Total	35	38	5	0	131	78	17	127	0	32	144	152	16	2	0	40	170	392
6:00 PM	22	26	1	0	56	49	10	84	1	12	95	86	8	1	0	32	95	239
6:15 PM	14	19	3	0	49	36	10	70	0	18	80	93	12	2	0	32	107	223
6:30 PM	25	12	6	0	73	43	13	74	0	27	87	97	8	1	0	28	106	236
6:45 PM	16	10	5	0	62	31	10	85	0	12	95	66	15	0	0	20	81	207
Hourly Total	77	67	15	0	240	159	43	313	1	69	357	342	43	4	0	112	389	905
7:00 PM	19	6	4	0	75	29	11	61	0	12	72	79	7	1	0	17	87	188
7:15 PM	29	22	4	0	46	55	13	65	0	9	78	78	9	0	0	6	87	220
7:30 PM	25	19	4	0	38	48	7	70	0	1	77	58	4	1	0	18	63	188
7:45 PM	13	13	7	0	15	33	8	46	0	3	54	62	9	0	0	6	71	158
Hourly Total	86	60	19	0	174	165	39	242	0	25	281	277	29	2	0	47	308	754
8:00 PM	15	11	3	0	27	29	8	55	0	7	63	62	12	0	0	14	74	166
8:15 PM	16	13	4	0	21	33	6	57	0	3	63	72	5	0	0	9	77	173
Grand Total	295	261	73	0	655	629	159	1112	1	178	1272	1563	175	15	0	261	1753	3654
Approach %	46.9	41.5	11.6	0.0	-	-	12.5	87.4	0.1	-	-	89.2	10.0	0.9	0.0	-	-	-
Total %	8.1	7.1	2.0	0.0	-	17.2	4.4	30.4	0.0	-	34.8	42.8	4.8	0.4	0.0	-	48.0	-
Lights	277	232	68	0	-	577	149	1055	0	-	1204	1471	152	12	0	-	1635	3416
% Lights	93.9	88.9	93.2	-	-	91.7	93.7	94.9	0.0	-	94.7	94.1	86.9	80.0	-	-	93.3	93.5
Buses	11	19	5	0	-	35	6	43	0	-	49	70	18	3	0	-	91	175
% Buses	3.7	7.3	6.8	-	-	5.6	3.8	3.9	0.0	-	3.9	4.5	10.3	20.0	-	-	5.2	4.8
Trucks	7	10	0	0	-	17	4	14	1	-	19	22	5	0	0	-	27	63
% Trucks	2.4	3.8	0.0	-	-	2.7	2.5	1.3	100.0	-	1.5	1.4	2.9	0.0	-	-	1.5	1.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	0.4	-	-
Pedestrians	-	-	-	-	655	-	-	-	-	178	-	-	-	-	-	260	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	99.6	-	-

Kiryas Joel, New York
Forest Road/Mordeche Sher
Boulevard
Wednesday, January 8, 2020

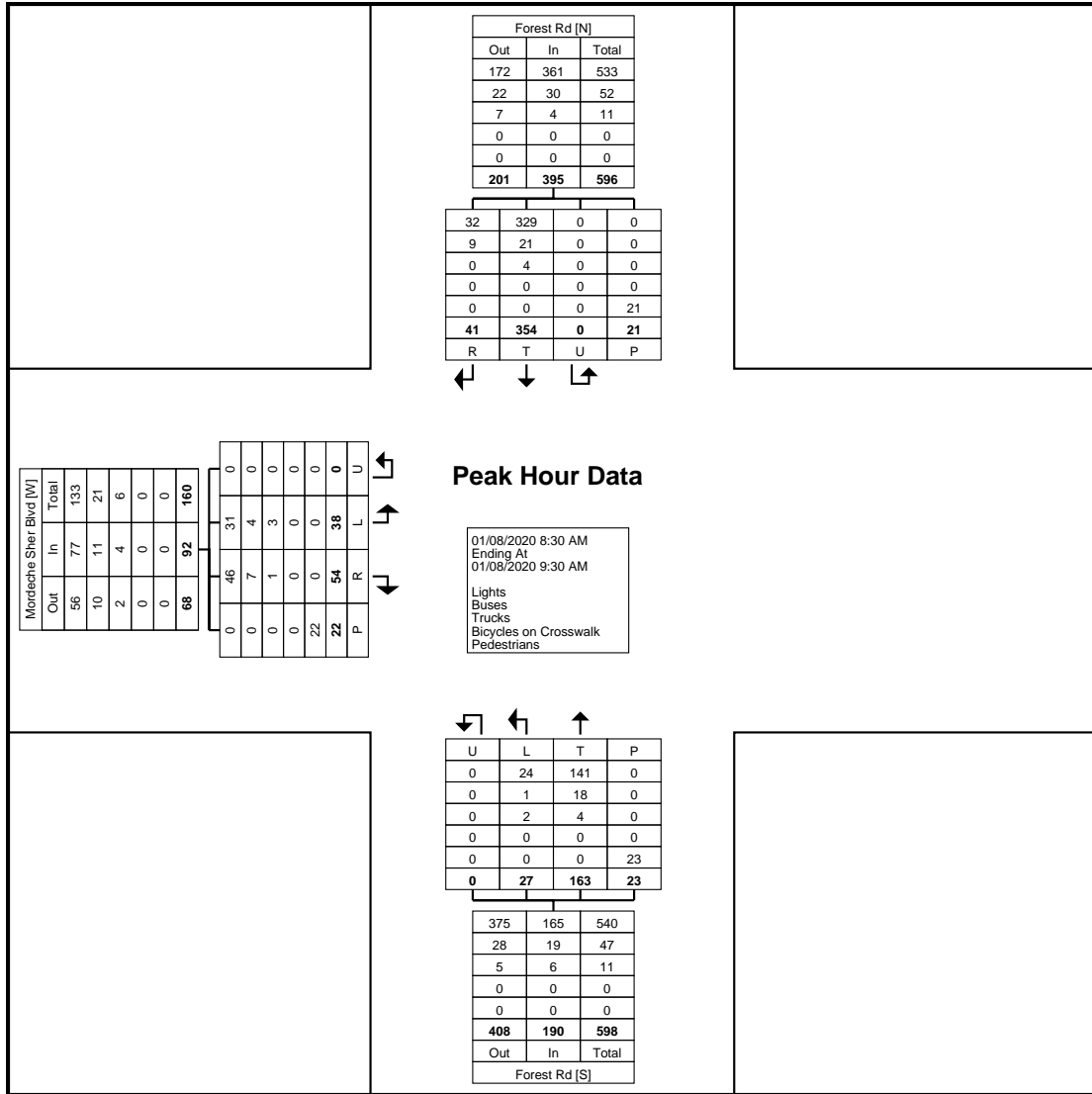


Turning Movement Data Plot

Turning Movement Peak Hour Data (8:30 AM)

Start Time	Mordeche Sher Blvd Eastbound						Forest Rd Northbound					Forest Rd Southbound						Int. Total
	Left	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
8:30 AM	9	6	8	0	2	23	6	37	0	6	43	89	6	0	0	4	95	161
8:45 AM	10	12	2	0	8	24	8	48	0	11	56	85	8	2	0	8	95	175
9:00 AM	9	9	3	0	6	21	7	36	0	2	43	87	14	0	0	4	101	165
9:15 AM	10	14	0	0	6	24	6	42	0	4	48	93	11	0	0	5	104	176
Total	38	41	13	0	22	92	27	163	0	23	190	354	39	2	0	21	395	677
Approach %	41.3	44.6	14.1	0.0	-	-	14.2	85.8	0.0	-	-	89.6	9.9	0.5	0.0	-	-	-
Total %	5.6	6.1	1.9	0.0	-	13.6	4.0	24.1	0.0	-	28.1	52.3	5.8	0.3	0.0	-	58.3	-
PHF	0.950	0.732	0.406	0.000	-	0.958	0.844	0.849	0.000	-	0.848	0.952	0.696	0.250	0.000	-	0.950	0.962
Lights	31	34	12	0	-	77	24	141	0	-	165	329	31	1	0	-	361	603
% Lights	81.6	82.9	92.3	-	-	83.7	88.9	86.5	-	-	86.8	92.9	79.5	50.0	-	-	91.4	89.1
Buses	4	6	1	0	-	11	1	18	0	-	19	21	8	1	0	-	30	60
% Buses	10.5	14.6	7.7	-	-	12.0	3.7	11.0	-	-	10.0	5.9	20.5	50.0	-	-	7.6	8.9
Trucks	3	1	0	0	-	4	2	4	0	-	6	4	0	0	0	-	4	14
% Trucks	7.9	2.4	0.0	-	-	4.3	7.4	2.5	-	-	3.2	1.1	0.0	0.0	-	-	1.0	2.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	22	-	-	-	-	23	-	-	-	-	-	21	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Forest Road/Mordeche Sher
Boulevard
Wednesday, January 8, 2020

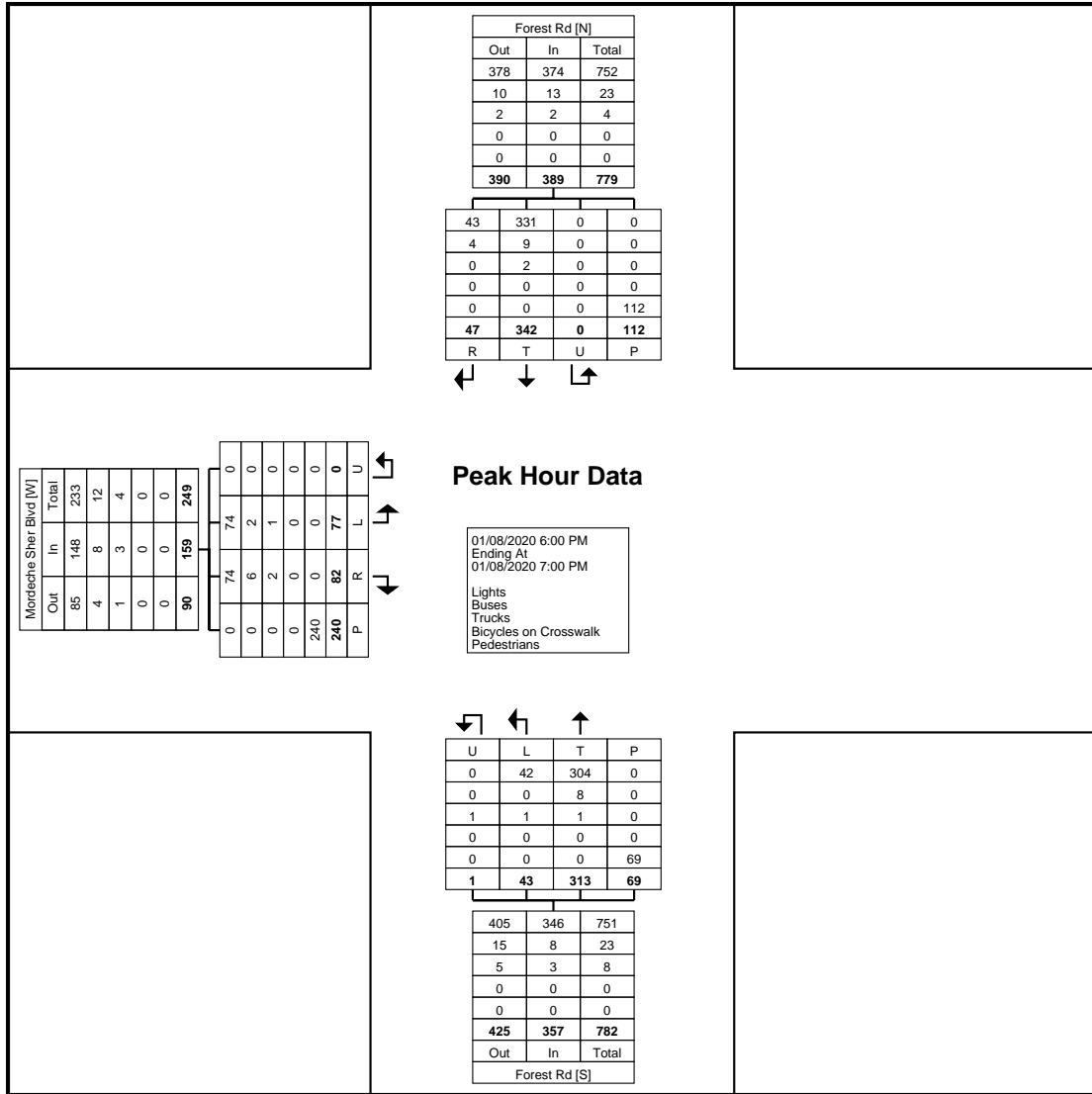


Turning Movement Peak Hour Data Plot (8:30 AM)

Turning Movement Peak Hour Data (6:00 PM)

Start Time	Mordeche Sher Blvd Eastbound						Forest Rd Northbound					Forest Rd Southbound						Int. Total
	Left	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
6:00 PM	22	26	1	0	56	49	10	84	1	12	95	86	8	1	0	32	95	239
6:15 PM	14	19	3	0	49	36	10	70	0	18	80	93	12	2	0	32	107	223
6:30 PM	25	12	6	0	73	43	13	74	0	27	87	97	8	1	0	28	106	236
6:45 PM	16	10	5	0	62	31	10	85	0	12	95	66	15	0	0	20	81	207
Total	77	67	15	0	240	159	43	313	1	69	357	342	43	4	0	112	389	905
Approach %	48.4	42.1	9.4	0.0	-	-	12.0	87.7	0.3	-	-	87.9	11.1	1.0	0.0	-	-	-
Total %	8.5	7.4	1.7	0.0	-	17.6	4.8	34.6	0.1	-	39.4	37.8	4.8	0.4	0.0	-	43.0	-
PHF	0.770	0.644	0.625	0.000	-	0.811	0.827	0.921	0.250	-	0.939	0.881	0.717	0.500	0.000	-	0.909	0.947
Lights	74	60	14	0	-	148	42	304	0	-	346	331	40	3	0	-	374	868
% Lights	96.1	89.6	93.3	-	-	93.1	97.7	97.1	0.0	-	96.9	96.8	93.0	75.0	-	-	96.1	95.9
Buses	2	5	1	0	-	8	0	8	0	-	8	9	3	1	0	-	13	29
% Buses	2.6	7.5	6.7	-	-	5.0	0.0	2.6	0.0	-	2.2	2.6	7.0	25.0	-	-	3.3	3.2
Trucks	1	2	0	0	-	3	1	1	1	-	3	2	0	0	0	-	2	8
% Trucks	1.3	3.0	0.0	-	-	1.9	2.3	0.3	100.0	-	0.8	0.6	0.0	0.0	-	-	0.5	0.9
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	240	-	-	-	-	69	-	-	-	-	-	112	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Forest Road/Mordeche Sher
Boulevard
Wednesday, January 8, 2020



Turning Movement Peak Hour Data Plot (6:00 PM)



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Kiryas Joel, New York
Forest Road/Mordeche Sher
Boulevard
Wednesday, January 8, 2020

Count Name: Forest
Road/Mordeche Sher Boulevard
Wednesday
Site Code: 28
Start Date: 01/08/2020
Page No: 7



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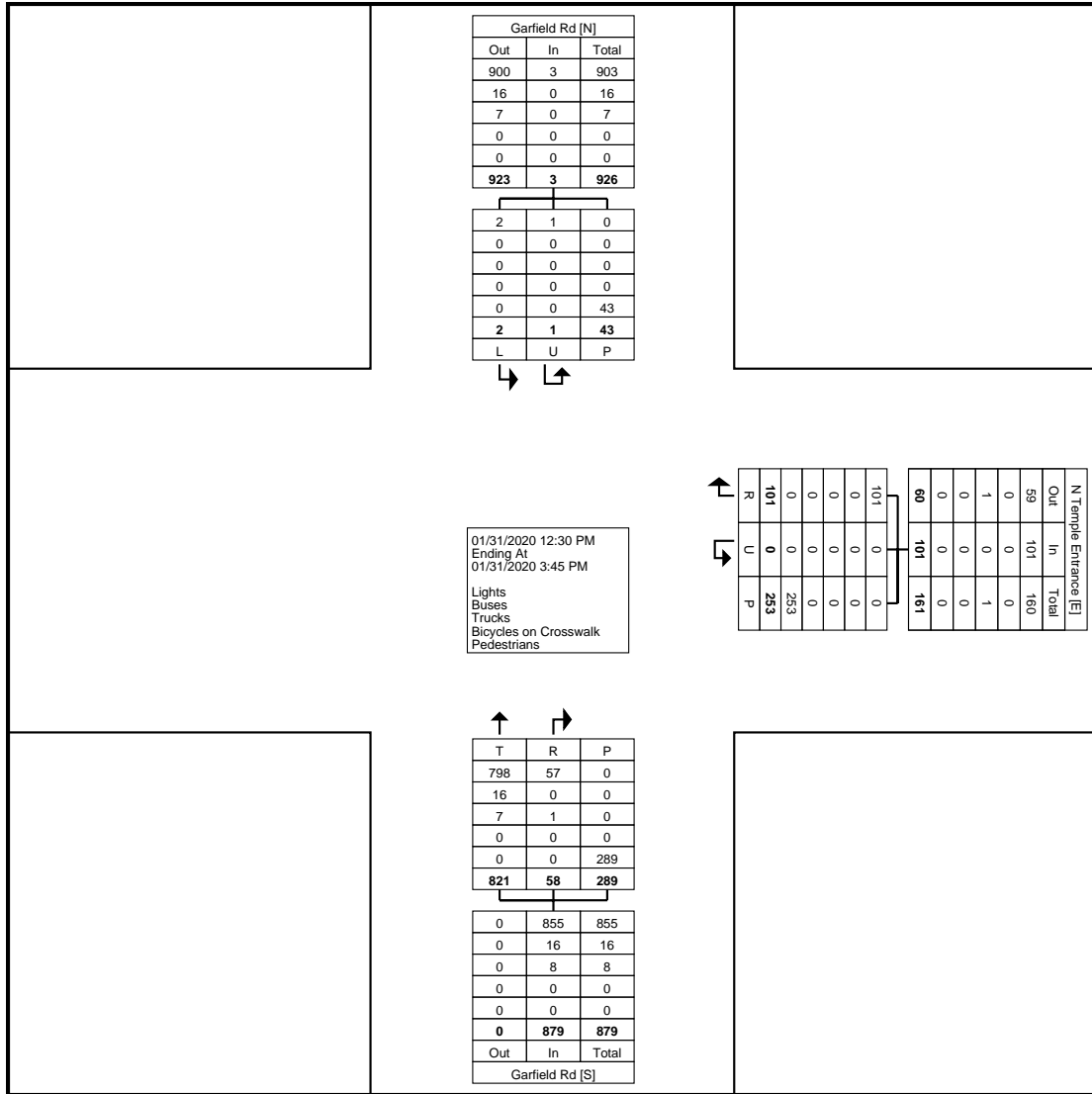
Count Name: Garfield Rd & N Temple Entrance Friday
Site Code:
Start Date: 01/31/2020
Page No: 1

Kiryas Joel, New York
Garfield Rd & N Temple Entrance
Friday, January 31, 2020

Turning Movement Data

Start Time	N Temple Entrance Westbound				Garfield Rd Northbound				Garfield Rd Southbound				Int. Total
	Right	U-Turn	Peds	App. Total	Thru	Right	Peds	App. Total	Left	U-Turn	Peds	App. Total	
12:30 PM	11	0	41	11	90	6	35	96	0	0	10	0	107
12:45 PM	7	0	43	7	75	7	25	82	0	0	9	0	89
Hourly Total	18	0	84	18	165	13	60	178	0	0	19	0	196
1:00 PM	3	0	35	3	74	9	29	83	0	0	5	0	86
1:15 PM	12	0	24	12	77	3	24	80	0	0	6	0	92
1:30 PM	12	0	23	12	62	4	23	66	0	0	4	0	78
1:45 PM	5	0	14	5	71	4	27	75	1	0	0	1	81
Hourly Total	32	0	96	32	284	20	103	304	1	0	15	1	337
2:00 PM	8	0	16	8	59	1	21	60	0	1	2	1	69
2:15 PM	13	0	14	13	65	2	18	67	1	0	1	1	81
2:30 PM	6	0	9	6	72	4	20	76	0	0	4	0	82
2:45 PM	7	0	11	7	64	7	15	71	0	0	2	0	78
Hourly Total	34	0	50	34	260	14	74	274	1	1	9	2	310
3:00 PM	8	0	11	8	54	7	26	61	0	0	0	0	69
3:15 PM	9	0	12	9	58	4	26	62	0	0	0	0	71
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	101	0	253	101	821	58	289	879	2	1	43	3	983
Approach %	100.0	0.0	-	-	93.4	6.6	-	-	66.7	33.3	-	-	-
Total %	10.3	0.0	-	10.3	83.5	5.9	-	89.4	0.2	0.1	-	0.3	-
Lights	101	0	-	101	798	57	-	855	2	1	-	3	959
% Lights	100.0	-	-	100.0	97.2	98.3	-	97.3	100.0	100.0	-	100.0	97.6
Buses	0	0	-	0	16	0	-	16	0	0	-	0	16
% Buses	0.0	-	-	0.0	1.9	0.0	-	1.8	0.0	0.0	-	0.0	1.6
Trucks	0	0	-	0	7	1	-	8	0	0	-	0	8
% Trucks	0.0	-	-	0.0	0.9	1.7	-	0.9	0.0	0.0	-	0.0	0.8
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	0.0	-	-	-	0.0	-	-
Pedestrians	-	-	253	-	-	-	289	-	-	-	43	-	-
% Pedestrians	-	-	100.0	-	-	-	100.0	-	-	-	100.0	-	-

Kiryas Joel, New York
Garfield Rd & N Temple
Entrance
Friday, January 31, 2020



Turning Movement Data Plot



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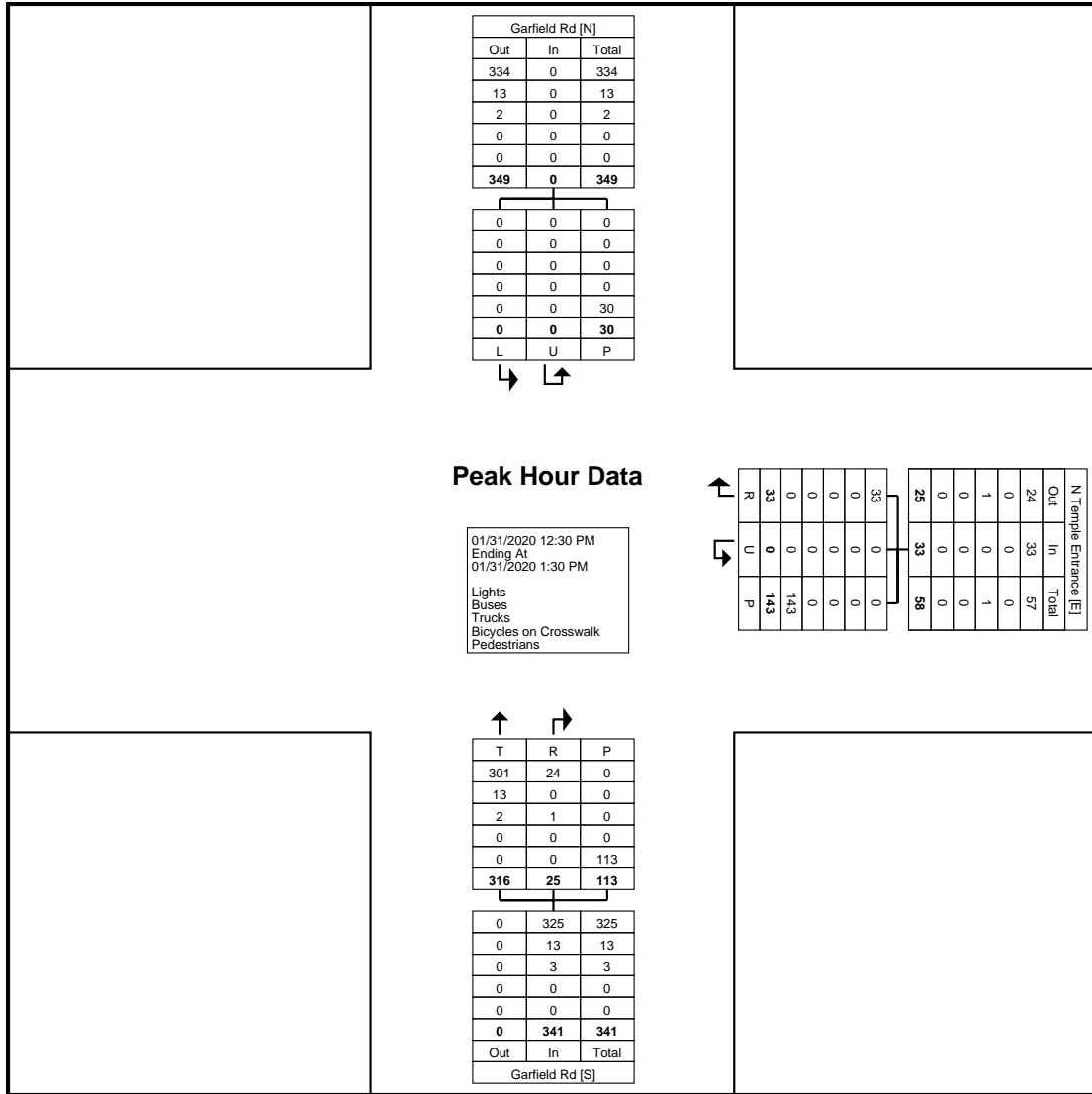
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Count Name: Garfield Rd & N Temple Entrance Friday
Site Code:
Start Date: 01/31/2020
Page No: 3

Turning Movement Peak Hour Data (12:30 PM)

Start Time	N Temple Entrance Westbound				Garfield Rd Northbound				Garfield Rd Southbound				Int. Total
	Right	U-Turn	Peds	App. Total	Thru	Right	Peds	App. Total	Left	U-Turn	Peds	App. Total	
12:30 PM	11	0	41	11	90	6	35	96	0	0	10	0	107
12:45 PM	7	0	43	7	75	7	25	82	0	0	9	0	89
1:00 PM	3	0	35	3	74	9	29	83	0	0	5	0	86
1:15 PM	12	0	24	12	77	3	24	80	0	0	6	0	92
Total	33	0	143	33	316	25	113	341	0	0	30	0	374
Approach %	100.0	0.0	-	-	92.7	7.3	-	-	0.0	0.0	-	-	-
Total %	8.8	0.0	-	8.8	84.5	6.7	-	91.2	0.0	0.0	-	0.0	-
PHF	0.688	0.000	-	0.688	0.878	0.694	-	0.888	0.000	0.000	-	0.000	0.874
Lights	33	0	-	33	301	24	-	325	0	0	-	0	358
% Lights	100.0	-	-	100.0	95.3	96.0	-	95.3	-	-	-	-	95.7
Buses	0	0	-	0	13	0	-	13	0	0	-	0	13
% Buses	0.0	-	-	0.0	4.1	0.0	-	3.8	-	-	-	-	3.5
Trucks	0	0	-	0	2	1	-	3	0	0	-	0	3
% Trucks	0.0	-	-	0.0	0.6	4.0	-	0.9	-	-	-	-	0.8
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	0.0	-	-	-	0.0	-	-
Pedestrians	-	-	143	-	-	-	113	-	-	-	30	-	-
% Pedestrians	-	-	100.0	-	-	-	100.0	-	-	-	100.0	-	-

Kiryas Joel, New York
Garfield Rd & N Temple
Entrance
Friday, January 31, 2020



Turning Movement Peak Hour Data Plot (12:30 PM)



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Kiryas Joel, New York
Garfield Rd & N Temple
Entrance
Friday, January 31, 2020

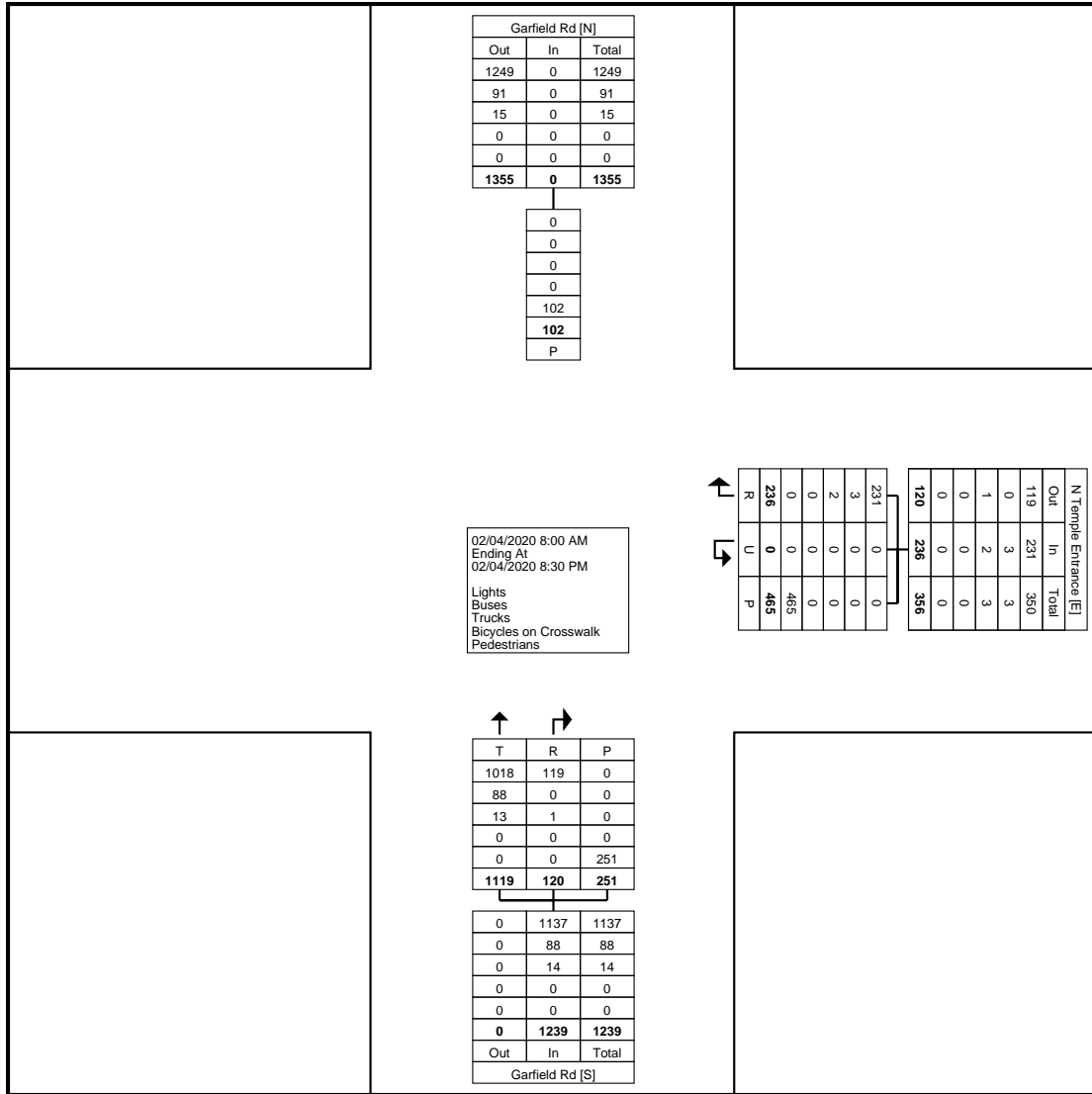
Count Name: Garfield Rd & N
Temple Entrance Friday
Site Code:
Start Date: 01/31/2020
Page No: 5

Kiryas Joel, New York
Garfield Rd & N Temple Entrance
Tuesday, February 4, 2020

Turning Movement Data

Start Time	N Temple Entrance Westbound				Garfield Rd Northbound				Garfield Rd Southbound		Int. Total
	Right	U-Turn	Peds	App. Total	Thru	Right	Peds	App. Total	Peds	App. Total	
8:00 AM	6	0	14	6	36	5	14	41	9	0	47
8:15 AM	8	0	16	8	33	5	8	38	8	0	46
8:30 AM	12	0	20	12	33	8	10	41	6	0	53
8:45 AM	8	0	25	8	37	2	19	39	8	0	47
Hourly Total	34	0	75	34	139	20	51	159	31	0	193
9:00 AM	14	0	11	14	43	6	12	49	5	0	63
9:15 AM	7	0	15	7	44	4	9	48	3	0	55
9:30 AM	5	0	16	5	41	11	19	52	7	0	57
9:45 AM	8	0	16	8	43	7	12	50	7	0	58
Hourly Total	34	0	58	34	171	28	52	199	22	0	233
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	6	0	12	6	40	2	7	42	4	0	48
4:15 PM	6	0	19	6	48	3	9	51	3	0	57
4:30 PM	12	0	4	12	33	2	4	35	3	0	47
4:45 PM	16	0	9	16	38	6	4	44	0	0	60
Hourly Total	40	0	44	40	159	13	24	172	10	0	212
5:00 PM	7	0	20	7	42	7	13	49	1	0	56
5:15 PM	16	0	15	16	43	5	9	48	2	0	64
5:30 PM	13	0	13	13	47	10	13	57	7	0	70
5:45 PM	12	0	8	12	45	6	3	51	4	0	63
Hourly Total	48	0	56	48	177	28	38	205	14	0	253
6:00 PM	9	0	46	9	82	8	23	90	5	0	99
6:15 PM	14	0	38	14	62	2	17	64	3	0	78
6:30 PM	4	0	51	4	49	2	13	51	5	0	55
6:45 PM	11	0	24	11	54	0	9	54	3	0	65
Hourly Total	38	0	159	38	247	12	62	259	16	0	297
7:00 PM	4	0	13	4	38	1	1	39	1	0	43
7:15 PM	4	0	15	4	33	2	3	35	5	0	39
7:30 PM	8	0	24	8	43	3	5	46	1	0	54
7:45 PM	13	0	3	13	35	1	6	36	0	0	49
Hourly Total	29	0	55	29	149	7	15	156	7	0	185
8:00 PM	7	0	7	7	37	5	5	42	2	0	49
8:15 PM	6	0	11	6	40	7	4	47	0	0	53
Grand Total	236	0	465	236	1119	120	251	1239	102	0	1475
Approach %	100.0	0.0	-	-	90.3	9.7	-	-	-	-	-
Total %	16.0	0.0	-	16.0	75.9	8.1	-	84.0	-	0.0	-
Lights	231	0	-	231	1018	119	-	1137	-	0	1368
% Lights	97.9	-	-	97.9	91.0	99.2	-	91.8	-	-	92.7
Buses	3	0	-	3	88	0	-	88	-	0	91
% Buses	1.3	-	-	1.3	7.9	0.0	-	7.1	-	-	6.2
Trucks	2	0	-	2	13	1	-	14	-	0	16
% Trucks	0.8	-	-	0.8	1.2	0.8	-	1.1	-	-	1.1
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	0	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	0.0	-	0.0	-	-
Pedestrians	-	-	465	-	-	-	251	-	102	-	-
% Pedestrians	-	-	100.0	-	-	-	100.0	-	100.0	-	-

Kiryas Joel, New York
Garfield Rd & N Temple
Entrance
Tuesday, February 4, 2020



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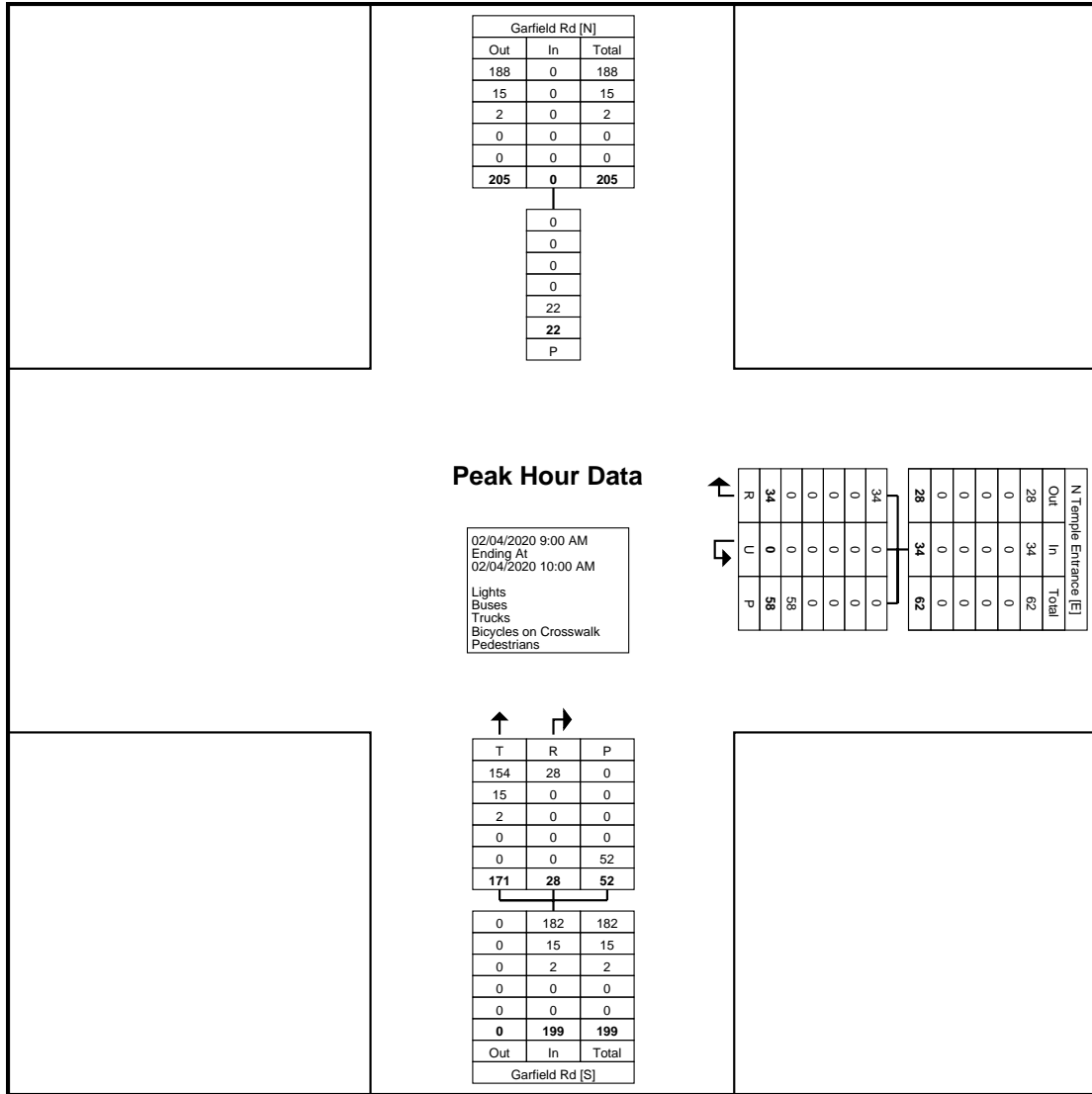
Count Name: Garfield Rd & N Temple Entrance Tuesday
Site Code:
Start Date: 02/04/2020
Page No: 3

Kiryas Joel, New York
Garfield Rd & N Temple Entrance
Tuesday, February 4, 2020

Turning Movement Peak Hour Data (9:00 AM)

Start Time	N Temple Entrance Westbound				Garfield Rd Northbound				Garfield Rd Southbound		Int. Total
	Right	U-Turn	Peds	App. Total	Thru	Right	Peds	App. Total	Peds	App. Total	
9:00 AM	14	0	11	14	43	6	12	49	5	0	63
9:15 AM	7	0	15	7	44	4	9	48	3	0	55
9:30 AM	5	0	16	5	41	11	19	52	7	0	57
9:45 AM	8	0	16	8	43	7	12	50	7	0	58
Total	34	0	58	34	171	28	52	199	22	0	233
Approach %	100.0	0.0	-	-	85.9	14.1	-	-	-	-	-
Total %	14.6	0.0	-	14.6	73.4	12.0	-	85.4	-	0.0	-
PHF	0.607	0.000	-	0.607	0.972	0.636	-	0.957	-	0.000	0.925
Lights	34	0	-	34	154	28	-	182	-	0	216
% Lights	100.0	-	-	100.0	90.1	100.0	-	91.5	-	-	92.7
Buses	0	0	-	0	15	0	-	15	-	0	15
% Buses	0.0	-	-	0.0	8.8	0.0	-	7.5	-	-	6.4
Trucks	0	0	-	0	2	0	-	2	-	0	2
% Trucks	0.0	-	-	0.0	1.2	0.0	-	1.0	-	-	0.9
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	0	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	0.0	-	0.0	-	-
Pedestrians	-	-	58	-	-	-	52	-	22	-	-
% Pedestrians	-	-	100.0	-	-	-	100.0	-	100.0	-	-

Kiryas Joel, New York
Garfield Rd & N Temple Entrance
Tuesday, February 4, 2020



Turning Movement Peak Hour Data Plot (9:00 AM)



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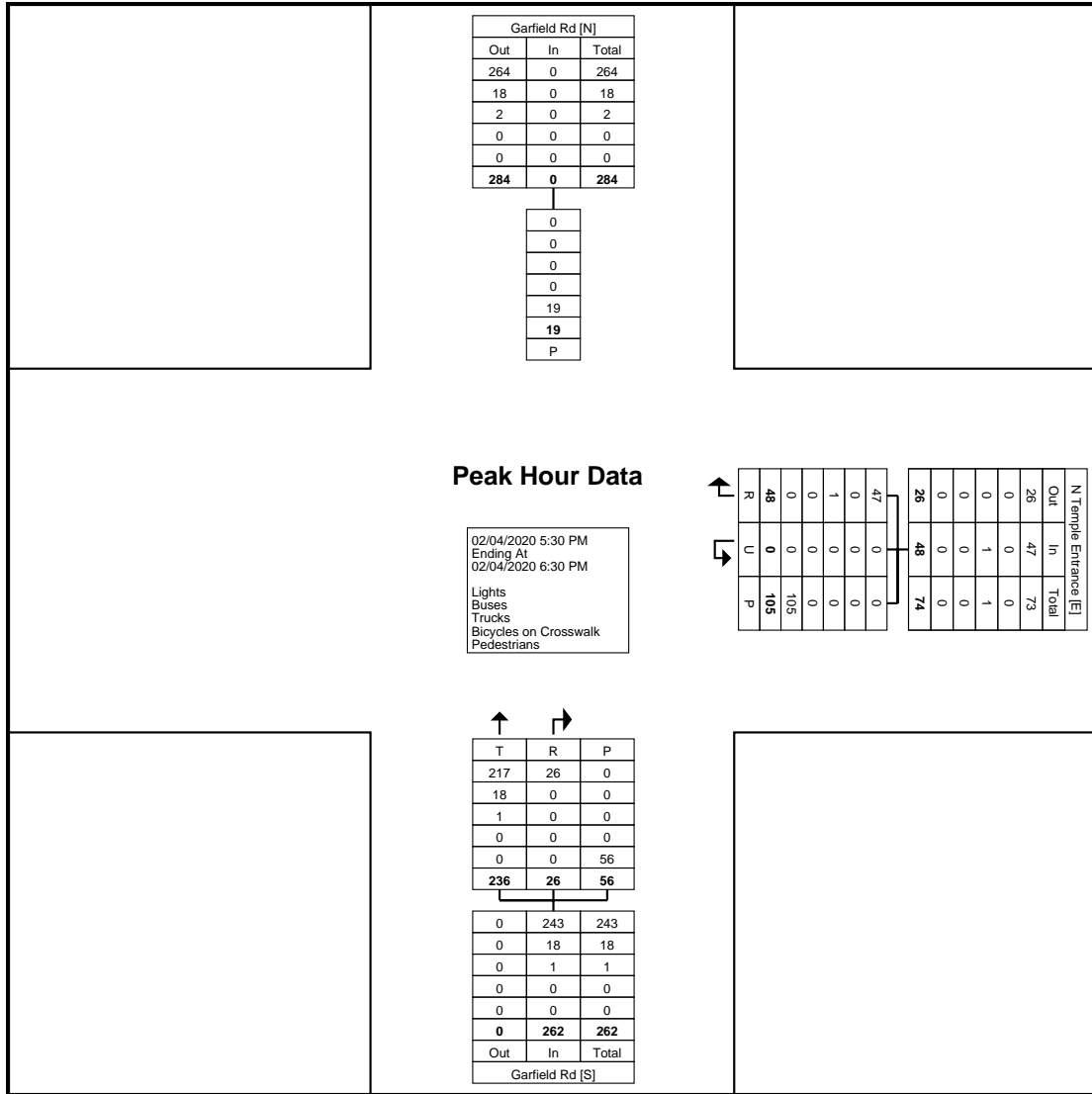
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Count Name: Garfield Rd & N Temple Entrance Tuesday
Site Code:
Start Date: 02/04/2020
Page No: 5

Turning Movement Peak Hour Data (5:30 PM)

Start Time	N Temple Entrance Westbound				Thru	Garfield Rd Northbound			Garfield Rd Southbound		Int. Total
	Right	U-Turn	Peds	App. Total		Right	Peds	App. Total	Peds	App. Total	
5:30 PM	13	0	13	13	47	10	13	57	7	0	70
5:45 PM	12	0	8	12	45	6	3	51	4	0	63
6:00 PM	9	0	46	9	82	8	23	90	5	0	99
6:15 PM	14	0	38	14	62	2	17	64	3	0	78
Total	48	0	105	48	236	26	56	262	19	0	310
Approach %	100.0	0.0	-	-	90.1	9.9	-	-	-	-	-
Total %	15.5	0.0	-	15.5	76.1	8.4	-	84.5	-	0.0	-
PHF	0.857	0.000	-	0.857	0.720	0.650	-	0.728	-	0.000	0.783
Lights	47	0	-	47	217	26	-	243	-	0	290
% Lights	97.9	-	-	97.9	91.9	100.0	-	92.7	-	-	93.5
Buses	0	0	-	0	18	0	-	18	-	0	18
% Buses	0.0	-	-	0.0	7.6	0.0	-	6.9	-	-	5.8
Trucks	1	0	-	1	1	0	-	1	-	0	2
% Trucks	2.1	-	-	2.1	0.4	0.0	-	0.4	-	-	0.6
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	0	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	0.0	-	0.0	-	-
Pedestrians	-	-	105	-	-	-	56	-	19	-	-
% Pedestrians	-	-	100.0	-	-	-	100.0	-	100.0	-	-

Kiryas Joel, New York
Garfield Rd & N Temple
Entrance
Tuesday, February 4, 2020



Turning Movement Peak Hour Data Plot (5:30 PM)



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Kiryas Joel, New York
Garfield Rd & N Temple
Entrance
Tuesday, February 4, 2020

Count Name: Garfield Rd & N
Temple Entrance Tuesday
Site Code:
Start Date: 02/04/2020
Page No: 7



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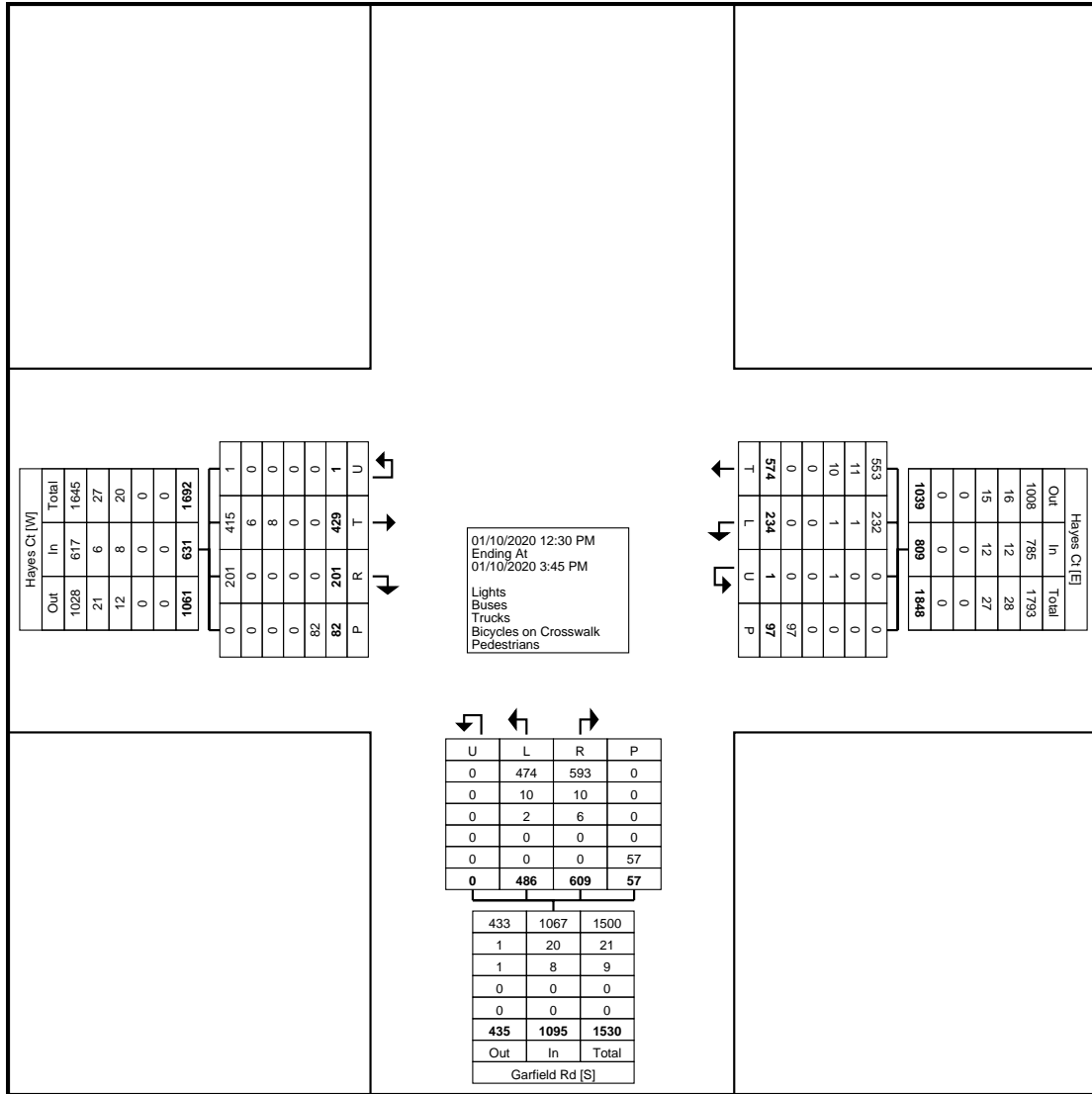
Count Name: Hayes
Court/Garfield Road Friday
Site Code: 30
Start Date: 01/10/2020
Page No: 1

Kiryas Joel, New York
Hayes Court/Garfield Road
Friday, January 10, 2020

Turning Movement Data

Start Time	Hayes Ct Eastbound					Hayes Ct Westbound					Garfield Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
12:30 PM	42	17	0	10	59	17	56	0	7	73	54	41	0	12	95	227
12:45 PM	36	17	0	8	53	13	49	0	7	62	50	56	0	5	106	221
Hourly Total	78	34	0	18	112	30	105	0	14	135	104	97	0	17	201	448
1:00 PM	33	16	0	12	49	16	68	0	9	84	44	59	0	8	103	236
1:15 PM	27	15	0	5	42	18	48	1	7	67	37	57	0	3	94	203
1:30 PM	32	15	0	11	47	20	38	0	13	58	39	48	0	6	87	192
1:45 PM	46	15	1	8	62	24	49	0	11	73	52	52	0	5	104	239
Hourly Total	138	61	1	36	200	78	203	1	40	282	172	216	0	22	388	870
2:00 PM	34	16	0	4	50	24	51	0	11	75	32	53	0	3	85	210
2:15 PM	34	19	0	5	53	23	50	0	6	73	37	51	0	5	88	214
2:30 PM	29	16	0	3	45	26	41	0	4	67	34	48	0	1	82	194
2:45 PM	49	12	0	5	61	16	40	0	8	56	32	53	0	3	85	202
Hourly Total	146	63	0	17	209	89	182	0	29	271	135	205	0	12	340	820
3:00 PM	32	22	0	9	54	14	36	0	5	50	30	45	0	3	75	179
3:15 PM	35	21	0	2	56	22	48	0	8	70	45	46	0	3	91	217
3:30 PM	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	1
Grand Total	429	201	1	82	631	234	574	1	97	809	486	609	0	57	1095	2535
Approach %	68.0	31.9	0.2	-	-	28.9	71.0	0.1	-	-	44.4	55.6	0.0	-	-	-
Total %	16.9	7.9	0.0	-	24.9	9.2	22.6	0.0	-	31.9	19.2	24.0	0.0	-	43.2	-
Lights	415	201	1	-	617	232	553	0	-	785	474	593	0	-	1067	2469
% Lights	96.7	100.0	100.0	-	97.8	99.1	96.3	0.0	-	97.0	97.5	97.4	-	-	97.4	97.4
Buses	6	0	0	-	6	1	11	0	-	12	10	10	0	-	20	38
% Buses	1.4	0.0	0.0	-	1.0	0.4	1.9	0.0	-	1.5	2.1	1.6	-	-	1.8	1.5
Trucks	8	0	0	-	8	1	10	1	-	12	2	6	0	-	8	28
% Trucks	1.9	0.0	0.0	-	1.3	0.4	1.7	100.0	-	1.5	0.4	1.0	-	-	0.7	1.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	82	-	-	-	-	97	-	-	-	-	57	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Hayes Court/Garfield Road
Friday, January 10, 2020



Turning Movement Data Plot

Kiryas Joel, New York
Hayes Court/Garfield Road
Friday, January 10, 2020

Turning Movement Peak Hour Data (12:30 PM)

Start Time	Hayes Ct Eastbound					Hayes Ct Westbound					Garfield Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
12:30 PM	42	17	0	10	59	17	56	0	7	73	54	41	0	12	95	227
12:45 PM	36	17	0	8	53	13	49	0	7	62	50	56	0	5	106	221
1:00 PM	33	16	0	12	49	16	68	0	9	84	44	59	0	8	103	236
1:15 PM	27	15	0	5	42	18	48	1	7	67	37	57	0	3	94	203
Total	138	65	0	35	203	64	221	1	30	286	185	213	0	28	398	887
Approach %	68.0	32.0	0.0	-	-	22.4	77.3	0.3	-	-	46.5	53.5	0.0	-	-	-
Total %	15.6	7.3	0.0	-	22.9	7.2	24.9	0.1	-	32.2	20.9	24.0	0.0	-	44.9	-
PHF	0.821	0.956	0.000	-	0.860	0.889	0.813	0.250	-	0.851	0.856	0.903	0.000	-	0.939	0.940
Lights	127	65	0	-	192	63	207	0	-	270	178	203	0	-	381	843
% Lights	92.0	100.0	-	-	94.6	98.4	93.7	0.0	-	94.4	96.2	95.3	-	-	95.7	95.0
Buses	6	0	0	-	6	1	10	0	-	11	6	8	0	-	14	31
% Buses	4.3	0.0	-	-	3.0	1.6	4.5	0.0	-	3.8	3.2	3.8	-	-	3.5	3.5
Trucks	5	0	0	-	5	0	4	1	-	5	1	2	0	-	3	13
% Trucks	3.6	0.0	-	-	2.5	0.0	1.8	100.0	-	1.7	0.5	0.9	-	-	0.8	1.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	35	-	-	-	-	30	-	-	-	-	28	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

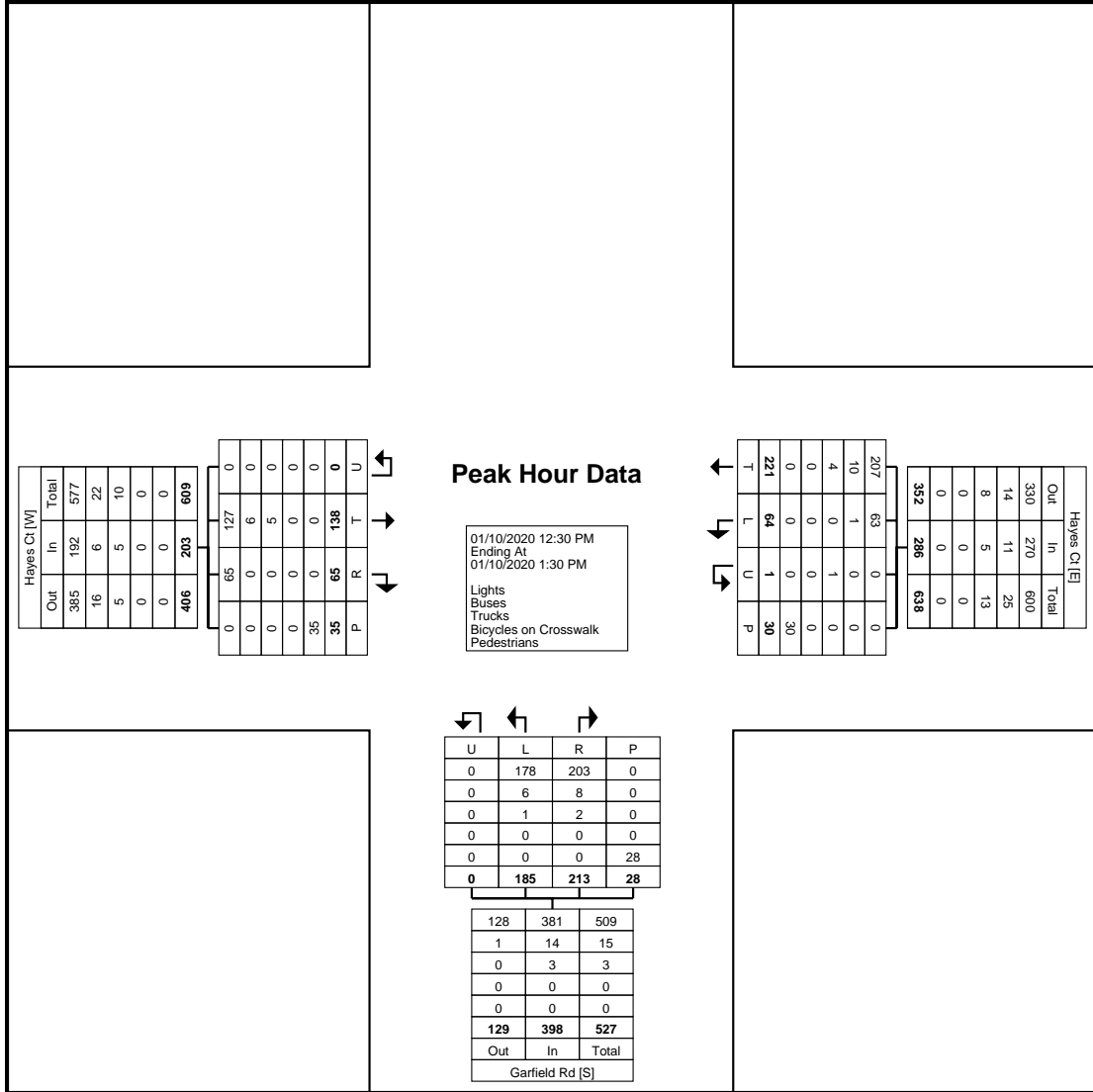


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Count Name: Hayes
Court/Garfield Road Friday
Site Code: 30
Start Date: 01/10/2020
Page No: 4

Kiryas Joel, New York
Hayes Court/Garfield Road
Friday, January 10, 2020



Turning Movement Peak Hour Data Plot (12:30 PM)



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Kiryas Joel, New York
Hayes Court/Garfield Road
Friday, January 10, 2020

Count Name: Hayes
Court/Garfield Road Friday
Site Code: 30
Start Date: 01/10/2020
Page No: 5



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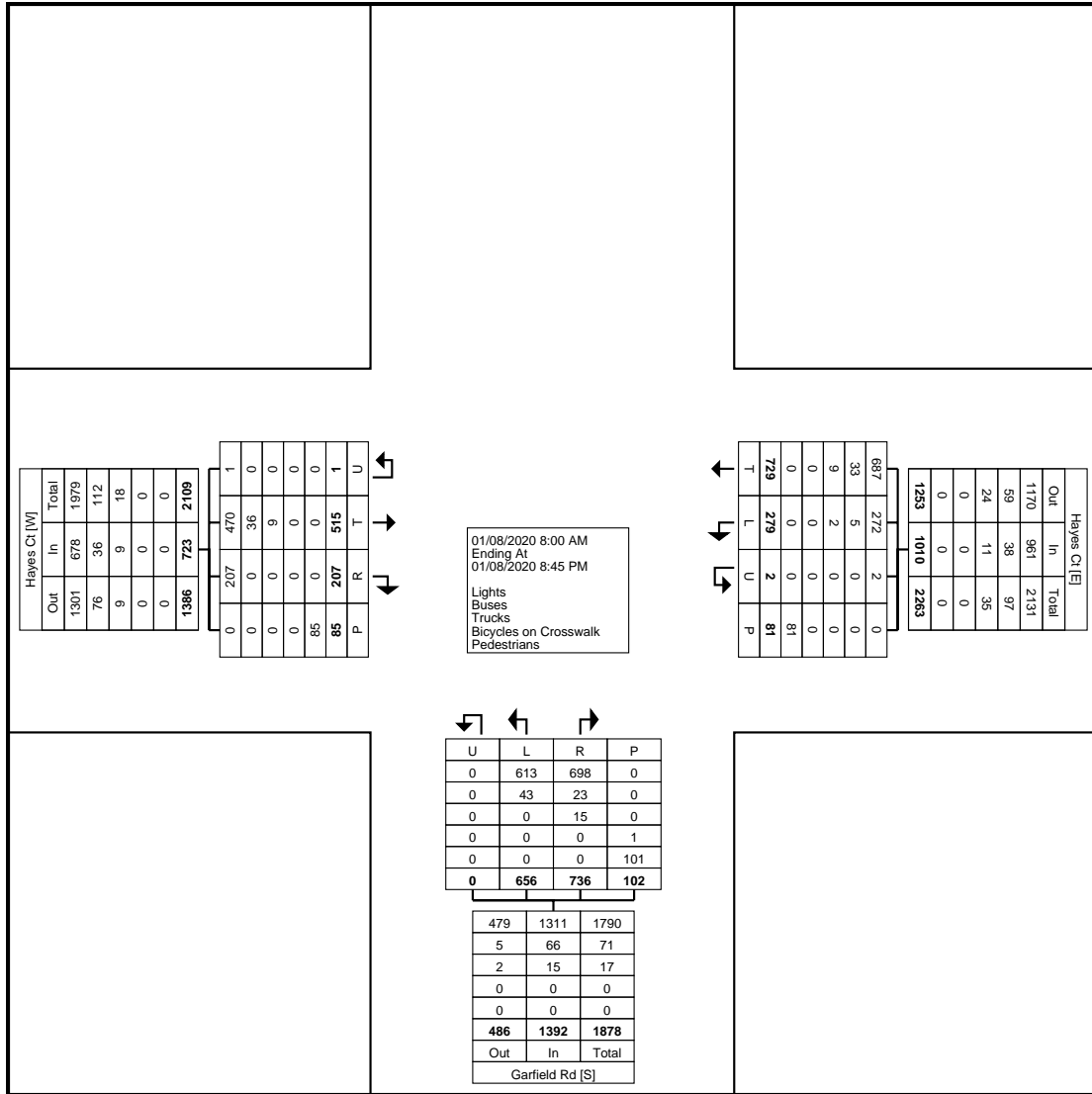
Count Name: Hayes
Court/Garfield Road Wednesday
Site Code: 30
Start Date: 01/08/2020
Page No: 1

Kiryas Joel, New York
Forest Road/Carter Lane
Wednesday, January 8, 2020

Turning Movement Data

Start Time	Hayes Ct Eastbound					Hayes Ct Westbound					Garfield Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:00 AM	17	9	0	0	26	15	30	1	4	46	35	33	0	4	68	140
8:15 AM	22	13	0	3	35	8	39	0	8	47	28	31	0	7	59	141
8:30 AM	16	13	0	4	29	13	29	1	13	43	27	35	0	8	62	134
8:45 AM	32	12	0	3	44	14	38	0	3	52	27	44	0	3	71	167
Hourly Total	87	47	0	10	134	50	136	2	28	188	117	143	0	22	260	582
9:00 AM	17	6	1	1	24	10	38	0	5	48	33	41	0	4	74	146
9:15 AM	19	13	0	6	32	18	42	0	3	60	37	31	0	1	68	160
9:30 AM	20	8	0	7	28	12	34	0	0	46	44	45	0	7	89	163
9:45 AM	23	14	0	9	37	15	29	0	8	44	33	33	0	5	66	147
Hourly Total	79	41	1	23	121	55	143	0	16	198	147	150	0	17	297	616
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	30	15	0	2	45	15	28	0	1	43	33	40	0	2	73	161
5:45 PM	27	12	0	7	39	11	30	0	3	41	47	39	0	4	86	166
Hourly Total	57	27	0	9	84	26	58	0	4	84	80	79	0	6	159	327
6:00 PM	45	6	0	7	51	9	42	0	6	51	40	61	0	6	101	203
6:15 PM	26	6	0	15	32	11	51	0	11	62	58	58	0	13	116	210
6:30 PM	35	7	0	0	42	14	50	0	5	64	39	33	0	12	72	178
6:45 PM	30	4	0	5	34	2	39	0	1	41	22	35	0	11	57	132
Hourly Total	136	23	0	27	159	36	182	0	23	218	159	187	0	42	346	723
7:00 PM	25	4	0	6	29	16	37	0	4	53	22	23	0	2	45	127
7:15 PM	27	8	0	1	35	16	39	0	4	55	33	37	0	3	70	160
7:30 PM	30	14	0	3	44	10	26	0	0	36	35	30	0	0	65	145
7:45 PM	20	10	0	1	30	20	35	0	0	55	25	25	0	4	50	135
Hourly Total	102	36	0	11	138	62	137	0	8	199	115	115	0	9	230	567
8:00 PM	23	15	0	4	38	19	38	0	1	57	17	32	0	2	49	144
8:15 PM	30	18	0	1	48	31	35	0	1	66	21	30	0	4	51	165
8:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	515	207	1	85	723	279	729	2	81	1010	656	736	0	102	1392	3125
Approach %	71.2	28.6	0.1	-	-	27.6	72.2	0.2	-	-	47.1	52.9	0.0	-	-	-
Total %	16.5	6.6	0.0	-	23.1	8.9	23.3	0.1	-	32.3	21.0	23.6	0.0	-	44.5	-
Lights	470	207	1	-	678	272	687	2	-	961	613	698	0	-	1311	2950
% Lights	91.3	100.0	100.0	-	93.8	97.5	94.2	100.0	-	95.1	93.4	94.8	-	-	94.2	94.4
Buses	36	0	0	-	36	5	33	0	-	38	43	23	0	-	66	140
% Buses	7.0	0.0	0.0	-	5.0	1.8	4.5	0.0	-	3.8	6.6	3.1	-	-	4.7	4.5
Trucks	9	0	0	-	9	2	9	0	-	11	0	15	0	-	15	35
% Trucks	1.7	0.0	0.0	-	1.2	0.7	1.2	0.0	-	1.1	0.0	2.0	-	-	1.1	1.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	1.0	-	-
Pedestrians	-	-	-	85	-	-	-	-	81	-	-	-	-	101	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	99.0	-	-

Kiryas Joel, New York
Forest Road/Carter Lane
Wednesday, January 8, 2020

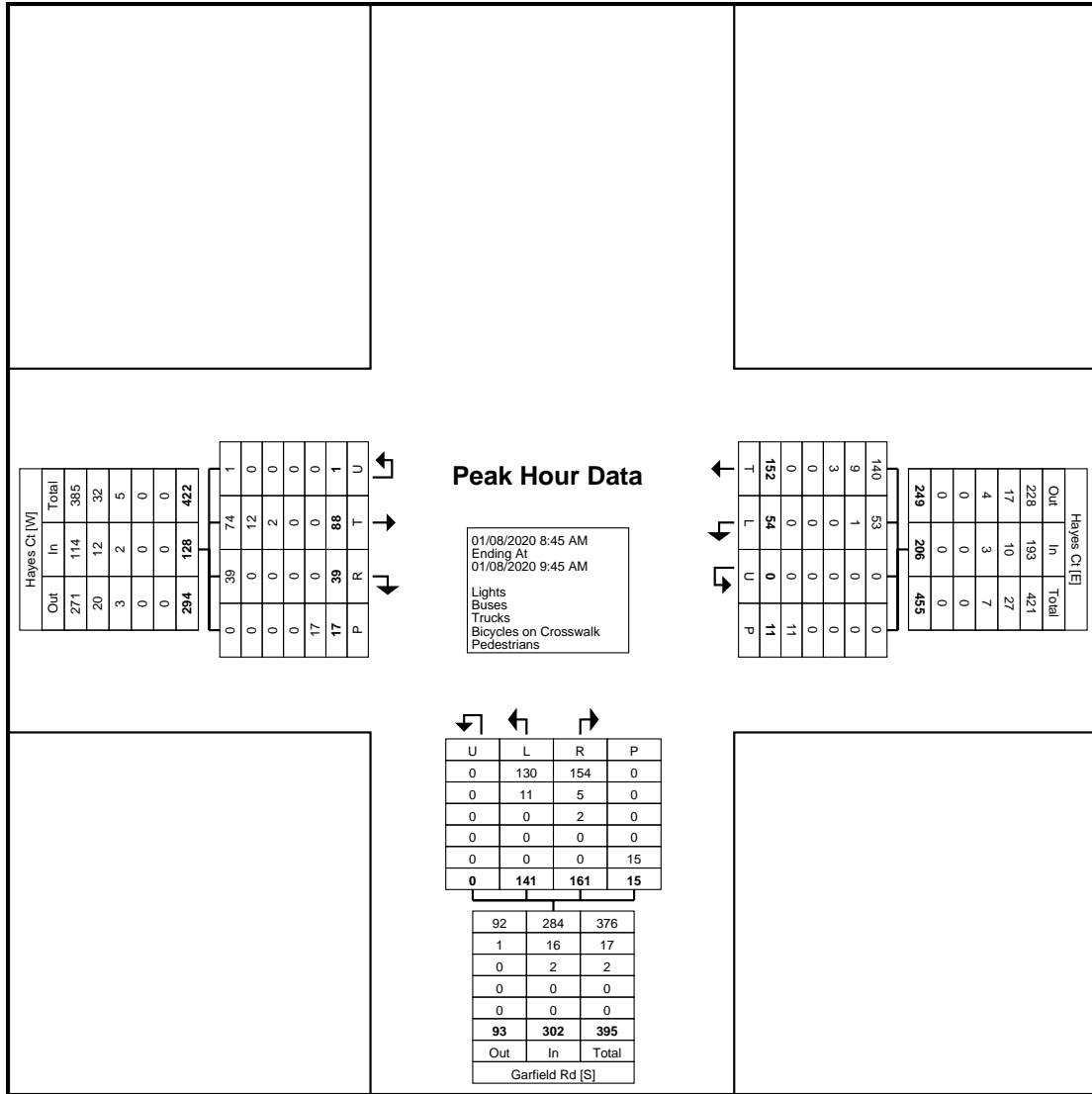


Turning Movement Data Plot

Turning Movement Peak Hour Data (8:45 AM)

Start Time	Hayes Ct Eastbound					Hayes Ct Westbound					Garfield Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:45 AM	32	12	0	3	44	14	38	0	3	52	27	44	0	3	71	167
9:00 AM	17	6	1	1	24	10	38	0	5	48	33	41	0	4	74	146
9:15 AM	19	13	0	6	32	18	42	0	3	60	37	31	0	1	68	160
9:30 AM	20	8	0	7	28	12	34	0	0	46	44	45	0	7	89	163
Total	88	39	1	17	128	54	152	0	11	206	141	161	0	15	302	636
Approach %	68.8	30.5	0.8	-	-	26.2	73.8	0.0	-	-	46.7	53.3	0.0	-	-	-
Total %	13.8	6.1	0.2	-	20.1	8.5	23.9	0.0	-	32.4	22.2	25.3	0.0	-	47.5	-
PHF	0.688	0.750	0.250	-	0.727	0.750	0.905	0.000	-	0.858	0.801	0.894	0.000	-	0.848	0.952
Lights	74	39	1	-	114	53	140	0	-	193	130	154	0	-	284	591
% Lights	84.1	100.0	100.0	-	89.1	98.1	92.1	-	-	93.7	92.2	95.7	-	-	94.0	92.9
Buses	12	0	0	-	12	1	9	0	-	10	11	5	0	-	16	38
% Buses	13.6	0.0	0.0	-	9.4	1.9	5.9	-	-	4.9	7.8	3.1	-	-	5.3	6.0
Trucks	2	0	0	-	2	0	3	0	-	3	0	2	0	-	2	7
% Trucks	2.3	0.0	0.0	-	1.6	0.0	2.0	-	-	1.5	0.0	1.2	-	-	0.7	1.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	17	-	-	-	-	11	-	-	-	-	15	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Forest Road/Carter Lane
Wednesday, January 8, 2020



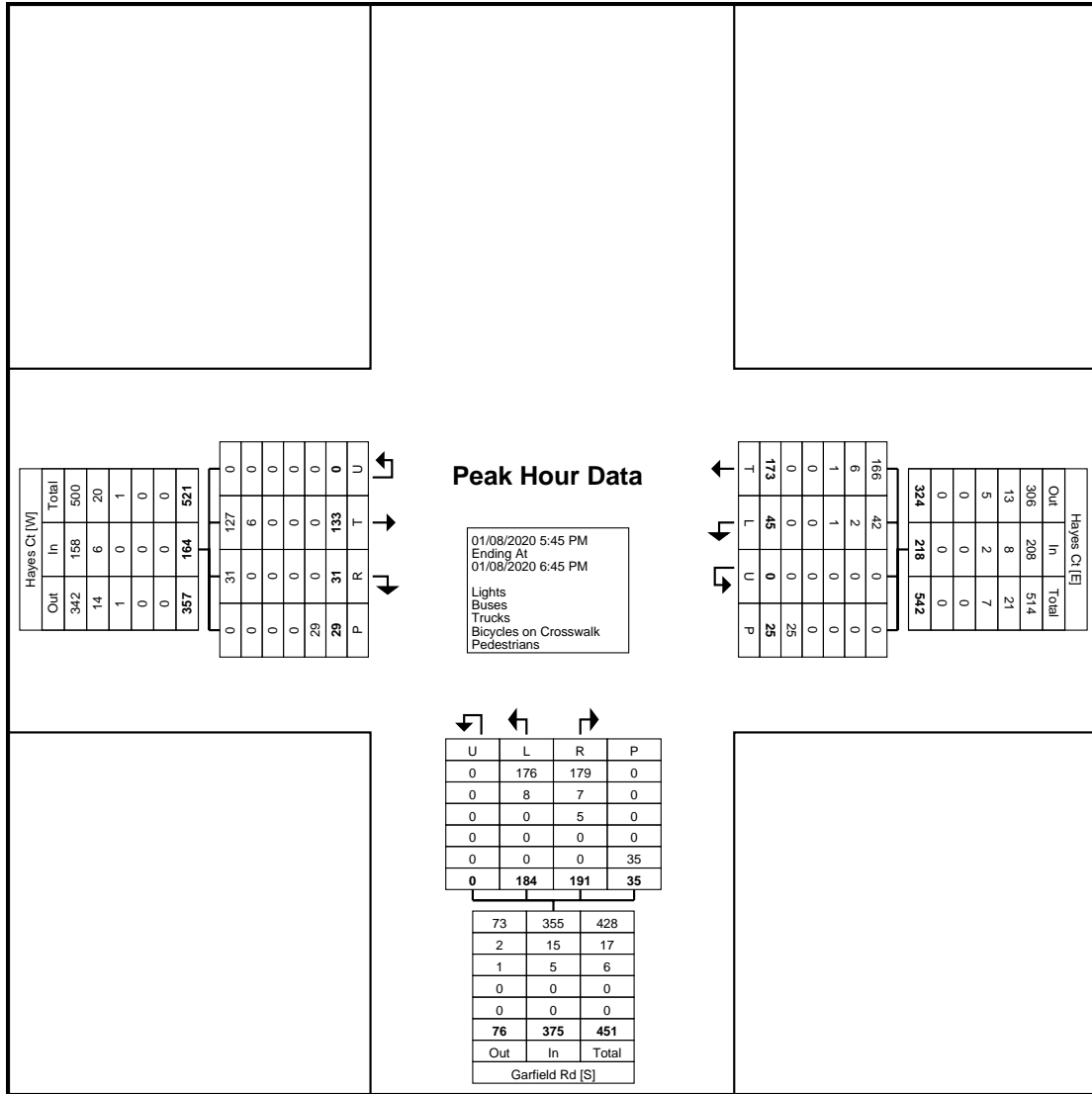
Turning Movement Peak Hour Data Plot (8:45 AM)

Kiryas Joel, New York
Forest Road/Carter Lane
Wednesday, January 8, 2020

Turning Movement Peak Hour Data (5:45 PM)

Start Time	Hayes Ct Eastbound					Hayes Ct Westbound					Garfield Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
5:45 PM	27	12	0	7	39	11	30	0	3	41	47	39	0	4	86	166
6:00 PM	45	6	0	7	51	9	42	0	6	51	40	61	0	6	101	203
6:15 PM	26	6	0	15	32	11	51	0	11	62	58	58	0	13	116	210
6:30 PM	35	7	0	0	42	14	50	0	5	64	39	33	0	12	72	178
Total	133	31	0	29	164	45	173	0	25	218	184	191	0	35	375	757
Approach %	81.1	18.9	0.0	-	-	20.6	79.4	0.0	-	-	49.1	50.9	0.0	-	-	-
Total %	17.6	4.1	0.0	-	21.7	5.9	22.9	0.0	-	28.8	24.3	25.2	0.0	-	49.5	-
PHF	0.739	0.646	0.000	-	0.804	0.804	0.848	0.000	-	0.852	0.793	0.783	0.000	-	0.808	0.901
Lights	127	31	0	-	158	42	166	0	-	208	176	179	0	-	355	721
% Lights	95.5	100.0	-	-	96.3	93.3	96.0	-	-	95.4	95.7	93.7	-	-	94.7	95.2
Buses	6	0	0	-	6	2	6	0	-	8	8	7	0	-	15	29
% Buses	4.5	0.0	-	-	3.7	4.4	3.5	-	-	3.7	4.3	3.7	-	-	4.0	3.8
Trucks	0	0	0	-	0	1	1	0	-	2	0	5	0	-	5	7
% Trucks	0.0	0.0	-	-	0.0	2.2	0.6	-	-	0.9	0.0	2.6	-	-	1.3	0.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	29	-	-	-	-	25	-	-	-	-	35	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Forest Road/Carter Lane
Wednesday, January 8, 2020



Turning Movement Peak Hour Data Plot (5:45 PM)



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Kiryas Joel, New York
Forest Road/Carter Lane
Wednesday, January 8, 2020

Count Name: Hayes
Court/Garfield Road Wednesday
Site Code: 30
Start Date: 01/08/2020
Page No: 7



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184 Baker Rd

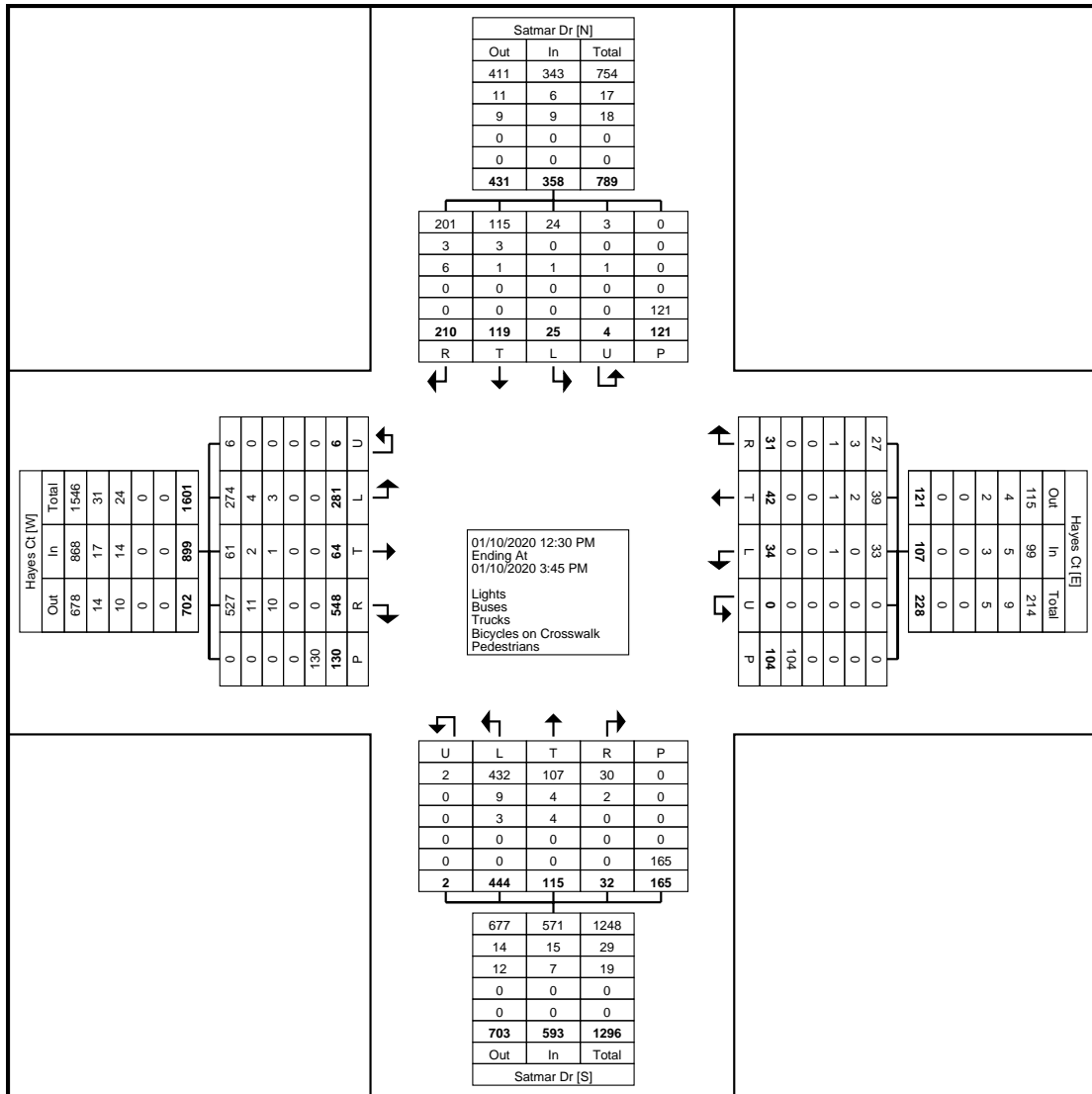
Coatesville, Pennsylvania, United States 19320
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Count Name: Hayes
Court/Satmar Drive Friday
Site Code: 40
Start Date: 01/10/2020
Page No: 1

Kiryas Joel, New York
Hayes Court/Satmar Drive
Friday, January 10, 2020

Turning Movement Data

Start Time	Hayes Ct Eastbound						Hayes Ct Westbound						Satmar Dr Northbound						Satmar Dr Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:30 PM	21	8	43	0	25	72	2	2	5	0	6	9	47	10	2	0	13	59	1	19	14	0	17	34	174
12:45 PM	25	5	56	1	13	87	2	4	1	0	9	7	45	11	3	1	23	60	1	11	18	0	14	30	184
Hourly Total	46	13	99	1	38	159	4	6	6	0	15	16	92	21	5	1	36	119	2	30	32	0	31	64	358
1:00 PM	35	8	50	0	14	93	2	3	4	0	7	9	50	11	5	0	16	66	5	9	22	0	15	36	204
1:15 PM	26	4	48	0	14	78	2	4	2	0	3	8	38	12	3	0	10	53	1	12	19	2	11	34	173
1:30 PM	23	1	41	1	12	66	2	1	3	0	6	6	29	7	1	0	9	37	4	5	21	0	13	30	139
1:45 PM	27	10	49	1	9	87	2	5	2	0	6	9	36	7	5	0	14	48	2	11	27	0	10	40	184
Hourly Total	111	23	188	2	49	324	8	13	11	0	22	32	153	37	14	0	49	204	12	37	89	2	49	140	700
2:00 PM	17	4	42	0	15	63	10	4	1	0	11	15	35	5	0	0	19	40	3	7	17	1	10	28	146
2:15 PM	24	7	47	1	5	79	4	2	4	0	12	10	44	7	2	0	14	53	1	11	21	0	5	33	175
2:30 PM	21	5	45	0	6	71	2	6	1	0	9	9	35	12	3	0	15	50	4	11	13	0	11	28	158
2:45 PM	26	7	43	0	6	76	3	4	3	0	11	10	25	6	1	1	8	33	1	5	12	1	7	19	138
Hourly Total	88	23	177	1	32	289	19	16	9	0	43	44	139	30	6	1	56	176	9	34	63	2	33	108	617
3:00 PM	15	3	40	0	7	58	2	4	2	0	6	8	24	15	3	0	8	42	1	12	13	0	5	26	134
3:15 PM	21	2	43	2	4	68	1	3	3	0	18	7	35	12	4	0	16	51	1	6	13	0	3	20	146
3:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
Grand Total	281	64	548	6	130	899	34	42	31	0	104	107	444	115	32	2	165	593	25	119	210	4	121	358	1957
Approach %	31.3	7.1	61.0	0.7	-	-	31.8	39.3	29.0	0.0	-	-	74.9	19.4	5.4	0.3	-	-	7.0	33.2	58.7	1.1	-	-	-
Total %	14.4	3.3	28.0	0.3	-	45.9	1.7	2.1	1.6	0.0	-	5.5	22.7	5.9	1.6	0.1	-	30.3	1.3	6.1	10.7	0.2	-	18.3	-
Lights	274	61	527	6	-	868	33	39	27	0	-	99	432	107	30	2	-	571	24	115	201	3	-	343	1881
% Lights	97.5	95.3	96.2	100.0	-	96.6	97.1	92.9	87.1	-	-	92.5	97.3	93.0	93.8	100.0	-	96.3	96.0	96.6	95.7	75.0	-	95.8	96.1
Buses	4	2	11	0	-	17	0	2	3	0	-	5	9	4	2	0	-	15	0	3	3	0	-	6	43
% Buses	1.4	3.1	2.0	0.0	-	1.9	0.0	4.8	9.7	-	-	4.7	2.0	3.5	6.3	0.0	-	2.5	0.0	2.5	1.4	0.0	-	1.7	2.2
Trucks	3	1	10	0	-	14	1	1	1	0	-	3	3	4	0	0	-	7	1	1	6	1	-	9	33
% Trucks	1.1	1.6	1.8	0.0	-	1.6	2.9	2.4	3.2	-	-	2.8	0.7	3.5	0.0	0.0	-	1.2	4.0	0.8	2.9	25.0	-	2.5	1.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	130	-	-	-	-	-	104	-	-	-	-	-	165	-	-	-	-	-	121	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



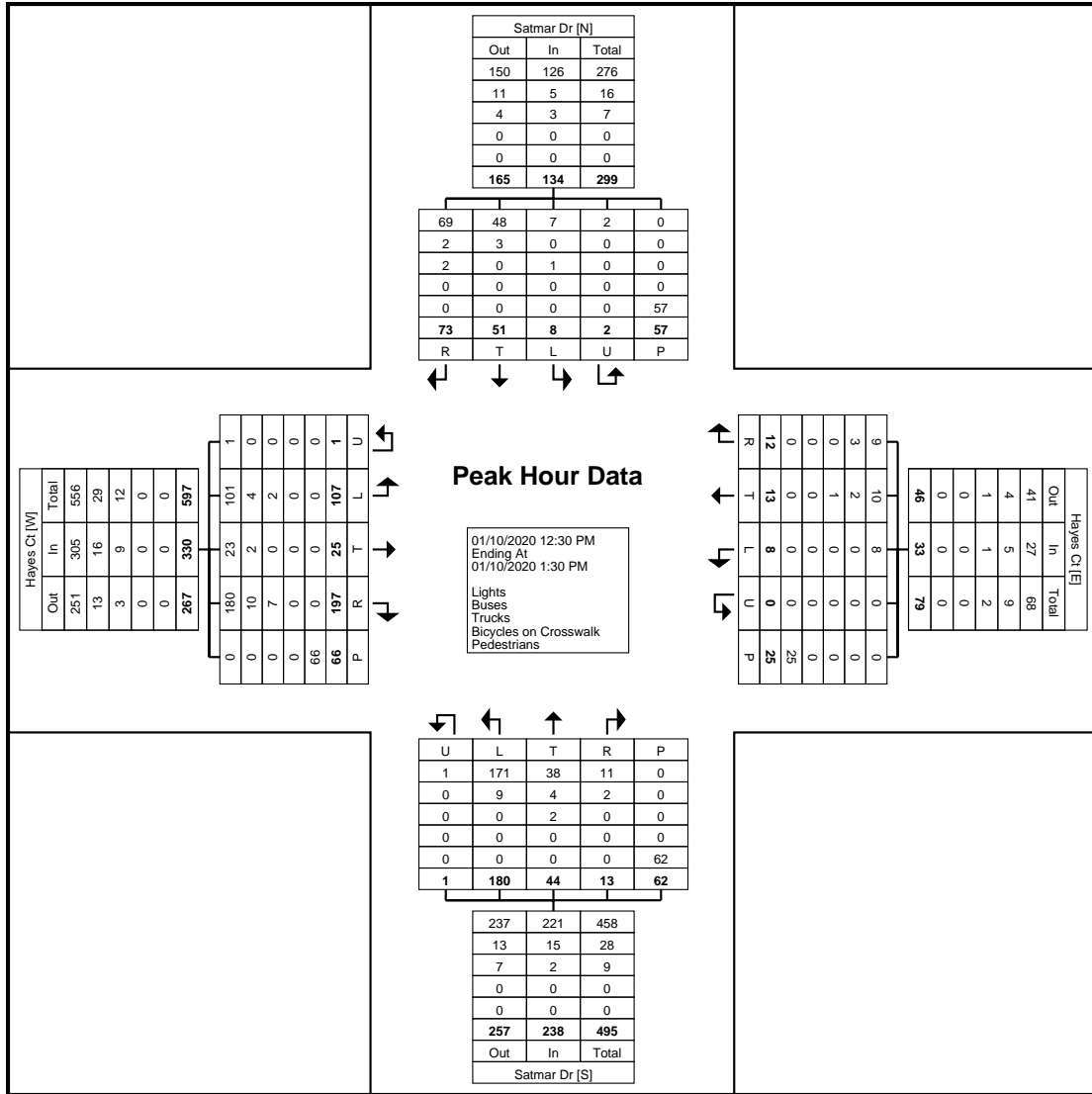
Turning Movement Data Plot

Kiryas Joel, New York
Hayes Court/Satmar Drive
Friday, January 10, 2020

Turning Movement Peak Hour Data (12:30 PM)

Start Time	Hayes Ct Eastbound						Hayes Ct Westbound						Satmar Dr Northbound						Satmar Dr Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:30 PM	21	8	43	0	25	72	2	2	5	0	6	9	47	10	2	0	13	59	1	19	14	0	17	34	174
12:45 PM	25	5	56	1	13	87	2	4	1	0	9	7	45	11	3	1	23	60	1	11	18	0	14	30	184
1:00 PM	35	8	50	0	14	93	2	3	4	0	7	9	50	11	5	0	16	66	5	9	22	0	15	36	204
1:15 PM	26	4	48	0	14	78	2	4	2	0	3	8	38	12	3	0	10	53	1	12	19	2	11	34	173
Total	107	25	197	1	66	330	8	13	12	0	25	33	180	44	13	1	62	238	8	51	73	2	57	134	735
Approach %	32.4	7.6	59.7	0.3	-	-	24.2	39.4	36.4	0.0	-	-	75.6	18.5	5.5	0.4	-	-	6.0	38.1	54.5	1.5	-	-	-
Total %	14.6	3.4	26.8	0.1	-	44.9	1.1	1.8	1.6	0.0	-	4.5	24.5	6.0	1.8	0.1	-	32.4	1.1	6.9	9.9	0.3	-	18.2	-
PHF	0.764	0.781	0.879	0.250	-	0.887	1.000	0.813	0.600	0.000	-	0.917	0.900	0.917	0.650	0.250	-	0.902	0.400	0.671	0.830	0.250	-	0.931	0.901
Lights	101	23	180	1	-	305	8	10	9	0	-	27	171	38	11	1	-	221	7	48	69	2	-	126	679
% Lights	94.4	92.0	91.4	100.0	-	92.4	100.0	76.9	75.0	-	-	81.8	95.0	86.4	84.6	100.0	-	92.9	87.5	94.1	94.5	100.0	-	94.0	92.4
Buses	4	2	10	0	-	16	0	2	3	0	-	5	9	4	2	0	-	15	0	3	2	0	-	5	41
% Buses	3.7	8.0	5.1	0.0	-	4.8	0.0	15.4	25.0	-	-	15.2	5.0	9.1	15.4	0.0	-	6.3	0.0	5.9	2.7	0.0	-	3.7	5.6
Trucks	2	0	7	0	-	9	0	1	0	0	-	1	0	2	0	0	-	2	1	0	2	0	-	3	15
% Trucks	1.9	0.0	3.6	0.0	-	2.7	0.0	7.7	0.0	-	-	3.0	0.0	4.5	0.0	0.0	-	0.8	12.5	0.0	2.7	0.0	-	2.2	2.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	66	-	-	-	-	-	25	-	-	-	-	-	62	-	-	-	-	-	57	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Hayes Court/Satmar Drive
Friday, January 10, 2020



Turning Movement Peak Hour Data Plot (12:30 PM)



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Kiryas Joel, New York
Hayes Court/Satmar Drive
Friday, January 10, 2020

Count Name: Hayes
Court/Satmar Drive Friday
Site Code: 40
Start Date: 01/10/2020
Page No: 5



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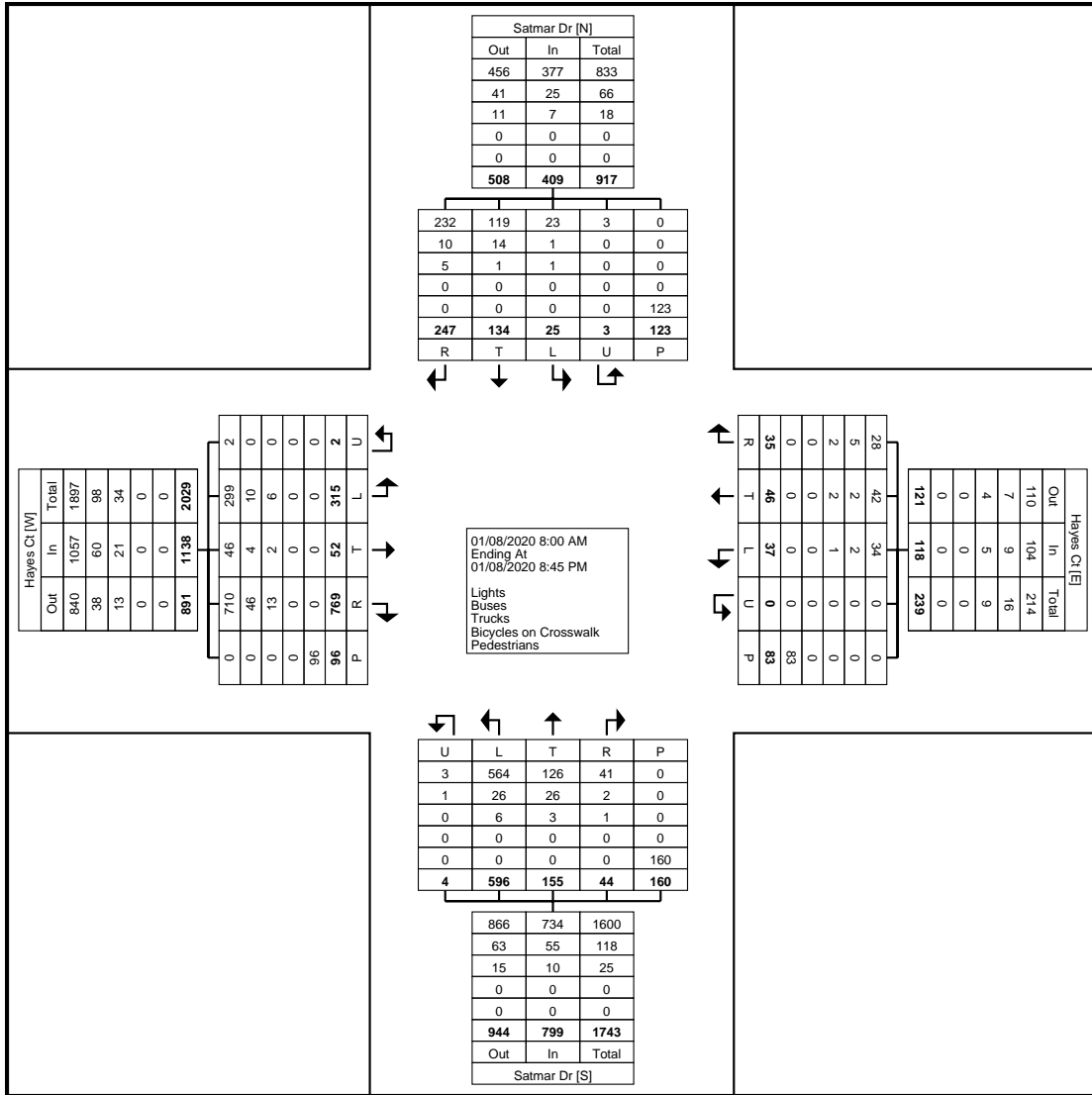
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Count Name: Hayes
Court/Satmar Drive Wednesday
Site Code: 40
Start Date: 01/08/2020
Page No: 1

Kiryas Joel, New York
Hayes Court/Satmar Drive
Wednesday, January 8, 2020

Turning Movement Data

Start Time	Hayes Ct Eastbound						Hayes Ct Westbound						Satmar Dr Northbound						Satmar Dr Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	12	1	32	1	1	46	2	1	1	0	7	4	24	8	2	1	6	35	0	9	11	0	6	20	105
8:15 AM	11	3	34	0	4	48	1	0	2	0	2	3	20	7	1	1	12	29	0	4	10	0	9	14	94
8:30 AM	12	0	40	0	21	52	0	1	1	0	6	2	30	9	0	0	13	39	1	10	8	0	6	19	112
8:45 AM	15	1	55	0	13	71	0	1	3	0	3	4	31	10	1	0	6	42	1	5	9	0	10	15	132
Hourly Total	50	5	161	1	39	217	3	3	7	0	18	13	105	34	4	2	37	145	2	28	38	0	31	68	443
9:00 AM	19	4	45	0	4	68	2	1	3	0	5	6	32	12	3	0	4	47	0	9	13	0	5	22	143
9:15 AM	12	3	32	0	11	47	3	4	0	0	3	7	27	5	2	0	6	34	4	3	12	0	4	19	107
9:30 AM	13	4	39	0	5	56	0	3	1	0	5	4	25	6	3	0	6	34	0	4	16	0	8	20	114
9:45 AM	15	4	40	0	3	59	5	1	2	0	1	8	25	4	2	1	8	32	2	5	14	0	2	21	120
Hourly Total	59	15	156	0	23	230	10	9	6	0	14	25	109	27	10	1	24	147	6	21	55	0	19	82	484
10:00 AM	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
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	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
5:30 PM	19	2	52	0	3	73	0	1	1	0	4	2	35	10	3	0	5	48	0	6	7	0	5	13	136
5:45 PM	22	3	26	0	2	51	0	2	3	0	5	5	23	6	3	0	8	32	4	3	10	2	7	19	107
Hourly Total	41	5	78	0	5	124	0	3	4	0	9	7	58	16	6	0	13	80	4	9	17	2	12	32	243
6:00 PM	23	5	53	0	4	81	2	4	3	0	5	9	28	9	4	0	12	41	0	15	20	1	6	36	167
6:15 PM	19	5	47	0	7	71	3	4	2	0	3	9	37	10	1	0	13	48	1	7	16	0	9	24	152
6:30 PM	19	1	32	0	3	52	1	2	3	0	12	6	34	5	1	0	22	40	1	7	13	0	13	21	119
6:45 PM	12	0	51	0	1	63	5	2	0	0	5	7	27	8	3	0	11	38	0	11	13	0	2	24	132
Hourly Total	73	11	183	0	15	267	11	12	8	0	25	31	126	32	9	0	58	167	2	40	62	1	30	105	570
7:00 PM	15	2	32	1	3	50	3	4	2	0	4	9	41	8	4	0	5	53	3	11	13	0	6	27	139
7:15 PM	16	2	39	0	4	57	1	2	0	0	2	3	30	8	4	0	3	42	1	6	12	0	5	19	121
7:30 PM	15	3	34	0	1	52	3	2	1	0	3	6	37	10	3	1	7	51	1	5	6	0	2	12	121
7:45 PM	10	1	27	0	2	38	0	0	2	0	2	2	26	8	3	0	3	37	1	1	12	0	7	14	91
Hourly Total	56	8	132	1	10	197	7	8	5	0	11	20	134	34	14	1	18	183	6	23	43	0	20	72	472
8:00 PM	21	5	21	0	0	47	4	6	4	0	4	14	35	8	0	0	4	43	4	8	14	0	2	26	130
8:15 PM	15	3	38	0	4	56	2	5	1	0	2	8	29	4	1	0	6	34	1	5	18	0	9	24	122
8:30 PM	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
Grand Total	315	52	769	2	96	1138	37	46	35	0	83	118	596	155	44	4	160	799	25	134	247	3	123	409	2464
Approach %	27.7	4.6	67.6	0.2	-	-	31.4	39.0	29.7	0.0	-	-	74.6	19.4	5.5	0.5	-	-	6.1	32.8	60.4	0.7	-	-	-
Total %	12.8	2.1	31.2	0.1	-	46.2	1.5	1.9	1.4	0.0	-	4.8	24.2	6.3	1.8	0.2	-	32.4	1.0	5.4	10.0	0.1	-	16.6	-
Lights	299	46	710	2	-	1057	34	42	28	0	-	104	564	126	41	3	-	734	23	119	232	3	-	377	2272
% Lights	94.9	88.5	92.3	100.0	-	92.9	91.9	91.3	80.0	-	-	88.1	94.6	81.3	93.2	75.0	-	91.9	92.0	88.8	93.9	100.0	-	92.2	92.2
Buses	10	4	46	0	-	60	2	2	5	0	-	9	26	26	2	1	-	55	1	14	10	0	-	25	149
% Buses	3.2	7.7	6.0	0.0	-	5.3	5.4	4.3	14.3	-	-	7.6	4.4	16.8	4.5	25.0	-	6.9	4.0	10.4	4.0	0.0	-	6.1	6.0
Trucks	6	2	13	0	-	21	1	2	2	0	-	5	6	3	1	0	-	10	1	1	5	0	-	7	43
% Trucks	1.9	3.8	1.7	0.0	-	1.8	2.7	4.3	5.7	-	-	4.2	1.0	1.9	2.3	0.0	-	1.3	4.0	0.7	2.0	0.0	-	1.7	1.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	96	-	-	-	-	83	-	-	-	-	-	-	160	-	-	-	-	123	-	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-

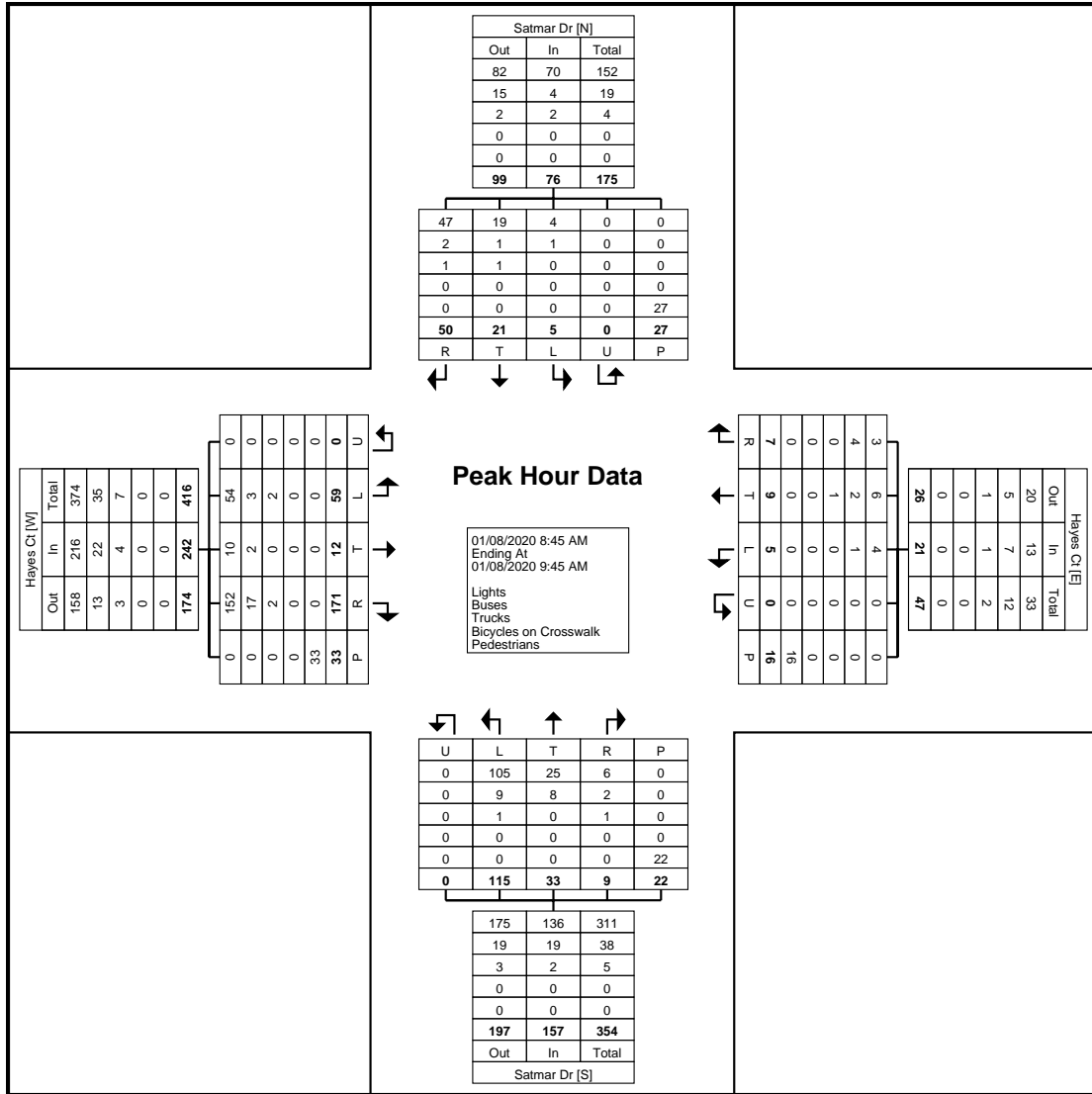


Turning Movement Data Plot

Kiryas Joel, New York
Hayes Court/Satmar Drive
Wednesday, January 8, 2020

Turning Movement Peak Hour Data (8:45 AM)

Start Time	Hayes Ct Eastbound						Hayes Ct Westbound						Satmar Dr Northbound						Satmar Dr Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:45 AM	15	1	55	0	13	71	0	1	3	0	3	4	31	10	1	0	6	42	1	5	9	0	10	15	132
9:00 AM	19	4	45	0	4	68	2	1	3	0	5	6	32	12	3	0	4	47	0	9	13	0	5	22	143
9:15 AM	12	3	32	0	11	47	3	4	0	0	3	7	27	5	2	0	6	34	4	3	12	0	4	19	107
9:30 AM	13	4	39	0	5	56	0	3	1	0	5	4	25	6	3	0	6	34	0	4	16	0	8	20	114
Total	59	12	171	0	33	242	5	9	7	0	16	21	115	33	9	0	22	157	5	21	50	0	27	76	496
Approach %	24.4	5.0	70.7	0.0	-	-	23.8	42.9	33.3	0.0	-	-	73.2	21.0	5.7	0.0	-	-	6.6	27.6	65.8	0.0	-	-	-
Total %	11.9	2.4	34.5	0.0	-	48.8	1.0	1.8	1.4	0.0	-	4.2	23.2	6.7	1.8	0.0	-	31.7	1.0	4.2	10.1	0.0	-	15.3	-
PHF	0.776	0.750	0.777	0.000	-	0.852	0.417	0.563	0.583	0.000	-	0.750	0.898	0.688	0.750	0.000	-	0.835	0.313	0.583	0.781	0.000	-	0.864	0.867
Lights	54	10	152	0	-	216	4	6	3	0	-	13	105	25	6	0	-	136	4	19	47	0	-	70	435
% Lights	91.5	83.3	88.9	-	-	89.3	80.0	66.7	42.9	-	-	61.9	91.3	75.8	66.7	-	-	86.6	80.0	90.5	94.0	-	-	92.1	87.7
Buses	3	2	17	0	-	22	1	2	4	0	-	7	9	8	2	0	-	19	1	1	2	0	-	4	52
% Buses	5.1	16.7	9.9	-	-	9.1	20.0	22.2	57.1	-	-	33.3	7.8	24.2	22.2	-	-	12.1	20.0	4.8	4.0	-	-	5.3	10.5
Trucks	2	0	2	0	-	4	0	1	0	0	-	1	1	0	1	0	-	2	0	1	1	0	-	2	9
% Trucks	3.4	0.0	1.2	-	-	1.7	0.0	11.1	0.0	-	-	4.8	0.9	0.0	11.1	-	-	1.3	0.0	4.8	2.0	-	-	2.6	1.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	33	-	-	-	-	-	16	-	-	-	-	-	22	-	-	-	-	-	27	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



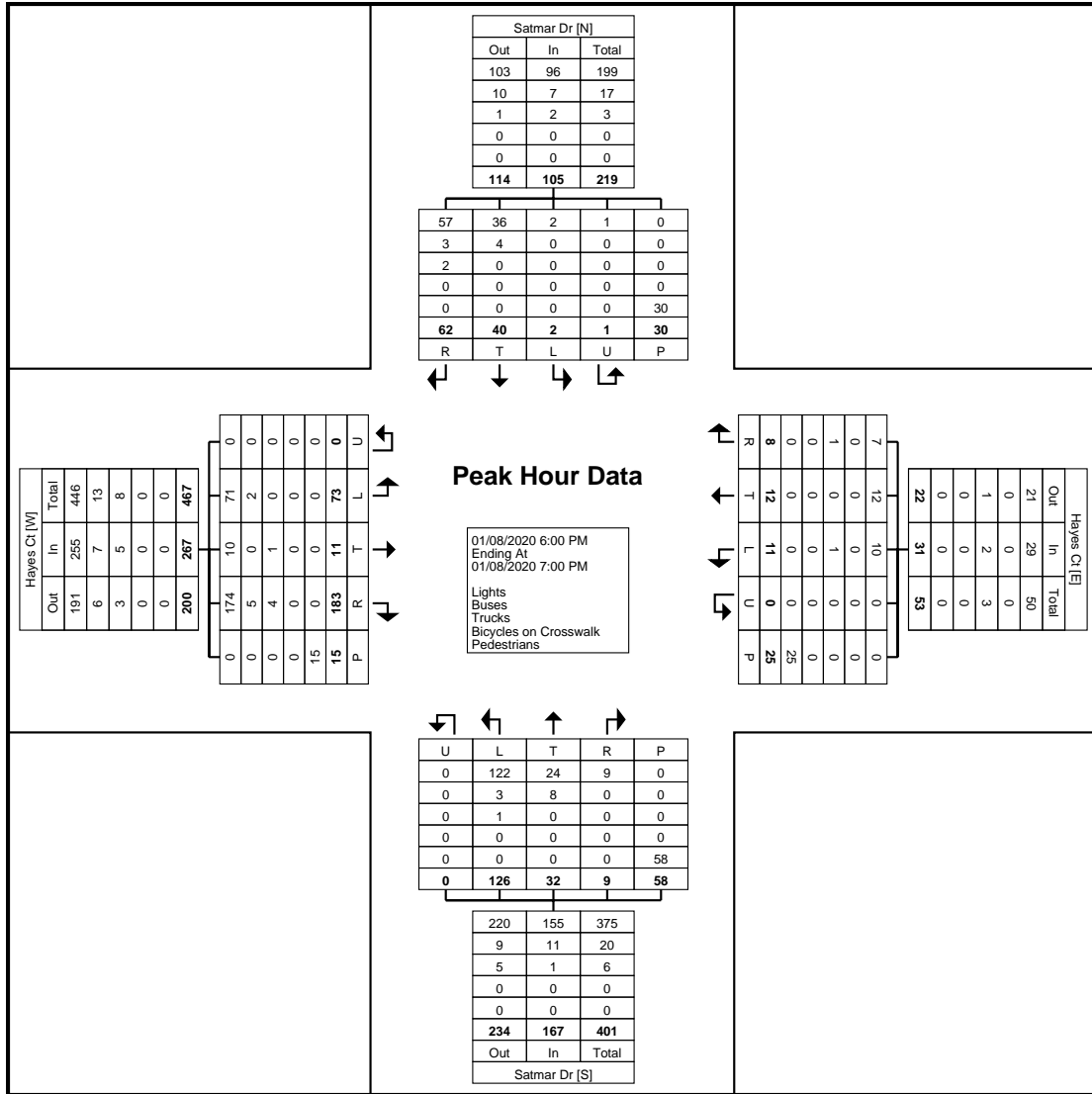
Turning Movement Peak Hour Data Plot (8:45 AM)

Kiryas Joel, New York
Hayes Court/Satmar Drive
Wednesday, January 8, 2020

Turning Movement Peak Hour Data (6:00 PM)

Start Time	Hayes Ct Eastbound						Hayes Ct Westbound						Satmar Dr Northbound						Satmar Dr Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 PM	23	5	53	0	4	81	2	4	3	0	5	9	28	9	4	0	12	41	0	15	20	1	6	36	167
6:15 PM	19	5	47	0	7	71	3	4	2	0	3	9	37	10	1	0	13	48	1	7	16	0	9	24	152
6:30 PM	19	1	32	0	3	52	1	2	3	0	12	6	34	5	1	0	22	40	1	7	13	0	13	21	119
6:45 PM	12	0	51	0	1	63	5	2	0	0	5	7	27	8	3	0	11	38	0	11	13	0	2	24	132
Total	73	11	183	0	15	267	11	12	8	0	25	31	126	32	9	0	58	167	2	40	62	1	30	105	570
Approach %	27.3	4.1	68.5	0.0	-	-	35.5	38.7	25.8	0.0	-	-	75.4	19.2	5.4	0.0	-	-	1.9	38.1	59.0	1.0	-	-	-
Total %	12.8	1.9	32.1	0.0	-	46.8	1.9	2.1	1.4	0.0	-	5.4	22.1	5.6	1.6	0.0	-	29.3	0.4	7.0	10.9	0.2	-	18.4	-
PHF	0.793	0.550	0.863	0.000	-	0.824	0.550	0.750	0.667	0.000	-	0.861	0.851	0.800	0.563	0.000	-	0.870	0.500	0.667	0.775	0.250	-	0.729	0.853
Lights	71	10	174	0	-	255	10	12	7	0	-	29	122	24	9	0	-	155	2	36	57	1	-	96	535
% Lights	97.3	90.9	95.1	-	-	95.5	90.9	100.0	87.5	-	-	93.5	96.8	75.0	100.0	-	-	92.8	100.0	90.0	91.9	100.0	-	91.4	93.9
Buses	2	0	5	0	-	7	0	0	0	0	-	0	3	8	0	0	-	11	0	4	3	0	-	7	25
% Buses	2.7	0.0	2.7	-	-	2.6	0.0	0.0	0.0	-	-	0.0	2.4	25.0	0.0	-	-	6.6	0.0	10.0	4.8	0.0	-	6.7	4.4
Trucks	0	1	4	0	-	5	1	0	1	0	-	2	1	0	0	0	-	1	0	0	2	0	-	2	10
% Trucks	0.0	9.1	2.2	-	-	1.9	9.1	0.0	12.5	-	-	6.5	0.8	0.0	0.0	-	-	0.6	0.0	0.0	3.2	0.0	-	1.9	1.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	15	-	-	-	-	-	25	-	-	-	-	-	58	-	-	-	-	-	30	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Hayes Court/Satmar Drive
Wednesday, January 8, 2020



Turning Movement Peak Hour Data Plot (6:00 PM)



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Kiryas Joel, New York
Hayes Court/Satmar Drive
Wednesday, January 8, 2020

Count Name: Hayes
Court/Satmar Drive Wednesday
Site Code: 40
Start Date: 01/08/2020
Page No: 7



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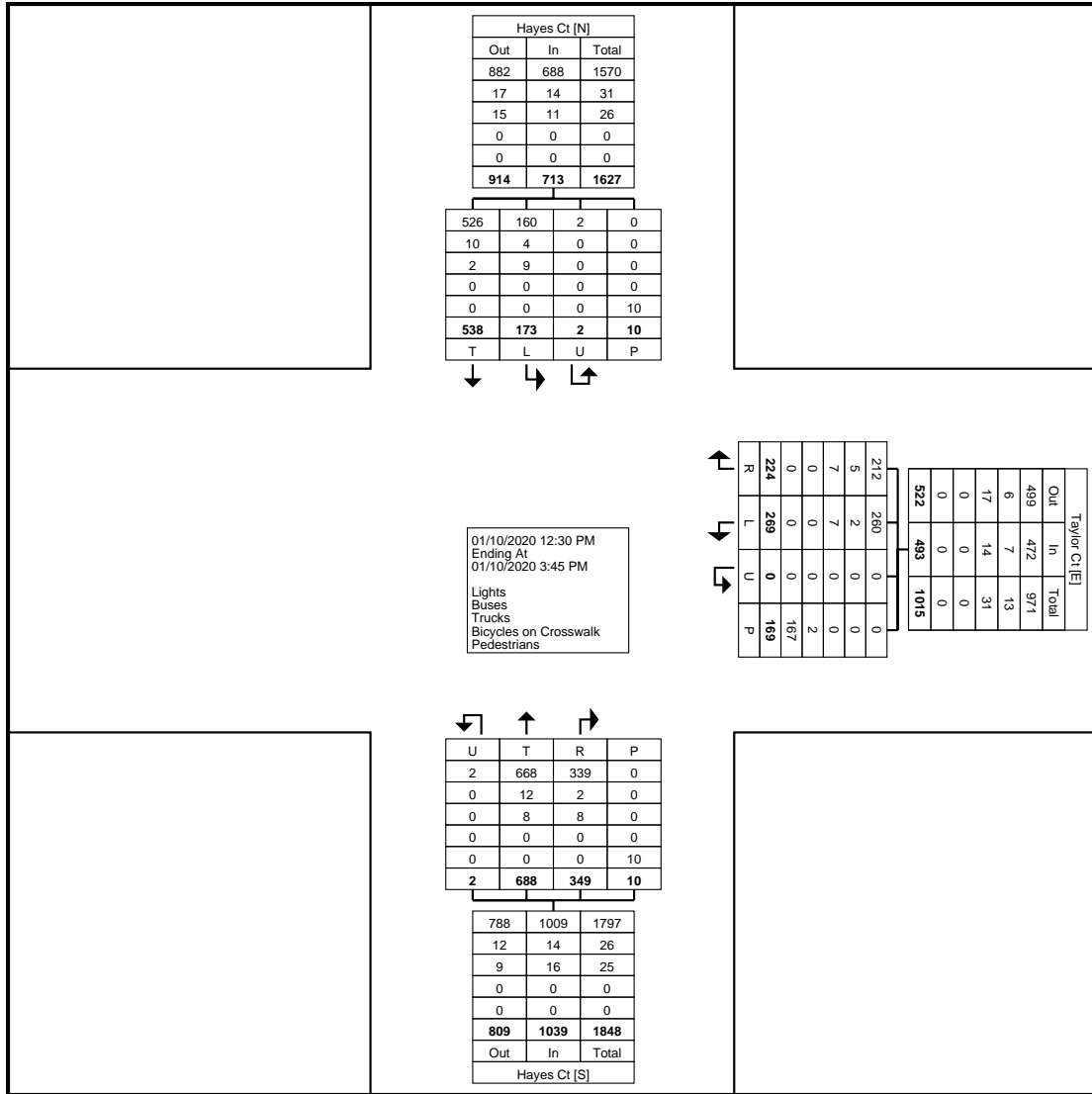
Count Name: Hayes
Court/Taylor Court Friday
Site Code: 39
Start Date: 01/10/2020
Page No: 1

Kiryas Joel, New York
Hayes Court/Taylor Court
Friday, January 10, 2020

Turning Movement Data

Start Time	Taylor Ct Westbound					Hayes Ct Northbound					Hayes Ct Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
12:30 PM	21	20	0	20	41	57	29	0	2	86	12	51	0	1	63	190
12:45 PM	21	22	0	20	43	68	30	0	0	98	17	45	0	0	62	203
Hourly Total	42	42	0	40	84	125	59	0	2	184	29	96	0	1	125	393
1:00 PM	31	27	0	15	58	61	30	0	1	91	22	58	0	4	80	229
1:15 PM	21	17	0	13	38	58	22	1	4	81	13	46	0	0	59	178
1:30 PM	13	14	0	7	27	52	30	0	0	82	12	42	0	1	54	163
1:45 PM	21	24	0	19	45	64	34	0	0	98	13	51	0	1	64	207
Hourly Total	86	82	0	54	168	235	116	1	5	352	60	197	0	6	257	777
2:00 PM	27	17	0	18	44	52	37	0	3	89	18	45	0	0	63	196
2:15 PM	22	16	0	11	38	63	24	1	0	88	19	51	0	3	70	196
2:30 PM	25	20	0	12	45	53	25	0	0	78	13	43	0	0	56	179
2:45 PM	25	14	0	19	39	61	36	0	0	97	12	32	0	0	44	180
Hourly Total	99	67	0	60	166	229	122	1	3	352	62	171	0	3	233	751
3:00 PM	19	14	0	5	33	47	26	0	0	73	15	29	0	0	44	150
3:15 PM	23	19	0	10	42	52	26	0	0	78	6	45	2	0	53	173
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Grand Total	269	224	0	169	493	688	349	2	10	1039	173	538	2	10	713	2245
Approach %	54.6	45.4	0.0	-	-	66.2	33.6	0.2	-	-	24.3	75.5	0.3	-	-	-
Total %	12.0	10.0	0.0	-	22.0	30.6	15.5	0.1	-	46.3	7.7	24.0	0.1	-	31.8	-
Lights	260	212	0	-	472	668	339	2	-	1009	160	526	2	-	688	2169
% Lights	96.7	94.6	-	-	95.7	97.1	97.1	100.0	-	97.1	92.5	97.8	100.0	-	96.5	96.6
Buses	2	5	0	-	7	12	2	0	-	14	4	10	0	-	14	35
% Buses	0.7	2.2	-	-	1.4	1.7	0.6	0.0	-	1.3	2.3	1.9	0.0	-	2.0	1.6
Trucks	7	7	0	-	14	8	8	0	-	16	9	2	0	-	11	41
% Trucks	2.6	3.1	-	-	2.8	1.2	2.3	0.0	-	1.5	5.2	0.4	0.0	-	1.5	1.8
Bicycles on Crosswalk	-	-	-	2	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	1.2	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	167	-	-	-	-	10	-	-	-	-	10	-	-
% Pedestrians	-	-	-	98.8	-	-	-	-	100.0	-	-	-	-	100.0	-	-

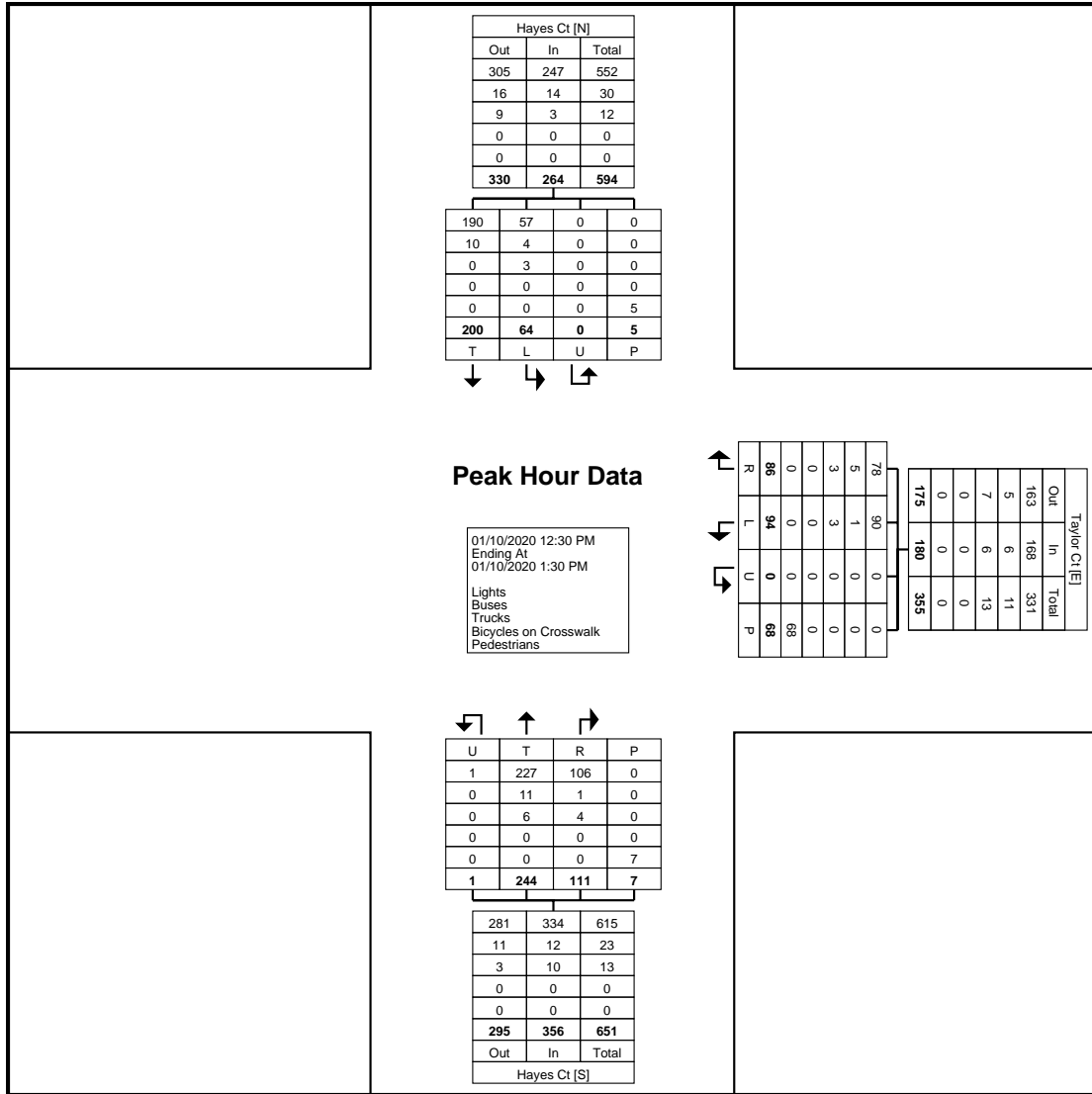
Kiryas Joel, New York
Hayes Court/Taylor Court
Friday, January 10, 2020



Turning Movement Data Plot

Turning Movement Peak Hour Data (12:30 PM)

Start Time	Taylor Ct Westbound					Hayes Ct Northbound					Hayes Ct Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
12:30 PM	21	20	0	20	41	57	29	0	2	86	12	51	0	1	63	190
12:45 PM	21	22	0	20	43	68	30	0	0	98	17	45	0	0	62	203
1:00 PM	31	27	0	15	58	61	30	0	1	91	22	58	0	4	80	229
1:15 PM	21	17	0	13	38	58	22	1	4	81	13	46	0	0	59	178
Total	94	86	0	68	180	244	111	1	7	356	64	200	0	5	264	800
Approach %	52.2	47.8	0.0	-	-	68.5	31.2	0.3	-	-	24.2	75.8	0.0	-	-	-
Total %	11.8	10.8	0.0	-	22.5	30.5	13.9	0.1	-	44.5	8.0	25.0	0.0	-	33.0	-
PHF	0.758	0.796	0.000	-	0.776	0.897	0.925	0.250	-	0.908	0.727	0.862	0.000	-	0.825	0.873
Lights	90	78	0	-	168	227	106	1	-	334	57	190	0	-	247	749
% Lights	95.7	90.7	-	-	93.3	93.0	95.5	100.0	-	93.8	89.1	95.0	-	-	93.6	93.6
Buses	1	5	0	-	6	11	1	0	-	12	4	10	0	-	14	32
% Buses	1.1	5.8	-	-	3.3	4.5	0.9	0.0	-	3.4	6.3	5.0	-	-	5.3	4.0
Trucks	3	3	0	-	6	6	4	0	-	10	3	0	0	-	3	19
% Trucks	3.2	3.5	-	-	3.3	2.5	3.6	0.0	-	2.8	4.7	0.0	-	-	1.1	2.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	68	-	-	-	-	7	-	-	-	-	5	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (12:30 PM)



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Friday, January 10, 2020

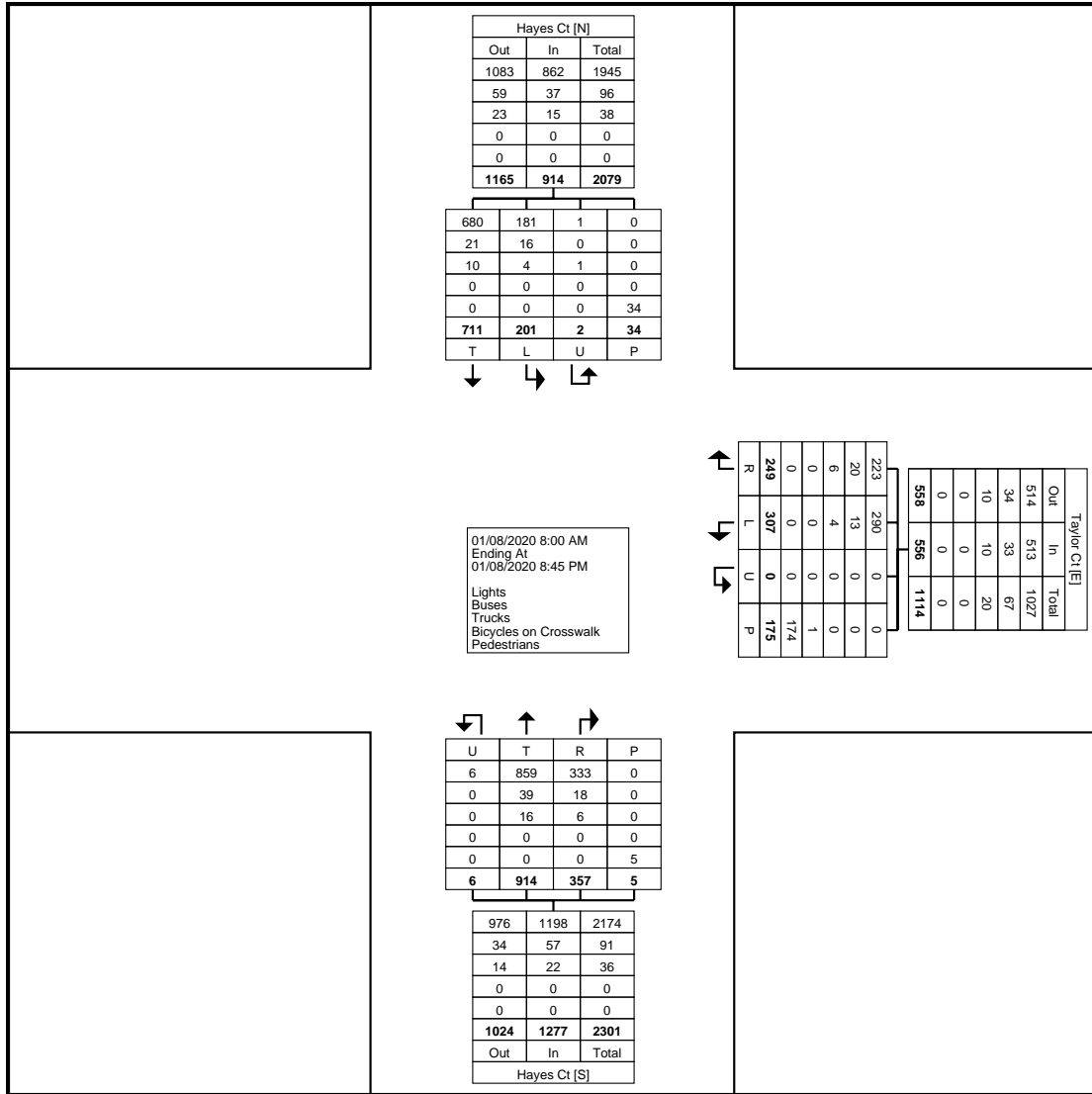
Count Name: Hayes
Court/Taylor Court Friday
Site Code: 39
Start Date: 01/10/2020
Page No: 5

Kiryas Joel, New York
Hayes Court/Taylor Court
Wednesday, January 8, 2020

Turning Movement Data

Start Time	Taylor Ct Westbound					Hayes Ct Northbound					Hayes Ct Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
8:00 AM	17	15	0	2	32	32	16	0	0	48	12	29	0	1	41	121
8:15 AM	17	9	0	9	26	41	14	0	0	55	4	31	0	2	35	116
8:30 AM	11	18	0	6	29	39	16	1	0	56	10	29	0	6	39	124
8:45 AM	18	15	0	6	33	60	18	0	0	78	7	34	0	9	41	152
Hourly Total	63	57	0	23	120	172	64	1	0	237	33	123	0	18	156	513
9:00 AM	18	16	0	5	34	45	15	0	0	60	7	35	0	4	42	136
9:15 AM	18	9	0	8	27	41	12	1	0	54	9	40	0	0	49	130
9:30 AM	14	13	0	9	27	44	17	0	0	61	8	34	0	2	42	130
9:45 AM	12	14	0	16	26	47	10	0	0	57	6	36	0	0	42	125
Hourly Total	62	52	0	38	114	177	54	1	0	232	30	145	0	6	175	521
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	9	12	0	4	21	63	12	1	0	76	10	34	0	0	44	141
5:45 PM	13	10	0	4	23	46	16	0	0	62	10	26	0	1	36	121
Hourly Total	22	22	0	8	44	109	28	1	0	138	20	60	0	1	80	262
6:00 PM	17	15	0	11	32	69	39	1	0	109	15	38	0	2	53	194
6:15 PM	20	14	0	19	34	56	27	0	0	83	17	39	0	0	56	173
6:30 PM	20	10	0	27	30	43	26	1	1	70	14	39	0	1	53	153
6:45 PM	15	14	0	14	29	51	19	0	1	70	9	33	0	0	42	141
Hourly Total	72	53	0	71	125	219	111	2	2	332	55	149	0	3	204	661
7:00 PM	13	14	0	6	27	30	15	1	0	46	13	42	1	0	56	129
7:15 PM	15	10	0	3	25	49	15	0	1	64	9	36	0	1	45	134
7:30 PM	7	12	0	11	19	43	18	0	0	61	15	30	0	1	45	125
7:45 PM	21	10	0	4	31	30	18	0	2	48	10	32	0	2	42	121
Hourly Total	56	46	0	24	102	152	66	1	3	219	47	140	1	4	188	509
8:00 PM	14	10	0	6	24	36	22	0	0	58	9	48	0	2	57	139
8:15 PM	18	9	0	5	27	49	12	0	0	61	7	46	1	0	54	142
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	307	249	0	175	556	914	357	6	5	1277	201	711	2	34	914	2747
Approach %	55.2	44.8	0.0	-	-	71.6	28.0	0.5	-	-	22.0	77.8	0.2	-	-	-
Total %	11.2	9.1	0.0	-	20.2	33.3	13.0	0.2	-	46.5	7.3	25.9	0.1	-	33.3	-
Lights	290	223	0	-	513	859	333	6	-	1198	181	680	1	-	862	2573
% Lights	94.5	89.6	-	-	92.3	94.0	93.3	100.0	-	93.8	90.0	95.6	50.0	-	94.3	93.7
Buses	13	20	0	-	33	39	18	0	-	57	16	21	0	-	37	127
% Buses	4.2	8.0	-	-	5.9	4.3	5.0	0.0	-	4.5	8.0	3.0	0.0	-	4.0	4.6
Trucks	4	6	0	-	10	16	6	0	-	22	4	10	1	-	15	47
% Trucks	1.3	2.4	-	-	1.8	1.8	1.7	0.0	-	1.7	2.0	1.4	50.0	-	1.6	1.7
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.6	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	174	-	-	-	-	5	-	-	-	-	34	-	-
% Pedestrians	-	-	-	99.4	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Hayes Court/Taylor Court
Wednesday, January 8, 2020

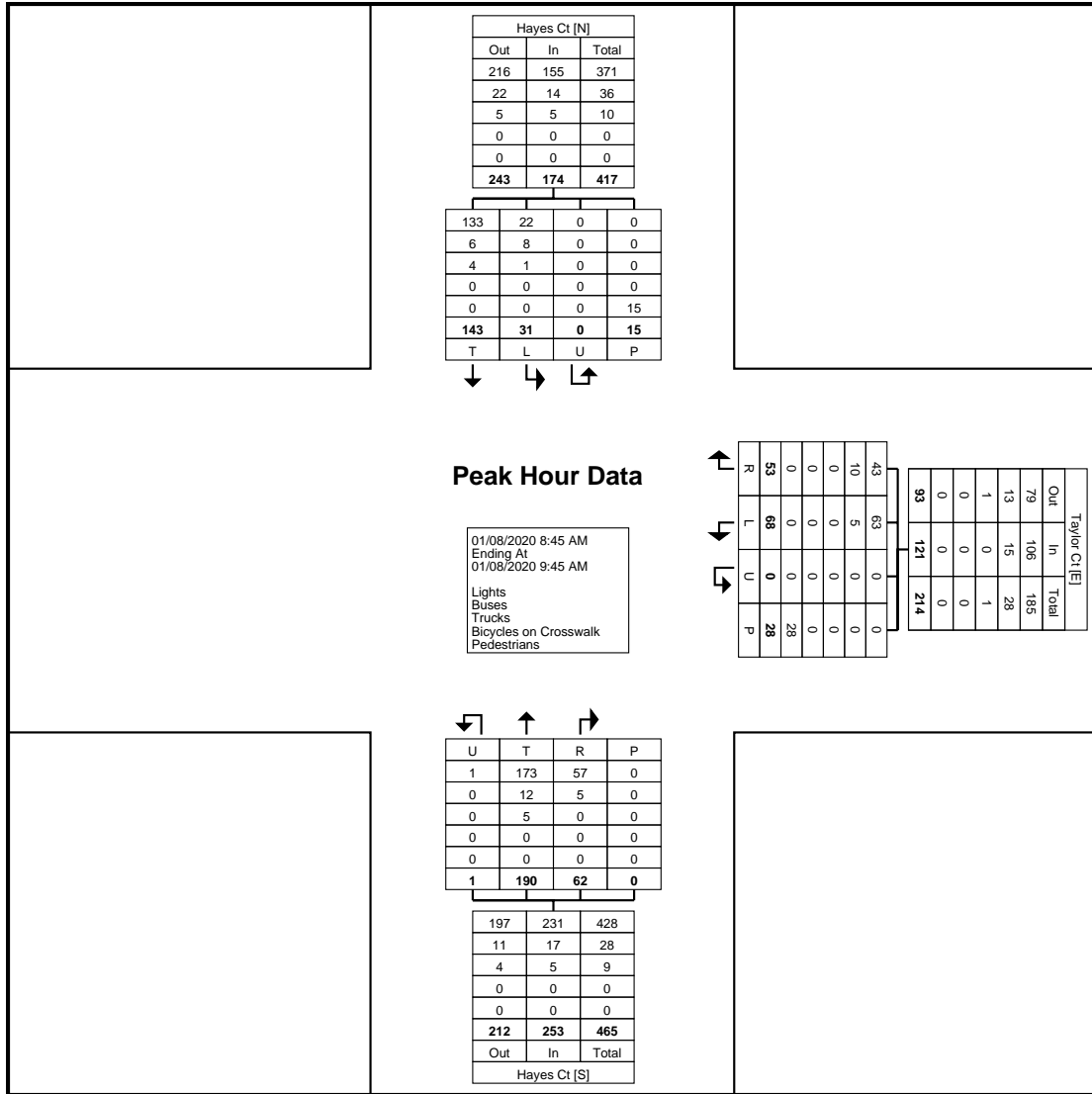


Turning Movement Data Plot

Turning Movement Peak Hour Data (8:45 AM)

Start Time	Taylor Ct Westbound					Hayes Ct Northbound					Hayes Ct Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
8:45 AM	18	15	0	6	33	60	18	0	0	78	7	34	0	9	41	152
9:00 AM	18	16	0	5	34	45	15	0	0	60	7	35	0	4	42	136
9:15 AM	18	9	0	8	27	41	12	1	0	54	9	40	0	0	49	130
9:30 AM	14	13	0	9	27	44	17	0	0	61	8	34	0	2	42	130
Total	68	53	0	28	121	190	62	1	0	253	31	143	0	15	174	548
Approach %	56.2	43.8	0.0	-	-	75.1	24.5	0.4	-	-	17.8	82.2	0.0	-	-	-
Total %	12.4	9.7	0.0	-	22.1	34.7	11.3	0.2	-	46.2	5.7	26.1	0.0	-	31.8	-
PHF	0.944	0.828	0.000	-	0.890	0.792	0.861	0.250	-	0.811	0.861	0.894	0.000	-	0.888	0.901
Lights	63	43	0	-	106	173	57	1	-	231	22	133	0	-	155	492
% Lights	92.6	81.1	-	-	87.6	91.1	91.9	100.0	-	91.3	71.0	93.0	-	-	89.1	89.8
Buses	5	10	0	-	15	12	5	0	-	17	8	6	0	-	14	46
% Buses	7.4	18.9	-	-	12.4	6.3	8.1	0.0	-	6.7	25.8	4.2	-	-	8.0	8.4
Trucks	0	0	0	-	0	5	0	0	-	5	1	4	0	-	5	10
% Trucks	0.0	0.0	-	-	0.0	2.6	0.0	0.0	-	2.0	3.2	2.8	-	-	2.9	1.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	28	-	-	-	-	0	-	-	-	-	15	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Hayes Court/Taylor Court
Wednesday, January 8, 2020

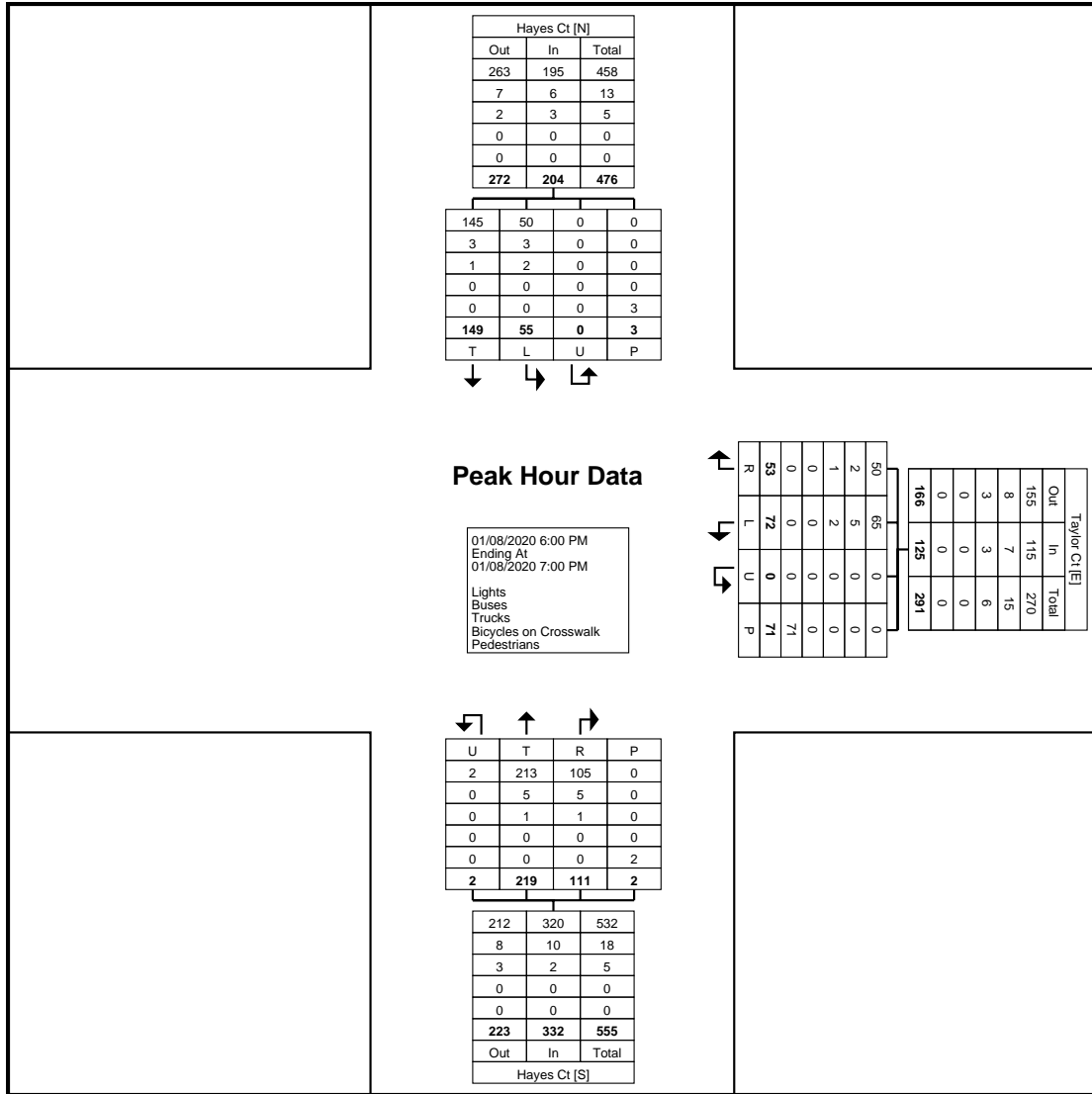


Turning Movement Peak Hour Data Plot (8:45 AM)

Turning Movement Peak Hour Data (6:00 PM)

Start Time	Taylor Ct Westbound					Hayes Ct Northbound					Hayes Ct Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
6:00 PM	17	15	0	11	32	69	39	1	0	109	15	38	0	2	53	194
6:15 PM	20	14	0	19	34	56	27	0	0	83	17	39	0	0	56	173
6:30 PM	20	10	0	27	30	43	26	1	1	70	14	39	0	1	53	153
6:45 PM	15	14	0	14	29	51	19	0	1	70	9	33	0	0	42	141
Total	72	53	0	71	125	219	111	2	2	332	55	149	0	3	204	661
Approach %	57.6	42.4	0.0	-	-	66.0	33.4	0.6	-	-	27.0	73.0	0.0	-	-	-
Total %	10.9	8.0	0.0	-	18.9	33.1	16.8	0.3	-	50.2	8.3	22.5	0.0	-	30.9	-
PHF	0.900	0.883	0.000	-	0.919	0.793	0.712	0.500	-	0.761	0.809	0.955	0.000	-	0.911	0.852
Lights	65	50	0	-	115	213	105	2	-	320	50	145	0	-	195	630
% Lights	90.3	94.3	-	-	92.0	97.3	94.6	100.0	-	96.4	90.9	97.3	-	-	95.6	95.3
Buses	5	2	0	-	7	5	5	0	-	10	3	3	0	-	6	23
% Buses	6.9	3.8	-	-	5.6	2.3	4.5	0.0	-	3.0	5.5	2.0	-	-	2.9	3.5
Trucks	2	1	0	-	3	1	1	0	-	2	2	1	0	-	3	8
% Trucks	2.8	1.9	-	-	2.4	0.5	0.9	0.0	-	0.6	3.6	0.7	-	-	1.5	1.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	71	-	-	-	-	2	-	-	-	-	3	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Hayes Court/Taylor Court
Wednesday, January 8, 2020



Turning Movement Peak Hour Data Plot (6:00 PM)



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Hayes Court/Taylor Court
Wednesday, January 8, 2020

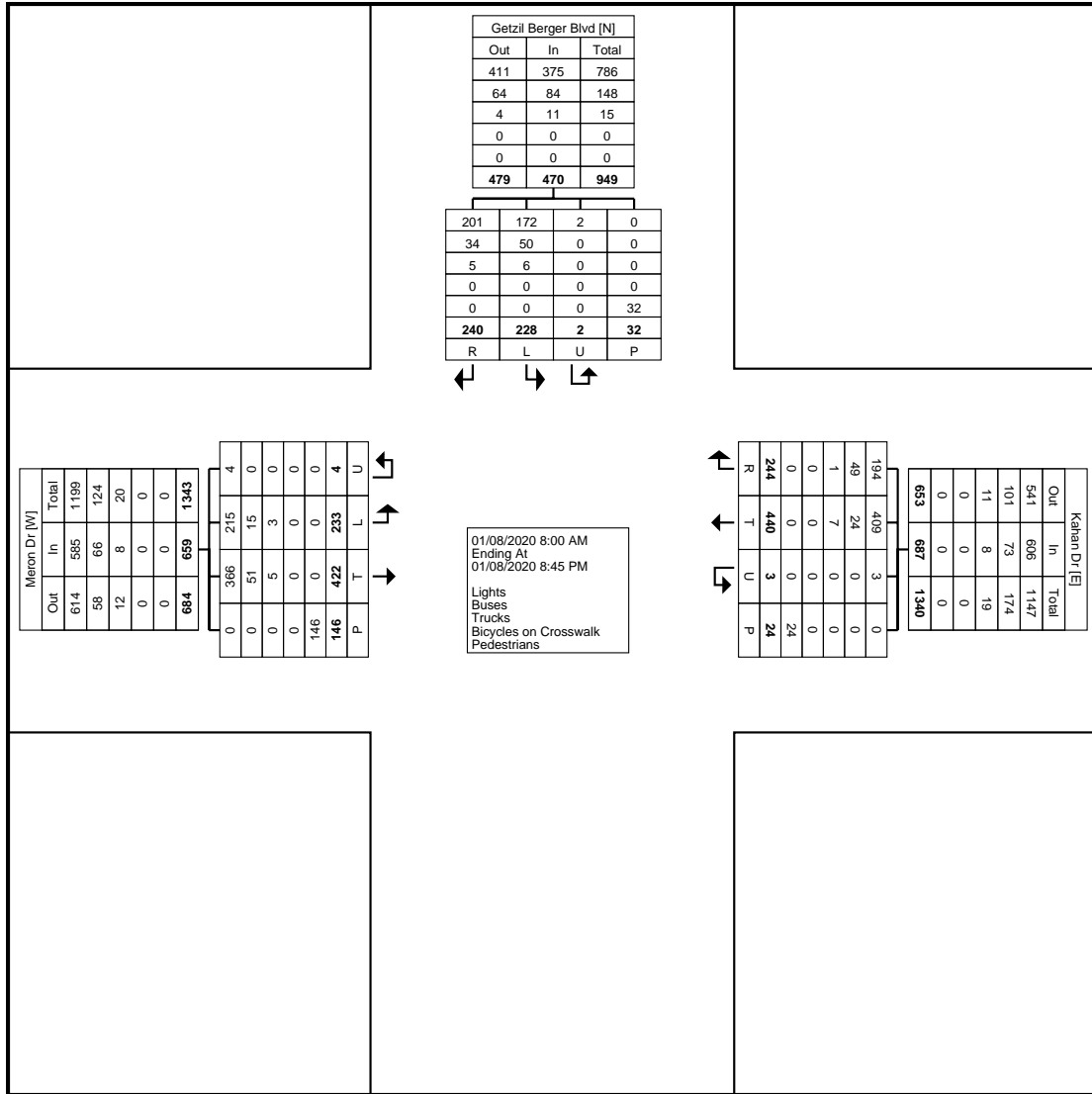
Count Name: Hayes
Court/Taylor Court Wednesday
Site Code: 39
Start Date: 01/08/2020
Page No: 7

Kiryas Joel, New York
Meron Drive/Kahan Drive/Getzil
Berger Boulevard
Wednesday, January 8, 2020

Turning Movement Data

Start Time	Meron Dr Eastbound					Kahan Dr Westbound					Getzil Berger Blvd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:00 AM	5	12	0	0	17	18	11	0	0	29	12	8	0	2	20	66
8:15 AM	10	17	0	8	27	12	10	0	2	22	17	12	0	1	29	78
8:30 AM	11	23	0	22	34	16	10	1	1	27	13	11	0	0	24	85
8:45 AM	6	27	1	43	34	27	12	0	0	39	13	10	0	0	23	96
Hourly Total	32	79	1	73	112	73	43	1	3	117	55	41	0	3	96	325
9:00 AM	13	19	0	12	32	32	21	0	0	53	12	15	0	2	27	112
9:15 AM	12	17	1	1	30	22	18	0	0	40	16	15	0	3	31	101
9:30 AM	11	27	0	3	38	22	13	0	0	35	11	6	0	2	17	90
9:45 AM	10	20	0	9	30	25	17	0	1	42	10	8	0	1	18	90
Hourly Total	46	83	1	25	130	101	69	0	1	170	49	44	0	8	93	393
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM	9	16	0	2	25	12	13	0	2	25	7	8	0	1	15	65
5:45 PM	9	16	0	3	25	21	6	0	1	27	5	8	1	7	14	66
Hourly Total	18	32	0	5	50	33	19	0	3	52	12	16	1	8	29	131
6:00 PM	13	11	0	1	24	18	14	0	1	32	17	22	0	6	39	95
6:15 PM	19	26	1	4	46	29	15	0	2	44	15	10	0	1	25	115
6:30 PM	13	32	1	8	46	27	11	0	0	38	9	17	0	1	26	110
6:45 PM	18	31	0	12	49	28	12	0	3	40	15	20	0	0	35	124
Hourly Total	63	100	2	25	165	102	52	0	6	154	56	69	0	8	125	444
7:00 PM	12	29	0	2	41	35	14	0	0	49	12	16	0	0	28	118
7:15 PM	10	22	0	5	32	25	9	2	4	36	13	7	1	0	21	89
7:30 PM	10	18	0	0	28	23	7	0	2	30	6	9	0	0	15	73
7:45 PM	9	18	0	8	27	12	11	0	2	23	10	16	0	2	26	76
Hourly Total	41	87	0	15	128	95	41	2	8	138	41	48	1	2	90	356
8:00 PM	12	22	0	0	34	18	6	0	3	24	8	13	0	1	21	79
8:15 PM	21	19	0	3	40	18	14	0	0	32	7	9	0	2	16	88
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	233	422	4	146	659	440	244	3	24	687	228	240	2	32	470	1816
Approach %	35.4	64.0	0.6	-	-	64.0	35.5	0.4	-	-	48.5	51.1	0.4	-	-	-
Total %	12.8	23.2	0.2	-	36.3	24.2	13.4	0.2	-	37.8	12.6	13.2	0.1	-	25.9	-
Lights	215	366	4	-	585	409	194	3	-	606	172	201	2	-	375	1566
% Lights	92.3	86.7	100.0	-	88.8	93.0	79.5	100.0	-	88.2	75.4	83.8	100.0	-	79.8	86.2
Buses	15	51	0	-	66	24	49	0	-	73	50	34	0	-	84	223
% Buses	6.4	12.1	0.0	-	10.0	5.5	20.1	0.0	-	10.6	21.9	14.2	0.0	-	17.9	12.3
Trucks	3	5	0	-	8	7	1	0	-	8	6	5	0	-	11	27
% Trucks	1.3	1.2	0.0	-	1.2	1.6	0.4	0.0	-	1.2	2.6	2.1	0.0	-	2.3	1.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	146	-	-	-	-	24	-	-	-	-	32	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Meron Drive/Kahan Drive/Getzil Berger Boulevard
Wednesday, January 8, 2020



Turning Movement Data Plot



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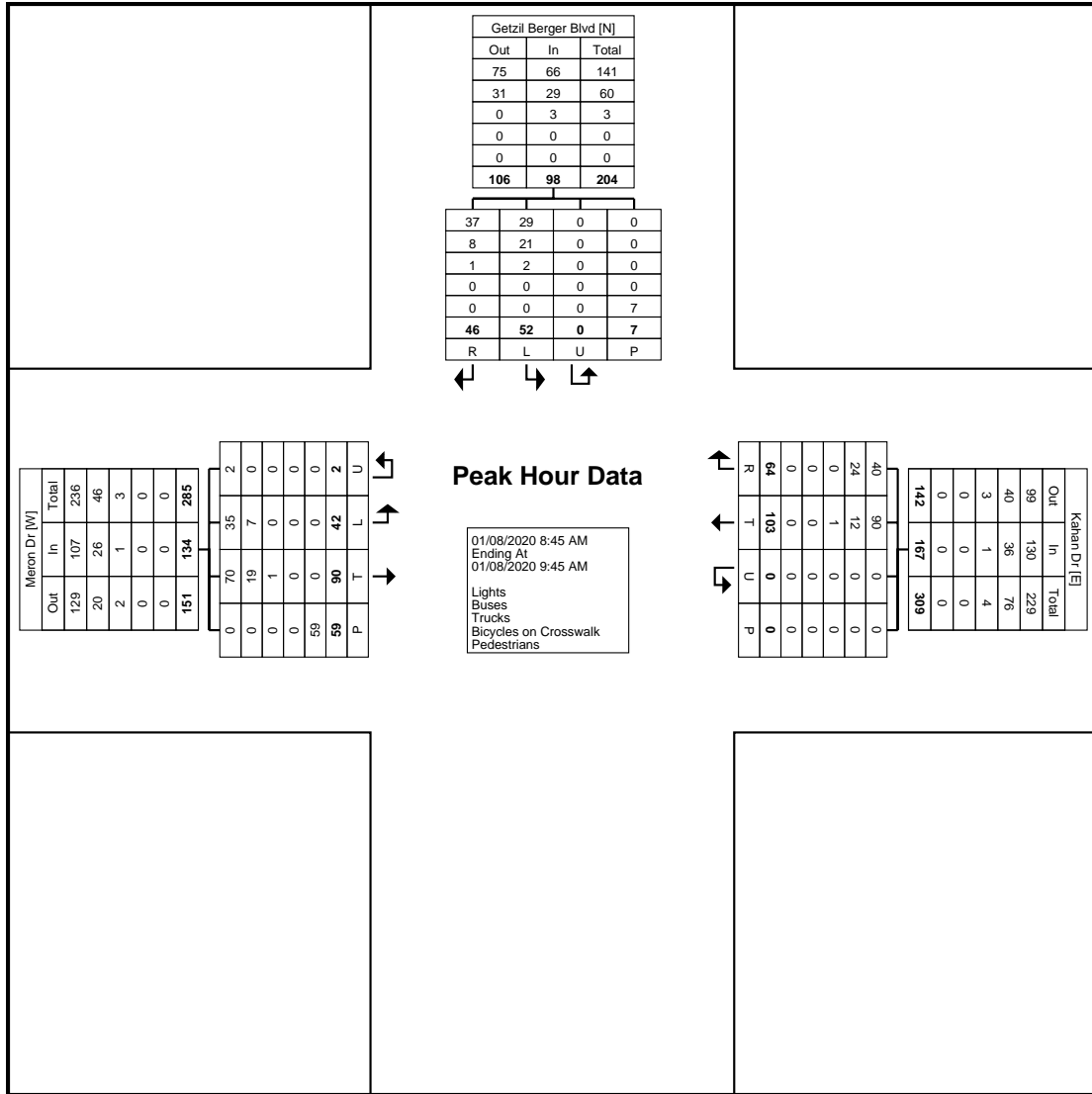
Count Name: Meron
Drive/Kahan Drive/Getzil
Boulevard Wednesday
Site Code: 45
Start Date: 01/08/2020
Page No: 3

Kiryas Joel, New York
Meron Drive/Kahan Drive/Getzil
Berger Boulevard
Wednesday, January 8, 2020

Turning Movement Peak Hour Data (8:45 AM)

Start Time	Meron Dr Eastbound					Kahan Dr Westbound					Getzil Berger Blvd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:45 AM	6	27	1	43	34	27	12	0	0	39	13	10	0	0	23	96
9:00 AM	13	19	0	12	32	32	21	0	0	53	12	15	0	2	27	112
9:15 AM	12	17	1	1	30	22	18	0	0	40	16	15	0	3	31	101
9:30 AM	11	27	0	3	38	22	13	0	0	35	11	6	0	2	17	90
Total	42	90	2	59	134	103	64	0	0	167	52	46	0	7	98	399
Approach %	31.3	67.2	1.5	-	-	61.7	38.3	0.0	-	-	53.1	46.9	0.0	-	-	-
Total %	10.5	22.6	0.5	-	33.6	25.8	16.0	0.0	-	41.9	13.0	11.5	0.0	-	24.6	-
PHF	0.808	0.833	0.500	-	0.882	0.805	0.762	0.000	-	0.788	0.813	0.767	0.000	-	0.790	0.891
Lights	35	70	2	-	107	90	40	0	-	130	29	37	0	-	66	303
% Lights	83.3	77.8	100.0	-	79.9	87.4	62.5	-	-	77.8	55.8	80.4	-	-	67.3	75.9
Buses	7	19	0	-	26	12	24	0	-	36	21	8	0	-	29	91
% Buses	16.7	21.1	0.0	-	19.4	11.7	37.5	-	-	21.6	40.4	17.4	-	-	29.6	22.8
Trucks	0	1	0	-	1	1	0	0	-	1	2	1	0	-	3	5
% Trucks	0.0	1.1	0.0	-	0.7	1.0	0.0	-	-	0.6	3.8	2.2	-	-	3.1	1.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	59	-	-	-	-	0	-	-	-	-	7	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Meron Drive/Kahan Drive/Getzil Berger Boulevard
Wednesday, January 8, 2020



Turning Movement Peak Hour Data Plot (8:45 AM)



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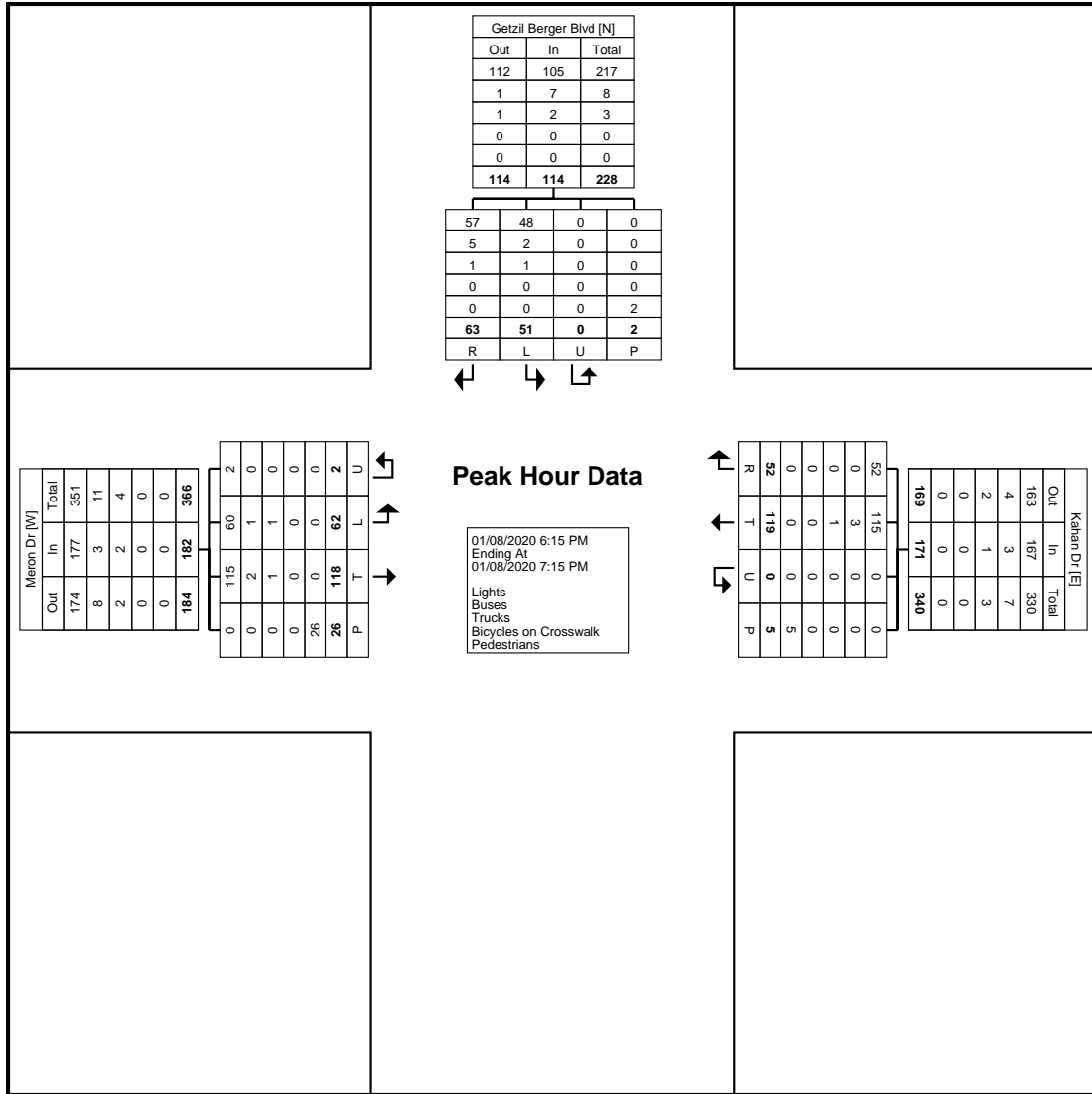
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Count Name: Meron
Drive/Kahan Drive/Getzil Berger
Boulevard Wednesday
Site Code: 45
Start Date: 01/08/2020
Page No: 5

Turning Movement Peak Hour Data (6:15 PM)

Start Time	Meron Dr Eastbound					Kahan Dr Westbound					Getzil Berger Blvd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
6:15 PM	19	26	1	4	46	29	15	0	2	44	15	10	0	1	25	115
6:30 PM	13	32	1	8	46	27	11	0	0	38	9	17	0	1	26	110
6:45 PM	18	31	0	12	49	28	12	0	3	40	15	20	0	0	35	124
7:00 PM	12	29	0	2	41	35	14	0	0	49	12	16	0	0	28	118
Total	62	118	2	26	182	119	52	0	5	171	51	63	0	2	114	467
Approach %	34.1	64.8	1.1	-	-	69.6	30.4	0.0	-	-	44.7	55.3	0.0	-	-	-
Total %	13.3	25.3	0.4	-	39.0	25.5	11.1	0.0	-	36.6	10.9	13.5	0.0	-	24.4	-
PHF	0.816	0.922	0.500	-	0.929	0.850	0.867	0.000	-	0.872	0.850	0.788	0.000	-	0.814	0.942
Lights	60	115	2	-	177	115	52	0	-	167	48	57	0	-	105	449
% Lights	96.8	97.5	100.0	-	97.3	96.6	100.0	-	-	97.7	94.1	90.5	-	-	92.1	96.1
Buses	1	2	0	-	3	3	0	0	-	3	2	5	0	-	7	13
% Buses	1.6	1.7	0.0	-	1.6	2.5	0.0	-	-	1.8	3.9	7.9	-	-	6.1	2.8
Trucks	1	1	0	-	2	1	0	0	-	1	1	1	0	-	2	5
% Trucks	1.6	0.8	0.0	-	1.1	0.8	0.0	-	-	0.6	2.0	1.6	-	-	1.8	1.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	26	-	-	-	-	5	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Meron Drive/Kahan Drive/Getzil Berger Boulevard
Wednesday, January 8, 2020



Turning Movement Peak Hour Data Plot (6:15 PM)



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Kiryas Joel, New York
Meron Drive/Kahan Drive/Getzil
Berger Boulevard
Wednesday, January 8, 2020

Count Name: Meron
Drive/Kahan Drive/Getzil Berger
Boulevard Wednesday
Site Code: 45
Start Date: 01/08/2020
Page No: 7



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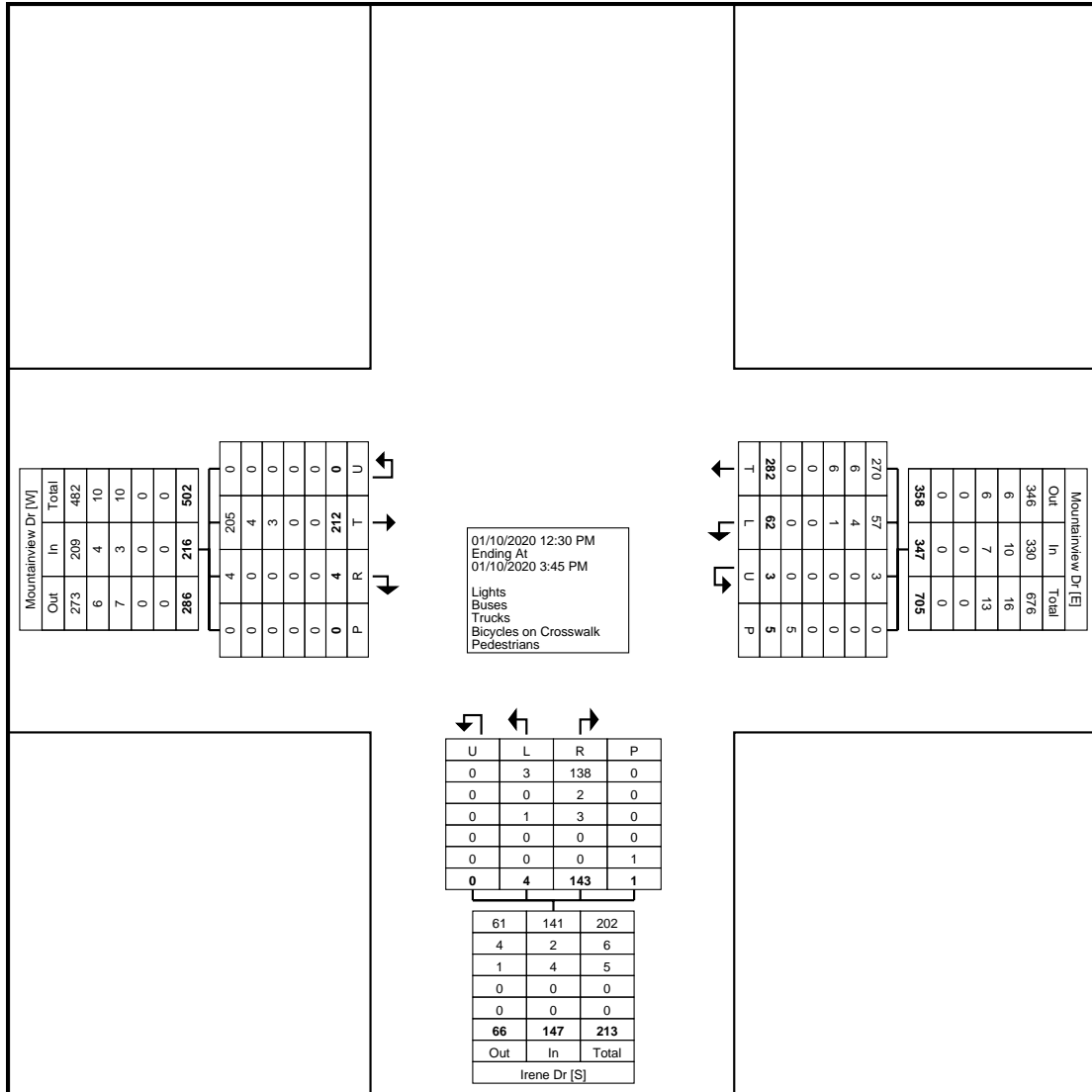
Count Name: Mountainview
Drive/Irene Drive Friday
Site Code: 43
Start Date: 01/10/2020
Page No: 1

Kiryas Joel, New York
Mountainview Drive/Irene Drive
Friday, January 10, 2020

Turning Movement Data

Start Time	Mountainview Dr Eastbound					Mountainview Dr Westbound					Irene Dr Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
12:30 PM	18	0	0	0	18	8	22	1	0	31	0	12	0	0	12	61
12:45 PM	28	0	0	0	28	7	27	0	3	34	0	16	0	1	16	78
Hourly Total	46	0	0	0	46	15	49	1	3	65	0	28	0	1	28	139
1:00 PM	28	0	0	0	28	2	22	0	0	24	0	13	0	0	13	65
1:15 PM	17	1	0	0	18	5	33	0	1	38	0	7	0	0	7	63
1:30 PM	9	1	0	0	10	5	22	0	0	27	0	17	0	0	17	54
1:45 PM	18	0	0	0	18	8	22	2	0	32	0	17	0	0	17	67
Hourly Total	72	2	0	0	74	20	99	2	1	121	0	54	0	0	54	249
2:00 PM	20	1	0	0	21	10	27	0	0	37	3	10	0	0	13	71
2:15 PM	12	0	0	0	12	1	26	0	0	27	0	13	0	0	13	52
2:30 PM	16	0	0	0	16	2	21	0	0	23	0	14	0	0	14	53
2:45 PM	12	0	0	0	12	1	21	0	0	22	1	10	0	0	11	45
Hourly Total	60	1	0	0	61	14	95	0	0	109	4	47	0	0	51	221
3:00 PM	21	0	0	0	21	8	18	0	1	26	0	4	0	0	4	51
3:15 PM	13	1	0	0	14	5	21	0	0	26	0	10	0	0	10	50
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	212	4	0	0	216	62	282	3	5	347	4	143	0	1	147	710
Approach %	98.1	1.9	0.0	-	-	17.9	81.3	0.9	-	-	2.7	97.3	0.0	-	-	-
Total %	29.9	0.6	0.0	-	30.4	8.7	39.7	0.4	-	48.9	0.6	20.1	0.0	-	20.7	-
Lights	205	4	0	-	209	57	270	3	-	330	3	138	0	-	141	680
% Lights	96.7	100.0	-	-	96.8	91.9	95.7	100.0	-	95.1	75.0	96.5	-	-	95.9	95.8
Buses	4	0	0	-	4	4	6	0	-	10	0	2	0	-	2	16
% Buses	1.9	0.0	-	-	1.9	6.5	2.1	0.0	-	2.9	0.0	1.4	-	-	1.4	2.3
Trucks	3	0	0	-	3	1	6	0	-	7	1	3	0	-	4	14
% Trucks	1.4	0.0	-	-	1.4	1.6	2.1	0.0	-	2.0	25.0	2.1	-	-	2.7	2.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	5	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Mountainview Drive/Irene Drive
Friday, January 10, 2020



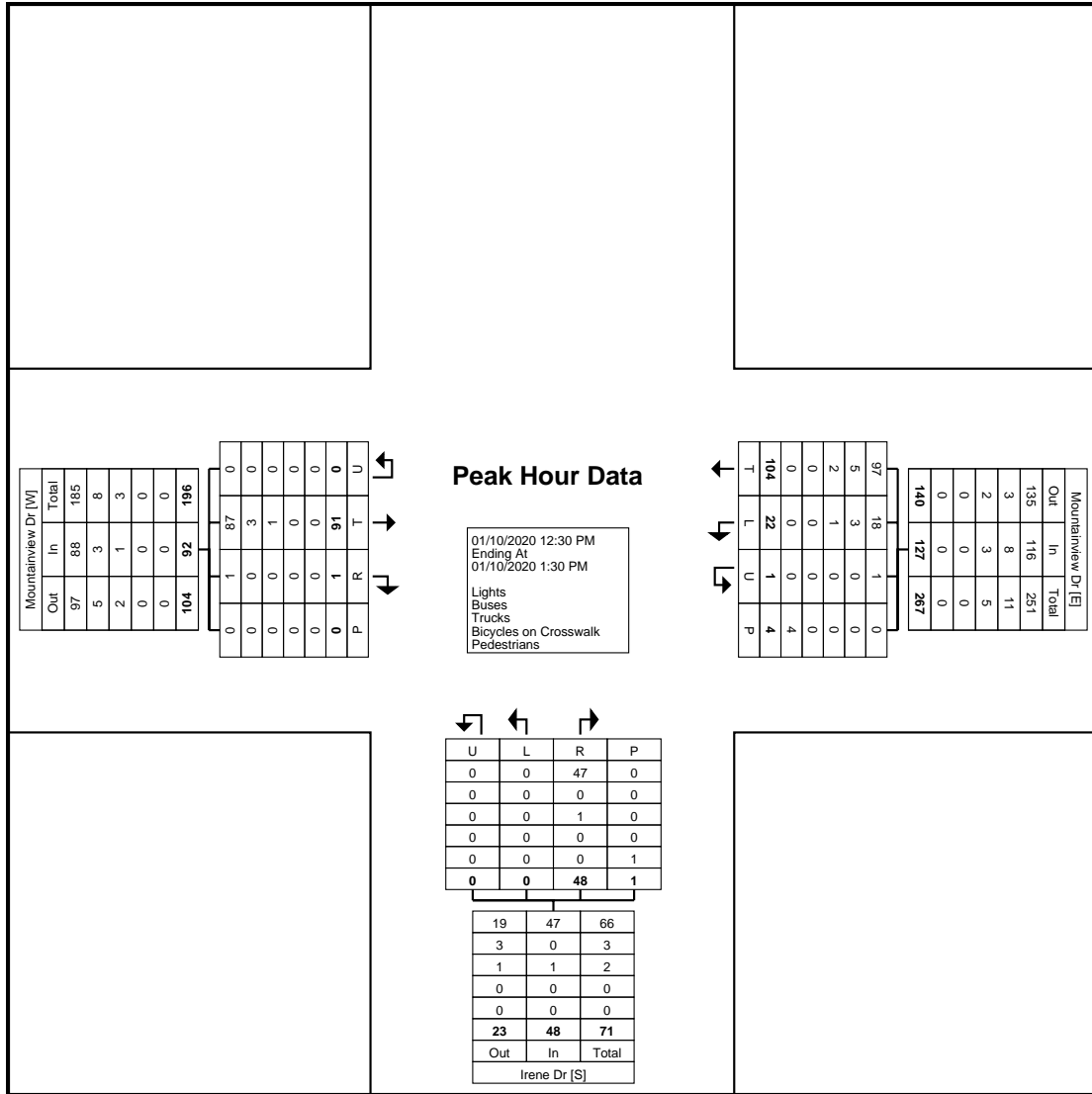
Turning Movement Data Plot

Kiryas Joel, New York
Mountainview Drive/Irene Drive
Friday, January 10, 2020

Turning Movement Peak Hour Data (12:30 PM)

Start Time	Mountainview Dr Eastbound					Mountainview Dr Westbound					Irene Dr Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
12:30 PM	18	0	0	0	18	8	22	1	0	31	0	12	0	0	12	61
12:45 PM	28	0	0	0	28	7	27	0	3	34	0	16	0	1	16	78
1:00 PM	28	0	0	0	28	2	22	0	0	24	0	13	0	0	13	65
1:15 PM	17	1	0	0	18	5	33	0	1	38	0	7	0	0	7	63
Total	91	1	0	0	92	22	104	1	4	127	0	48	0	1	48	267
Approach %	98.9	1.1	0.0	-	-	17.3	81.9	0.8	-	-	0.0	100.0	0.0	-	-	-
Total %	34.1	0.4	0.0	-	34.5	8.2	39.0	0.4	-	47.6	0.0	18.0	0.0	-	18.0	-
PHF	0.813	0.250	0.000	-	0.821	0.688	0.788	0.250	-	0.836	0.000	0.750	0.000	-	0.750	0.856
Lights	87	1	0	-	88	18	97	1	-	116	0	47	0	-	47	251
% Lights	95.6	100.0	-	-	95.7	81.8	93.3	100.0	-	91.3	-	97.9	-	-	97.9	94.0
Buses	3	0	0	-	3	3	5	0	-	8	0	0	0	-	0	11
% Buses	3.3	0.0	-	-	3.3	13.6	4.8	0.0	-	6.3	-	0.0	-	-	0.0	4.1
Trucks	1	0	0	-	1	1	2	0	-	3	0	1	0	-	1	5
% Trucks	1.1	0.0	-	-	1.1	4.5	1.9	0.0	-	2.4	-	2.1	-	-	2.1	1.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	4	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Mountainview Drive/Irene Drive
Friday, January 10, 2020



Turning Movement Peak Hour Data Plot (12:30 PM)



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Mountainview Drive/Irene Drive
Friday, January 10, 2020

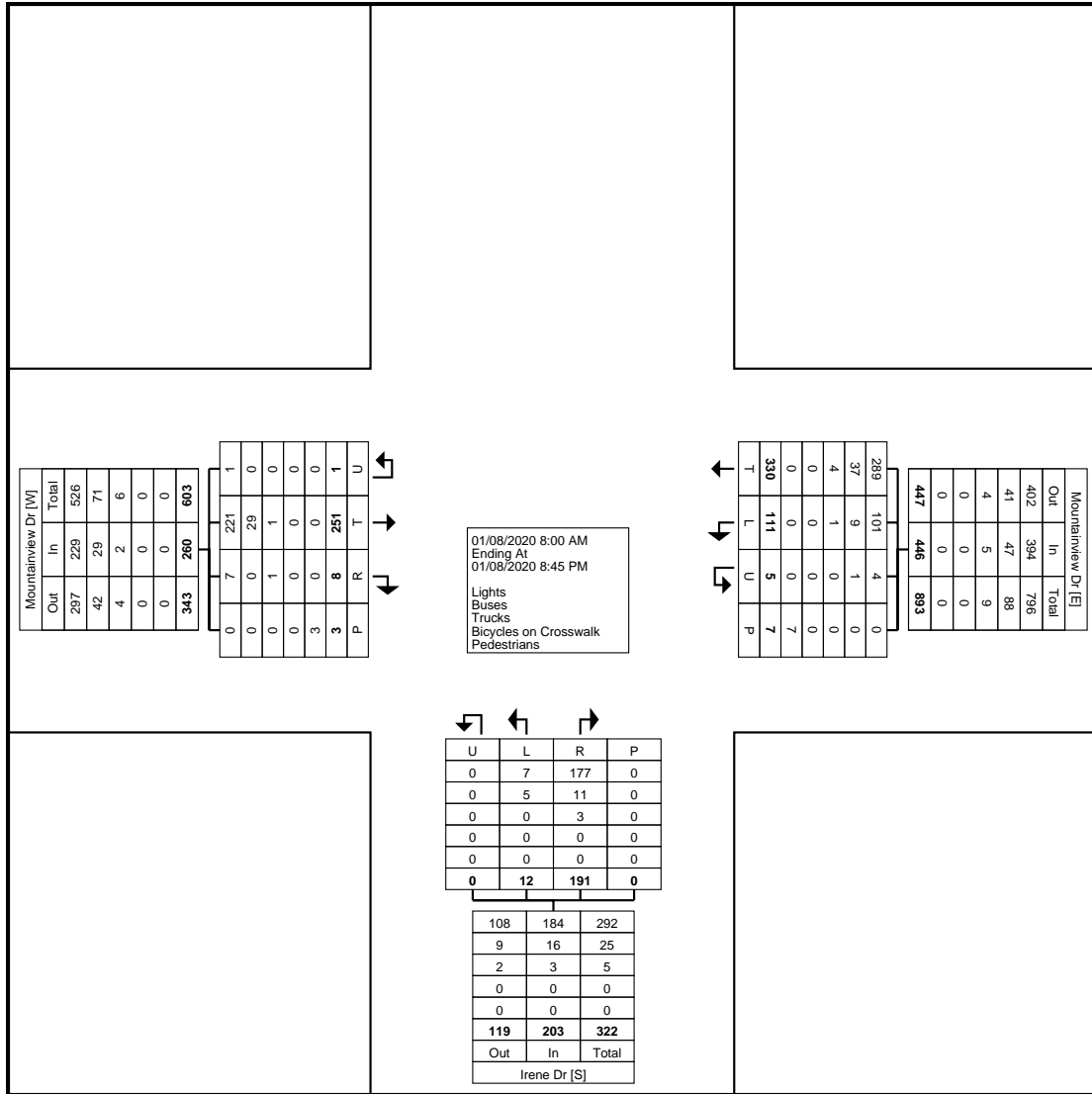
Count Name: Mountainview
Drive/Irene Drive Friday
Site Code: 43
Start Date: 01/10/2020
Page No: 5

Kiryas, Joel, New York
Mountainview Drive/Irene Drive
Wednesday, January 8, 2020

Turning Movement Data

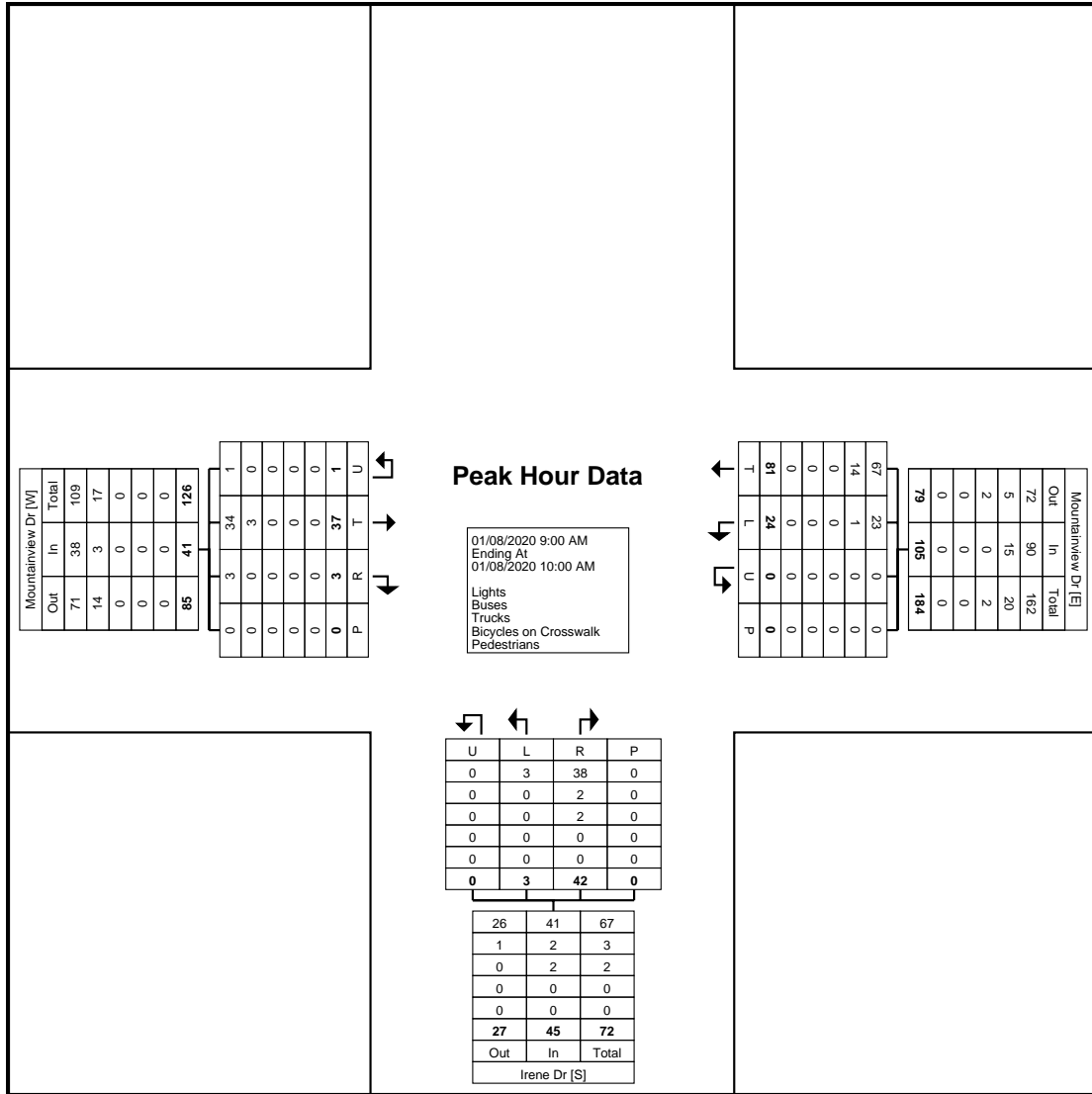
Start Time	Mountainview Dr Eastbound					Mountainview Dr Westbound					Irene Dr Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:00 AM	7	1	0	0	8	3	11	0	0	14	0	7	0	0	7	29
8:15 AM	12	0	0	0	12	6	15	0	1	21	1	10	0	0	11	44
8:30 AM	9	0	0	0	9	4	14	0	1	18	1	6	0	0	7	34
8:45 AM	10	0	0	1	10	4	12	0	1	16	1	11	0	0	12	38
Hourly Total	38	1	0	1	39	17	52	0	3	69	3	34	0	0	37	145
9:00 AM	9	1	0	0	10	9	23	0	0	32	0	10	0	0	10	52
9:15 AM	12	1	0	0	13	3	17	0	0	20	0	12	0	0	12	45
9:30 AM	6	1	0	0	7	4	19	0	0	23	2	9	0	0	11	41
9:45 AM	10	0	1	0	11	8	22	0	0	30	1	11	0	0	12	53
Hourly Total	37	3	1	0	41	24	81	0	0	105	3	42	0	0	45	191
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	10	0	0	0	10	7	12	0	0	19	0	4	0	0	4	33
5:45 PM	13	1	0	0	14	1	14	0	0	15	0	6	0	0	6	35
Hourly Total	23	1	0	0	24	8	26	0	0	34	0	10	0	0	10	68
6:00 PM	10	0	0	0	10	2	20	0	0	22	0	9	0	0	9	41
6:15 PM	19	0	0	0	19	6	24	0	0	30	0	20	0	0	20	69
6:30 PM	14	0	0	0	14	6	23	0	0	29	0	7	0	0	7	50
6:45 PM	21	1	0	0	22	6	9	0	0	15	1	11	0	0	12	49
Hourly Total	64	1	0	0	65	20	76	0	0	96	1	47	0	0	48	209
7:00 PM	18	0	0	0	18	2	18	0	0	20	0	7	0	0	7	45
7:15 PM	15	0	0	0	15	5	14	2	0	21	2	12	0	0	14	50
7:30 PM	14	1	0	0	15	12	14	1	0	27	1	12	0	0	13	55
7:45 PM	14	0	0	0	14	8	12	1	2	21	1	12	0	0	13	48
Hourly Total	61	1	0	0	62	27	58	4	2	89	4	43	0	0	47	198
8:00 PM	10	1	0	1	11	5	20	0	2	25	1	9	0	0	10	46
8:15 PM	18	0	0	1	18	10	17	1	0	28	0	6	0	0	6	52
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	251	8	1	3	260	111	330	5	7	446	12	191	0	0	203	909
Approach %	96.5	3.1	0.4	-	-	24.9	74.0	1.1	-	-	5.9	94.1	0.0	-	-	-
Total %	27.6	0.9	0.1	-	28.6	12.2	36.3	0.6	-	49.1	1.3	21.0	0.0	-	22.3	-
Lights	221	7	1	-	229	101	289	4	-	394	7	177	0	-	184	807
% Lights	88.0	87.5	100.0	-	88.1	91.0	87.6	80.0	-	88.3	58.3	92.7	-	-	90.6	88.8
Buses	29	0	0	-	29	9	37	1	-	47	5	11	0	-	16	92
% Buses	11.6	0.0	0.0	-	11.2	8.1	11.2	20.0	-	10.5	41.7	5.8	-	-	7.9	10.1
Trucks	1	1	0	-	2	1	4	0	-	5	0	3	0	-	3	10
% Trucks	0.4	12.5	0.0	-	0.8	0.9	1.2	0.0	-	1.1	0.0	1.6	-	-	1.5	1.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	3	-	-	-	-	7	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

Kiryas, Joel, New York
Mountainview Drive/Irene Drive
Wednesday, January 8, 2020



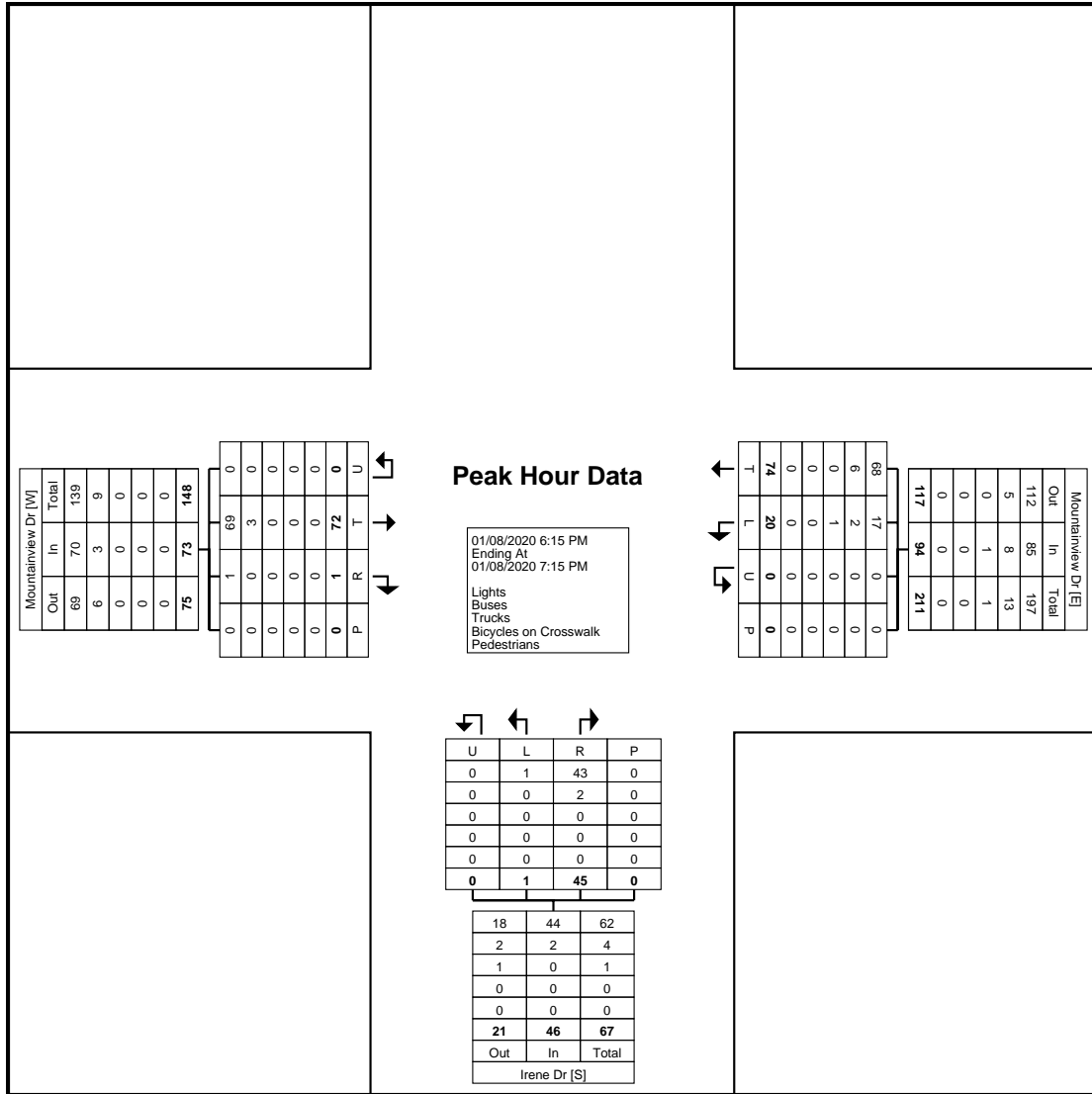
Turning Movement Data Plot

Kiryas, Joel, New York
Mountainview Drive/Irene Drive
Wednesday, January 8, 2020



Turning Movement Peak Hour Data Plot (9:00 AM)

Kiryas, Joel, New York
Mountainview Drive/Irene Drive
Wednesday, January 8, 2020



Turning Movement Peak Hour Data Plot (6:15 PM)



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Kiryas, Joel, New York
Mountainview Drive/Irene Drive
Wednesday, January 8, 2020

Count Name: Mountainview
Drive/Irene Drive Wednesday
Site Code: 43
Start Date: 01/08/2020
Page No: 7



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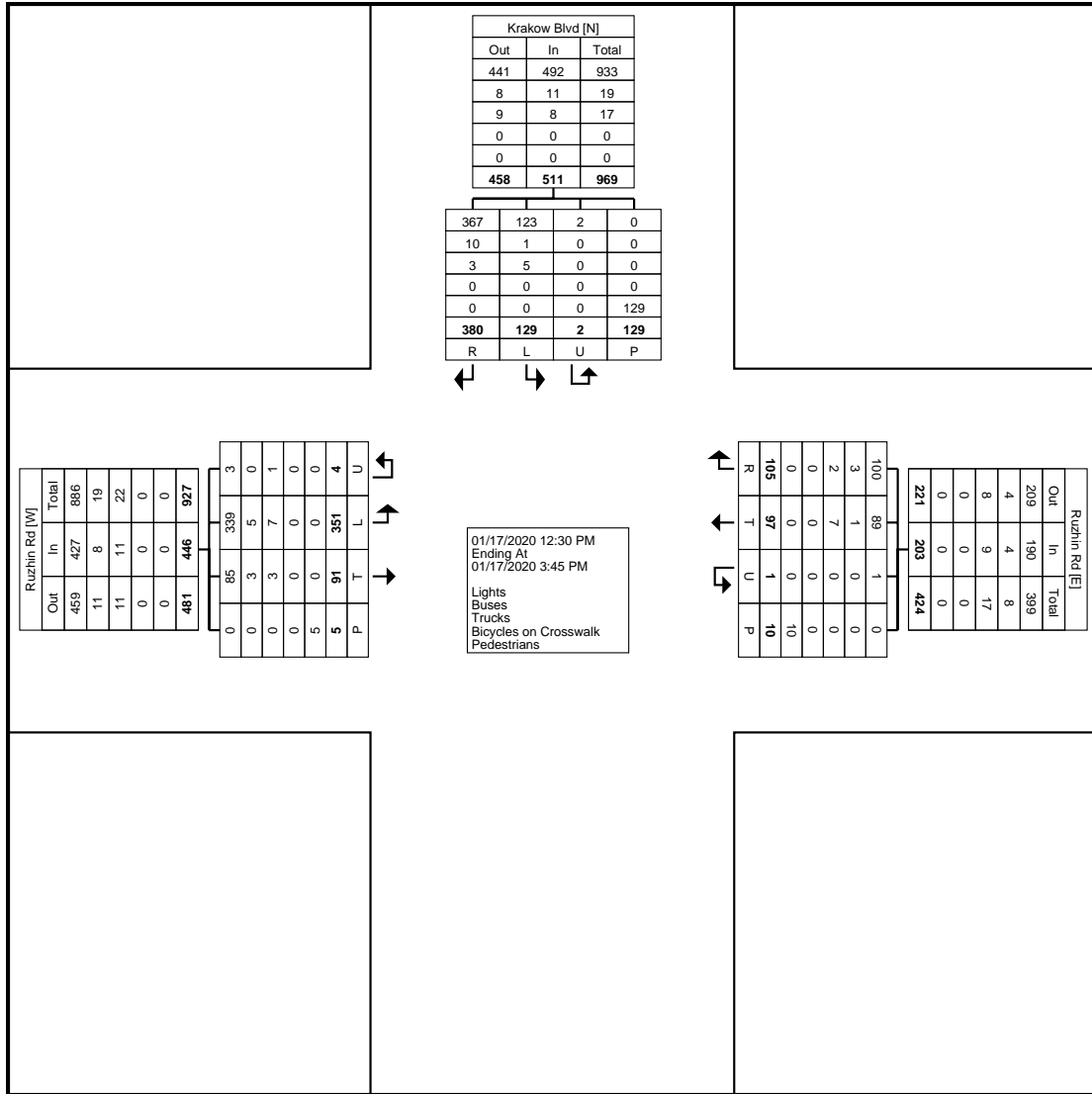
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Count Name: Ruzhin
Road/Krakow Boulevard Friday
Site Code: 42
Start Date: 01/17/2020
Page No: 1

Kiryas Joel, New York
Ruzhin Road/Krakow Boulevard
Friday, January 17, 2020

Turning Movement Data

Start Time	Ruzhin Rd Eastbound					Ruzhin Rd Westbound					Krakow Blvd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
12:30 PM	30	11	0	0	41	13	12	0	2	25	13	37	0	7	50	116
12:45 PM	32	6	0	1	38	3	8	0	0	11	12	37	1	5	50	99
Hourly Total	62	17	0	1	79	16	20	0	2	36	25	74	1	12	100	215
1:00 PM	30	7	0	0	37	7	9	0	0	16	12	27	0	11	39	92
1:15 PM	25	6	0	1	31	6	8	1	2	15	10	39	1	8	50	96
1:30 PM	41	8	0	0	49	11	6	0	2	17	14	28	0	8	42	108
1:45 PM	28	9	0	1	37	6	10	0	0	16	6	41	0	11	47	100
Hourly Total	124	30	0	2	154	30	33	1	4	64	42	135	1	38	178	396
2:00 PM	37	4	1	2	42	11	7	0	0	18	12	38	0	11	50	110
2:15 PM	24	7	1	0	32	11	7	0	0	18	9	29	0	13	38	88
2:30 PM	33	7	0	0	40	5	6	0	1	11	10	32	0	12	42	93
2:45 PM	15	10	1	0	26	5	12	0	1	17	13	24	0	15	37	80
Hourly Total	109	28	3	2	140	32	32	0	2	64	44	123	0	51	167	371
3:00 PM	31	9	1	0	41	11	9	0	1	20	7	28	0	15	35	96
3:15 PM	25	7	0	0	32	8	11	0	1	19	11	20	0	13	31	82
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	351	91	4	5	446	97	105	1	10	203	129	380	2	129	511	1160
Approach %	78.7	20.4	0.9	-	-	47.8	51.7	0.5	-	-	25.2	74.4	0.4	-	-	-
Total %	30.3	7.8	0.3	-	38.4	8.4	9.1	0.1	-	17.5	11.1	32.8	0.2	-	44.1	-
Lights	339	85	3	-	427	89	100	1	-	190	123	367	2	-	492	1109
% Lights	96.6	93.4	75.0	-	95.7	91.8	95.2	100.0	-	93.6	95.3	96.6	100.0	-	96.3	95.6
Buses	5	3	0	-	8	1	3	0	-	4	1	10	0	-	11	23
% Buses	1.4	3.3	0.0	-	1.8	1.0	2.9	0.0	-	2.0	0.8	2.6	0.0	-	2.2	2.0
Trucks	7	3	1	-	11	7	2	0	-	9	5	3	0	-	8	28
% Trucks	2.0	3.3	25.0	-	2.5	7.2	1.9	0.0	-	4.4	3.9	0.8	0.0	-	1.6	2.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	5	-	-	-	-	10	-	-	-	-	129	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



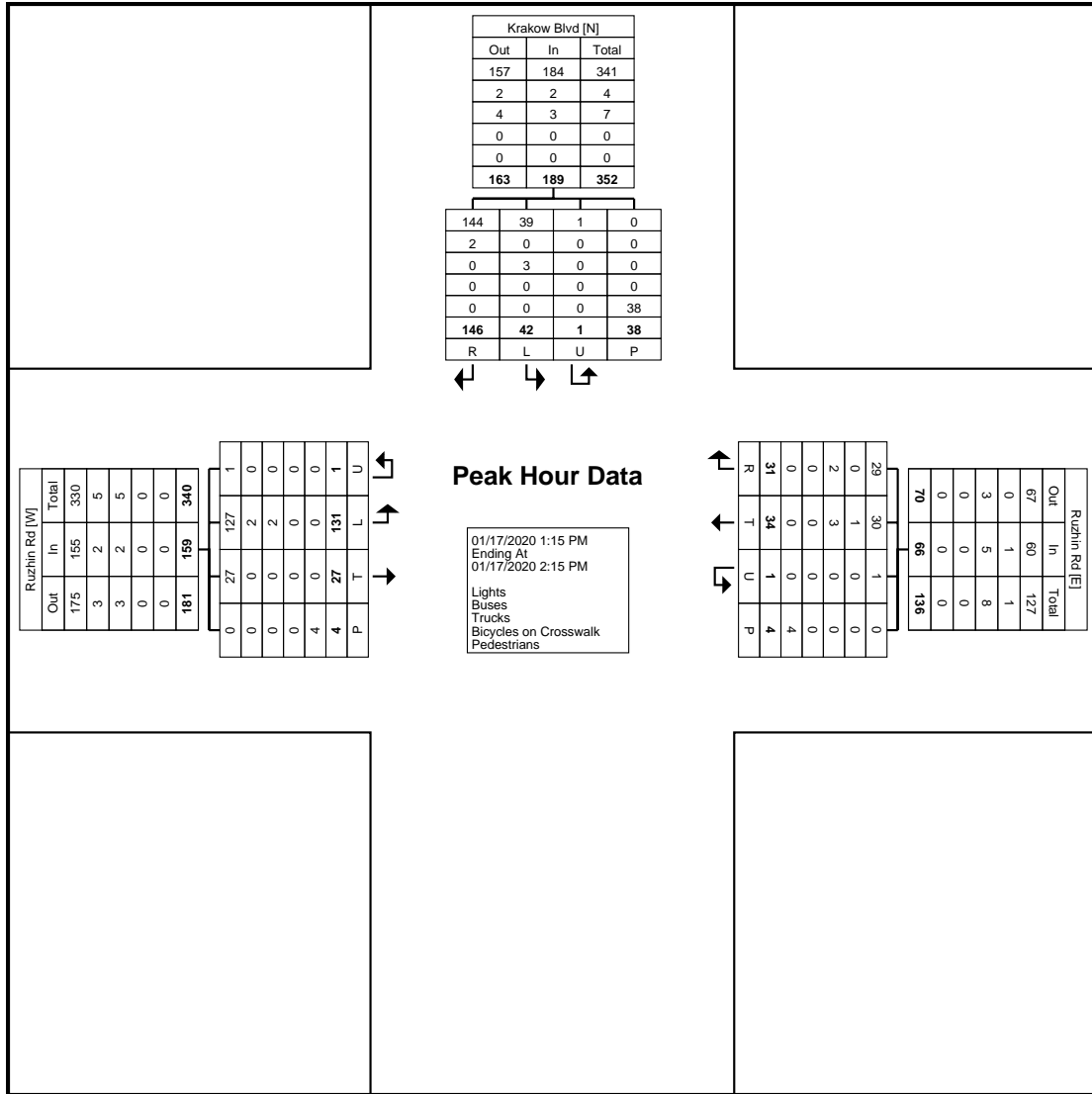
Turning Movement Data Plot

Kiryas Joel, New York
Ruzhin Road/Krakow Boulevard
Friday, January 17, 2020

Turning Movement Peak Hour Data (1:15 PM)

Start Time	Ruzhin Rd Eastbound					Ruzhin Rd Westbound					Krakow Blvd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
1:15 PM	25	6	0	1	31	6	8	1	2	15	10	39	1	8	50	96
1:30 PM	41	8	0	0	49	11	6	0	2	17	14	28	0	8	42	108
1:45 PM	28	9	0	1	37	6	10	0	0	16	6	41	0	11	47	100
2:00 PM	37	4	1	2	42	11	7	0	0	18	12	38	0	11	50	110
Total	131	27	1	4	159	34	31	1	4	66	42	146	1	38	189	414
Approach %	82.4	17.0	0.6	-	-	51.5	47.0	1.5	-	-	22.2	77.2	0.5	-	-	-
Total %	31.6	6.5	0.2	-	38.4	8.2	7.5	0.2	-	15.9	10.1	35.3	0.2	-	45.7	-
PHF	0.799	0.750	0.250	-	0.811	0.773	0.775	0.250	-	0.917	0.750	0.890	0.250	-	0.945	0.941
Lights	127	27	1	-	155	30	29	1	-	60	39	144	1	-	184	399
% Lights	96.9	100.0	100.0	-	97.5	88.2	93.5	100.0	-	90.9	92.9	98.6	100.0	-	97.4	96.4
Buses	2	0	0	-	2	1	0	0	-	1	0	2	0	-	2	5
% Buses	1.5	0.0	0.0	-	1.3	2.9	0.0	0.0	-	1.5	0.0	1.4	0.0	-	1.1	1.2
Trucks	2	0	0	-	2	3	2	0	-	5	3	0	0	-	3	10
% Trucks	1.5	0.0	0.0	-	1.3	8.8	6.5	0.0	-	7.6	7.1	0.0	0.0	-	1.6	2.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	4	-	-	-	-	4	-	-	-	-	38	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Ruzhin Road/Krakow Boulevard
Friday, January 17, 2020



Turning Movement Peak Hour Data Plot (1:15 PM)



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Kiryas Joel, New York
Ruzhin Road/Krakow Boulevard
Friday, January 17, 2020

Count Name: Ruzhin
Road/Krakow Boulevard Friday
Site Code: 42
Start Date: 01/17/2020
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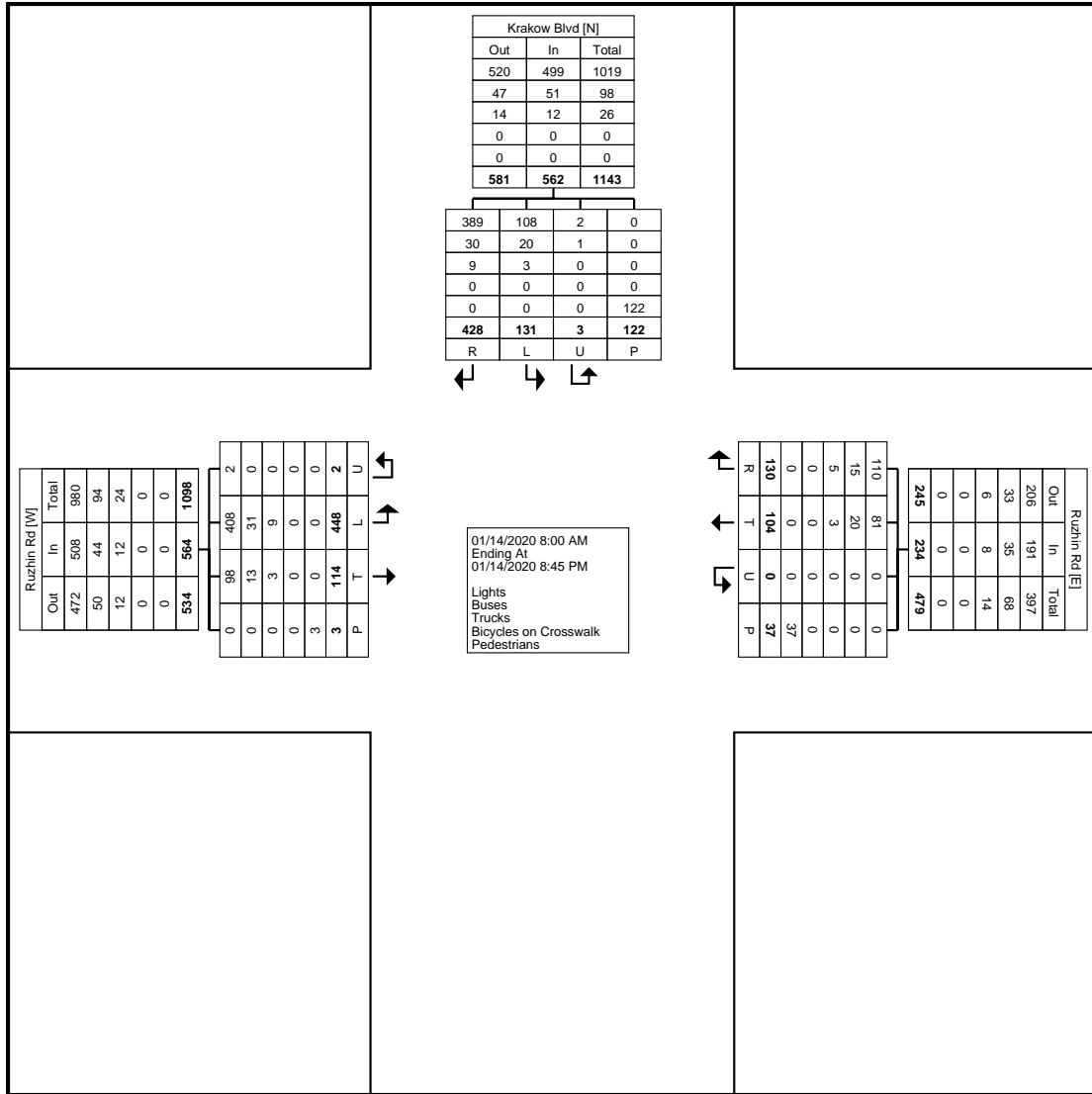
Count Name: Ruzhin Road/Krakow Boulevard
Tuesday
Site Code: 42
Start Date: 01/14/2020
Page No: 1

Kiryas Joel, New York
Ruzhin Road/Krakow Boulevard
Tuesday, January 14, 2020

Turning Movement Data

Start Time	Ruzhin Rd Eastbound					Ruzhin Rd Westbound					Krakow Blvd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:00 AM	19	1	0	0	20	7	2	0	0	9	6	15	0	6	21	50
8:15 AM	14	5	1	0	20	5	8	0	1	13	4	19	0	2	23	56
8:30 AM	19	8	0	0	27	7	11	0	1	18	6	16	0	12	22	67
8:45 AM	21	11	0	0	32	5	11	0	0	16	4	22	0	9	26	74
Hourly Total	73	25	1	0	99	24	32	0	2	56	20	72	0	29	92	247
9:00 AM	17	4	0	0	21	9	5	0	1	14	7	34	1	7	42	77
9:15 AM	31	4	0	0	35	3	7	0	1	10	8	20	0	4	28	73
9:30 AM	23	6	0	0	29	8	4	0	3	12	6	19	0	4	25	66
9:45 AM	21	8	0	0	29	6	8	0	0	14	5	20	0	8	25	68
Hourly Total	92	22	0	0	114	26	24	0	5	50	26	93	1	23	120	284
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	15	1	0	2	16	5	4	0	1	9	5	29	0	9	34	59
5:45 PM	14	7	1	0	22	3	4	0	2	7	5	22	0	7	27	56
Hourly Total	29	8	1	2	38	8	8	0	3	16	10	51	0	16	61	115
6:00 PM	36	12	0	0	48	5	9	0	2	14	6	26	0	8	32	94
6:15 PM	33	10	0	0	43	6	10	0	2	16	11	25	1	7	37	96
6:30 PM	27	8	0	0	35	4	5	0	1	9	7	19	0	5	26	70
6:45 PM	34	6	0	1	40	6	6	0	3	12	7	21	0	5	28	80
Hourly Total	130	36	0	1	166	21	30	0	8	51	31	91	1	25	123	340
7:00 PM	23	2	0	0	25	5	1	0	3	6	7	22	0	9	29	60
7:15 PM	19	2	0	0	21	3	3	0	5	6	9	23	0	2	32	59
7:30 PM	19	5	0	0	24	2	4	0	5	6	3	18	0	8	21	51
7:45 PM	24	4	0	0	28	7	9	0	1	16	12	21	1	6	34	78
Hourly Total	85	13	0	0	98	17	17	0	14	34	31	84	1	25	116	248
8:00 PM	22	3	0	0	25	7	10	0	1	17	9	19	0	1	28	70
8:15 PM	17	7	0	0	24	1	9	0	4	10	4	18	0	3	22	56
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	448	114	2	3	564	104	130	0	37	234	131	428	3	122	562	1360
Approach %	79.4	20.2	0.4	-	-	44.4	55.6	0.0	-	-	23.3	76.2	0.5	-	-	-
Total %	32.9	8.4	0.1	-	41.5	7.6	9.6	0.0	-	17.2	9.6	31.5	0.2	-	41.3	-
Lights	408	98	2	-	508	81	110	0	-	191	108	389	2	-	499	1198
% Lights	91.1	86.0	100.0	-	90.1	77.9	84.6	-	-	81.6	82.4	90.9	66.7	-	88.8	88.1
Buses	31	13	0	-	44	20	15	0	-	35	20	30	1	-	51	130
% Buses	6.9	11.4	0.0	-	7.8	19.2	11.5	-	-	15.0	15.3	7.0	33.3	-	9.1	9.6
Trucks	9	3	0	-	12	3	5	0	-	8	3	9	0	-	12	32
% Trucks	2.0	2.6	0.0	-	2.1	2.9	3.8	-	-	3.4	2.3	2.1	0.0	-	2.1	2.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	3	-	-	-	-	37	-	-	-	-	122	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Ruzhin Road/Krakow Boulevard
Tuesday, January 14, 2020



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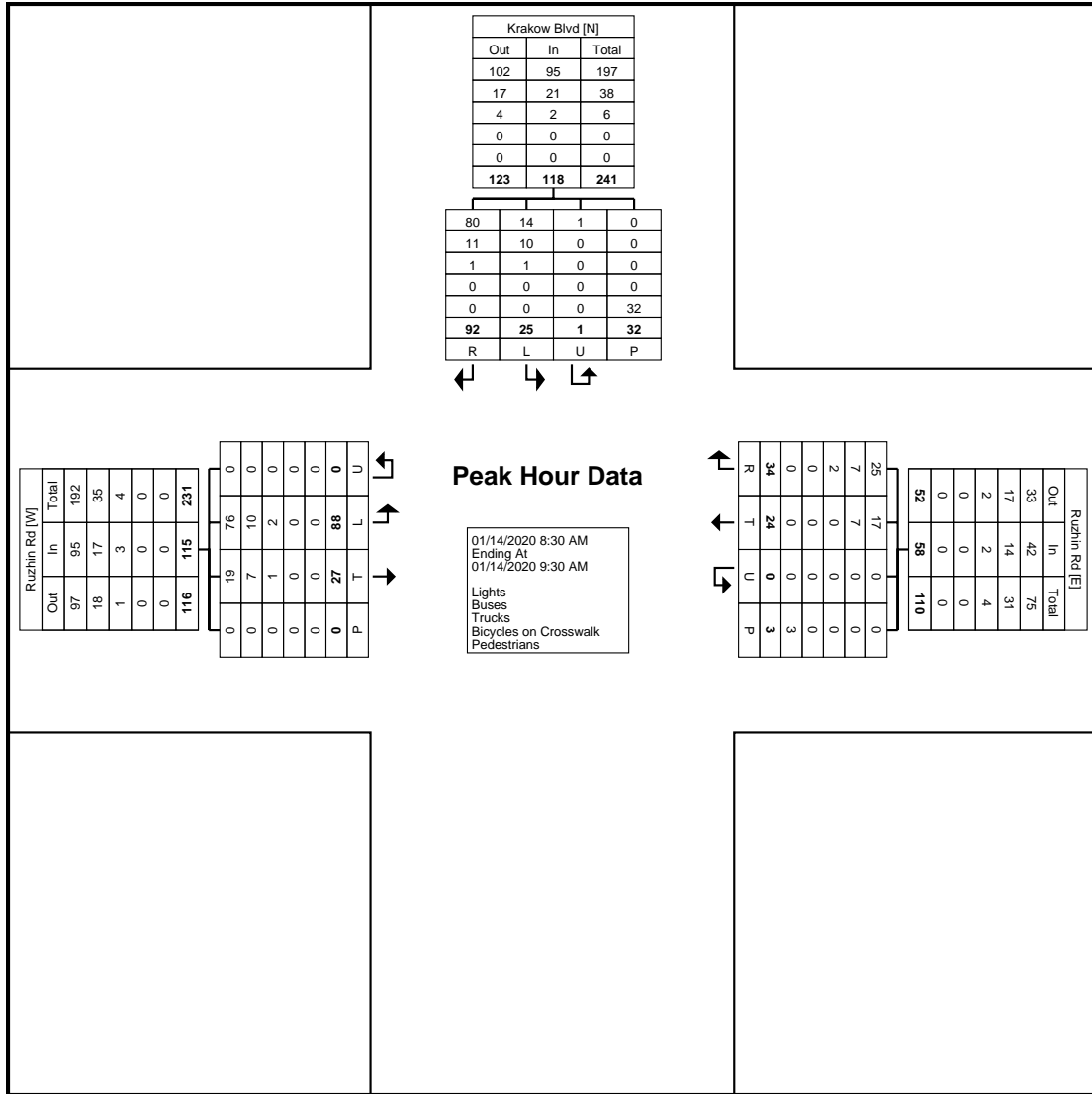
Count Name: Ruzhin
Road/Krakow Boulevard
Tuesday
Site Code: 42
Start Date: 01/14/2020
Page No: 3

Kiryas Joel, New York
Ruzhin Road/Krakow Boulevard
Tuesday, January 14, 2020

Turning Movement Peak Hour Data (8:30 AM)

Start Time	Ruzhin Rd Eastbound					Ruzhin Rd Westbound					Krakow Blvd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:30 AM	19	8	0	0	27	7	11	0	1	18	6	16	0	12	22	67
8:45 AM	21	11	0	0	32	5	11	0	0	16	4	22	0	9	26	74
9:00 AM	17	4	0	0	21	9	5	0	1	14	7	34	1	7	42	77
9:15 AM	31	4	0	0	35	3	7	0	1	10	8	20	0	4	28	73
Total	88	27	0	0	115	24	34	0	3	58	25	92	1	32	118	291
Approach %	76.5	23.5	0.0	-	-	41.4	58.6	0.0	-	-	21.2	78.0	0.8	-	-	-
Total %	30.2	9.3	0.0	-	39.5	8.2	11.7	0.0	-	19.9	8.6	31.6	0.3	-	40.5	-
PHF	0.710	0.614	0.000	-	0.821	0.667	0.773	0.000	-	0.806	0.781	0.676	0.250	-	0.702	0.945
Lights	76	19	0	-	95	17	25	0	-	42	14	80	1	-	95	232
% Lights	86.4	70.4	-	-	82.6	70.8	73.5	-	-	72.4	56.0	87.0	100.0	-	80.5	79.7
Buses	10	7	0	-	17	7	7	0	-	14	10	11	0	-	21	52
% Buses	11.4	25.9	-	-	14.8	29.2	20.6	-	-	24.1	40.0	12.0	0.0	-	17.8	17.9
Trucks	2	1	0	-	3	0	2	0	-	2	1	1	0	-	2	7
% Trucks	2.3	3.7	-	-	2.6	0.0	5.9	-	-	3.4	4.0	1.1	0.0	-	1.7	2.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	3	-	-	-	-	32	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Ruzhin Road/Krakow Boulevard
Tuesday, January 14, 2020



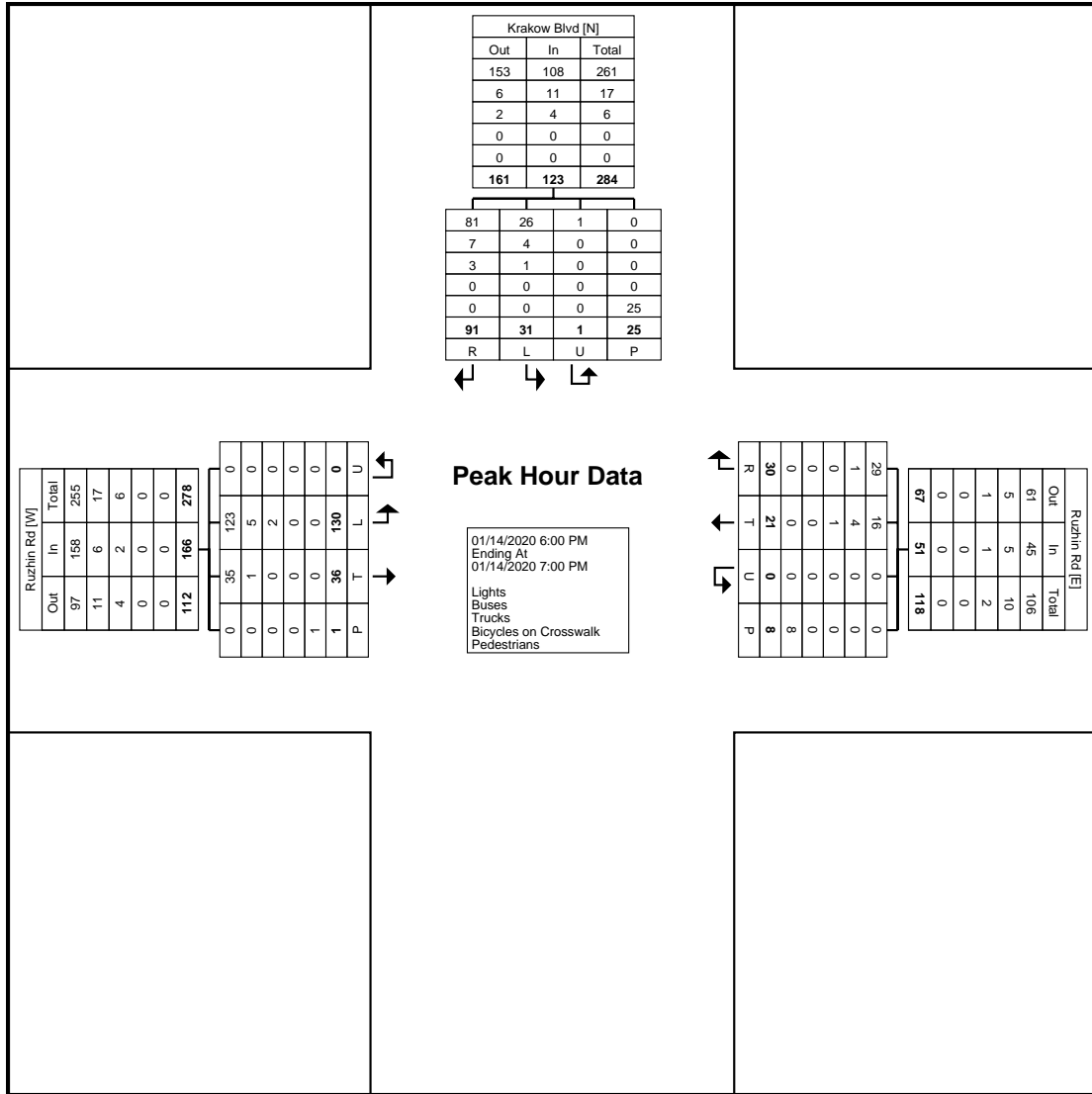
Turning Movement Peak Hour Data Plot (8:30 AM)

Kiryas Joel, New York
Ruzhin Road/Krakow Boulevard
Tuesday, January 14, 2020

Turning Movement Peak Hour Data (6:00 PM)

Start Time	Ruzhin Rd Eastbound					Ruzhin Rd Westbound					Krakow Blvd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
6:00 PM	36	12	0	0	48	5	9	0	2	14	6	26	0	8	32	94
6:15 PM	33	10	0	0	43	6	10	0	2	16	11	25	1	7	37	96
6:30 PM	27	8	0	0	35	4	5	0	1	9	7	19	0	5	26	70
6:45 PM	34	6	0	1	40	6	6	0	3	12	7	21	0	5	28	80
Total	130	36	0	1	166	21	30	0	8	51	31	91	1	25	123	340
Approach %	78.3	21.7	0.0	-	-	41.2	58.8	0.0	-	-	25.2	74.0	0.8	-	-	-
Total %	38.2	10.6	0.0	-	48.8	6.2	8.8	0.0	-	15.0	9.1	26.8	0.3	-	36.2	-
PHF	0.903	0.750	0.000	-	0.865	0.875	0.750	0.000	-	0.797	0.705	0.875	0.250	-	0.831	0.885
Lights	123	35	0	-	158	16	29	0	-	45	26	81	1	-	108	311
% Lights	94.6	97.2	-	-	95.2	76.2	96.7	-	-	88.2	83.9	89.0	100.0	-	87.8	91.5
Buses	5	1	0	-	6	4	1	0	-	5	4	7	0	-	11	22
% Buses	3.8	2.8	-	-	3.6	19.0	3.3	-	-	9.8	12.9	7.7	0.0	-	8.9	6.5
Trucks	2	0	0	-	2	1	0	0	-	1	1	3	0	-	4	7
% Trucks	1.5	0.0	-	-	1.2	4.8	0.0	-	-	2.0	3.2	3.3	0.0	-	3.3	2.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	8	-	-	-	-	25	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Ruzhin Road/Krakow Boulevard
Tuesday, January 14, 2020



Turning Movement Peak Hour Data Plot (6:00 PM)



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Ruzhin Road/Krakow Boulevard
Tuesday, January 14, 2020

Count Name: Ruzhin
Road/Krakow Boulevard
Tuesday
Site Code: 42
Start Date: 01/14/2020
Page No: 7



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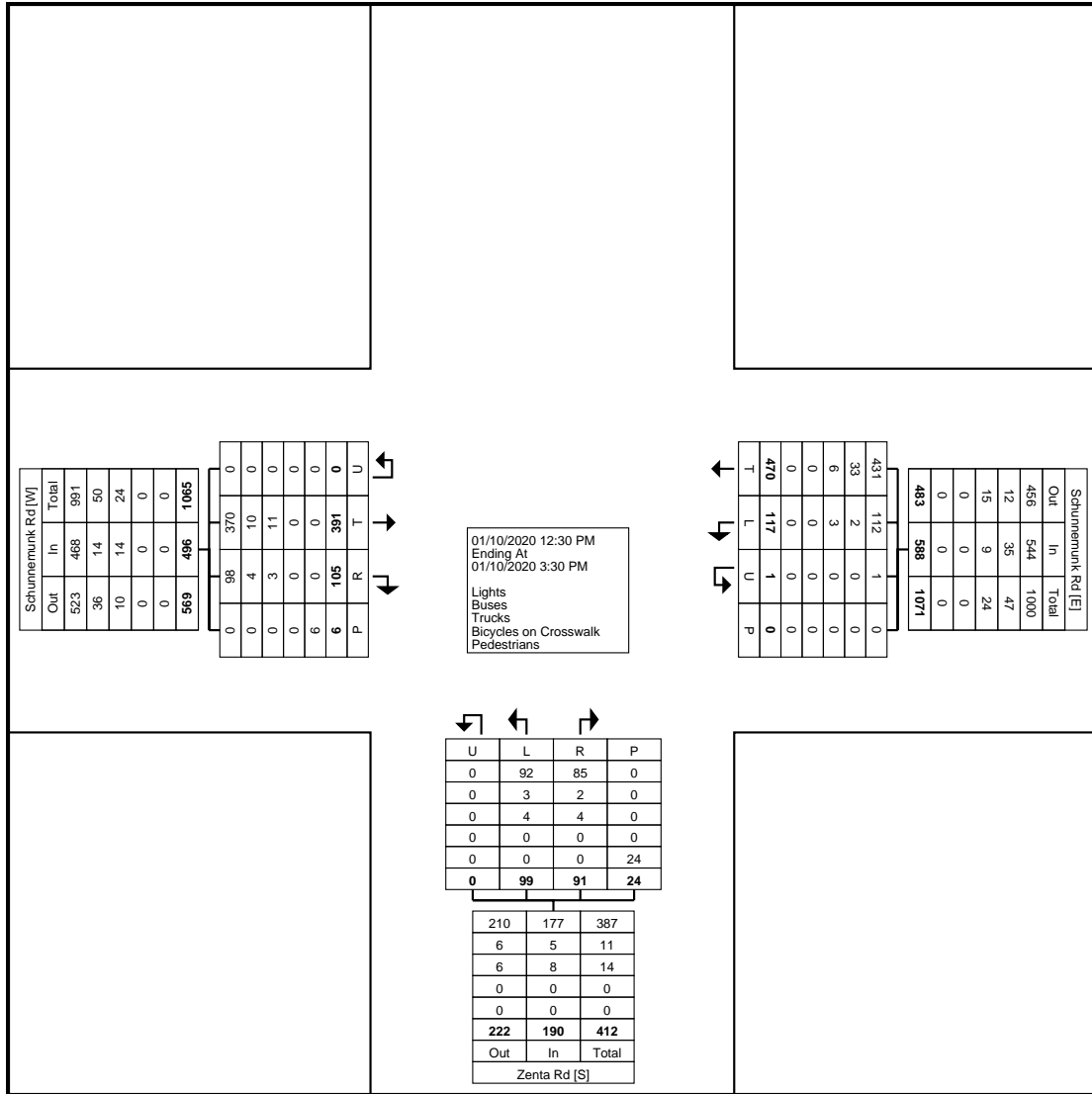
Count Name: Schunнемunk Rd/Zenta Road Friday
Site Code: 37
Start Date: 01/10/2020
Page No: 1

Kiryas Joel, New York
Schunнемunk Rd/Zenta Road
Friday, January 10, 2020

Turning Movement Data

Start Time	Schunнемunk Rd Eastbound					Schunнемunk Rd Westbound					Zenta Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
12:30 PM	43	14	0	1	57	12	49	0	0	61	6	10	0	3	16	134
12:45 PM	40	9	0	1	49	13	38	0	0	51	7	11	0	1	18	118
Hourly Total	83	23	0	2	106	25	87	0	0	112	13	21	0	4	34	252
1:00 PM	34	12	0	1	46	8	62	0	0	70	6	9	0	1	15	131
1:15 PM	38	7	0	0	45	13	41	0	0	54	6	9	0	4	15	114
1:30 PM	48	7	0	2	55	11	36	0	0	47	6	7	0	3	13	115
1:45 PM	30	8	0	0	38	13	35	0	0	48	5	7	0	0	12	98
Hourly Total	150	34	0	3	184	45	174	0	0	219	23	32	0	8	55	458
2:00 PM	26	10	0	0	36	9	35	0	0	44	14	9	0	2	23	103
2:15 PM	35	6	0	0	41	12	32	0	0	44	10	8	0	3	18	103
2:30 PM	30	7	0	0	37	5	48	0	0	53	13	7	0	1	20	110
2:45 PM	22	8	0	0	30	6	31	0	0	37	9	5	0	3	14	81
Hourly Total	113	31	0	0	144	32	146	0	0	178	46	29	0	9	75	397
3:00 PM	22	8	0	1	30	3	28	0	0	31	9	4	0	2	13	74
3:15 PM	23	9	0	0	32	12	35	1	0	48	8	5	0	1	13	93
Grand Total	391	105	0	6	496	117	470	1	0	588	99	91	0	24	190	1274
Approach %	78.8	21.2	0.0	-	-	19.9	79.9	0.2	-	-	52.1	47.9	0.0	-	-	-
Total %	30.7	8.2	0.0	-	38.9	9.2	36.9	0.1	-	46.2	7.8	7.1	0.0	-	14.9	-
Lights	370	98	0	-	468	112	431	1	-	544	92	85	0	-	177	1189
% Lights	94.6	93.3	-	-	94.4	95.7	91.7	100.0	-	92.5	92.9	93.4	-	-	93.2	93.3
Buses	10	4	0	-	14	2	33	0	-	35	3	2	0	-	5	54
% Buses	2.6	3.8	-	-	2.8	1.7	7.0	0.0	-	6.0	3.0	2.2	-	-	2.6	4.2
Trucks	11	3	0	-	14	3	6	0	-	9	4	4	0	-	8	31
% Trucks	2.8	2.9	-	-	2.8	2.6	1.3	0.0	-	1.5	4.0	4.4	-	-	4.2	2.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	6	-	-	-	-	0	-	-	-	-	24	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Schunнемunk Rd/Zenta Road
Friday, January 10, 2020



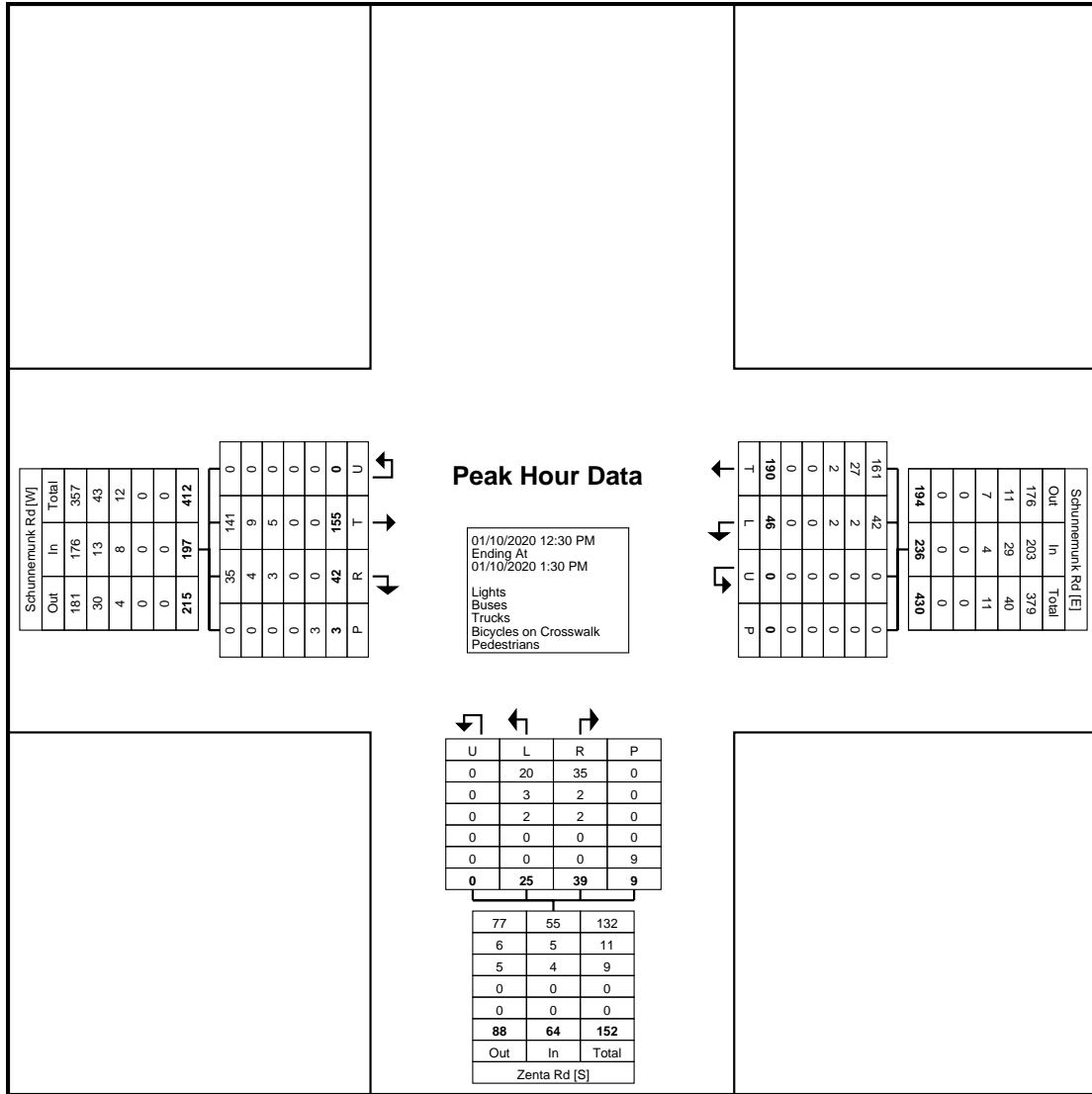
Turning Movement Data Plot

Kiryas Joel, New York
Schunнемunk Rd/Zenta Road
Friday, January 10, 2020

Turning Movement Peak Hour Data (12:30 PM)

Start Time	Schunнемunk Rd Eastbound					Schunнемunk Rd Westbound					Zenta Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
12:30 PM	43	14	0	1	57	12	49	0	0	61	6	10	0	3	16	134
12:45 PM	40	9	0	1	49	13	38	0	0	51	7	11	0	1	18	118
1:00 PM	34	12	0	1	46	8	62	0	0	70	6	9	0	1	15	131
1:15 PM	38	7	0	0	45	13	41	0	0	54	6	9	0	4	15	114
Total	155	42	0	3	197	46	190	0	0	236	25	39	0	9	64	497
Approach %	78.7	21.3	0.0	-	-	19.5	80.5	0.0	-	-	39.1	60.9	0.0	-	-	-
Total %	31.2	8.5	0.0	-	39.6	9.3	38.2	0.0	-	47.5	5.0	7.8	0.0	-	12.9	-
PHF	0.901	0.750	0.000	-	0.864	0.885	0.766	0.000	-	0.843	0.893	0.886	0.000	-	0.889	0.927
Lights	141	35	0	-	176	42	161	0	-	203	20	35	0	-	55	434
% Lights	91.0	83.3	-	-	89.3	91.3	84.7	-	-	86.0	80.0	89.7	-	-	85.9	87.3
Buses	9	4	0	-	13	2	27	0	-	29	3	2	0	-	5	47
% Buses	5.8	9.5	-	-	6.6	4.3	14.2	-	-	12.3	12.0	5.1	-	-	7.8	9.5
Trucks	5	3	0	-	8	2	2	0	-	4	2	2	0	-	4	16
% Trucks	3.2	7.1	-	-	4.1	4.3	1.1	-	-	1.7	8.0	5.1	-	-	6.3	3.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	3	-	-	-	-	0	-	-	-	-	9	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Schunnumunk Rd/Zenta Road
Friday, January 10, 2020



Turning Movement Peak Hour Data Plot (12:30 PM)



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Kiryas Joel, New York
Schunemunk Rd/Zenta Road
Friday, January 10, 2020

Count Name: Schunemunk
Rd/Zenta Road Friday
Site Code: 37
Start Date: 01/10/2020
Page No: 5



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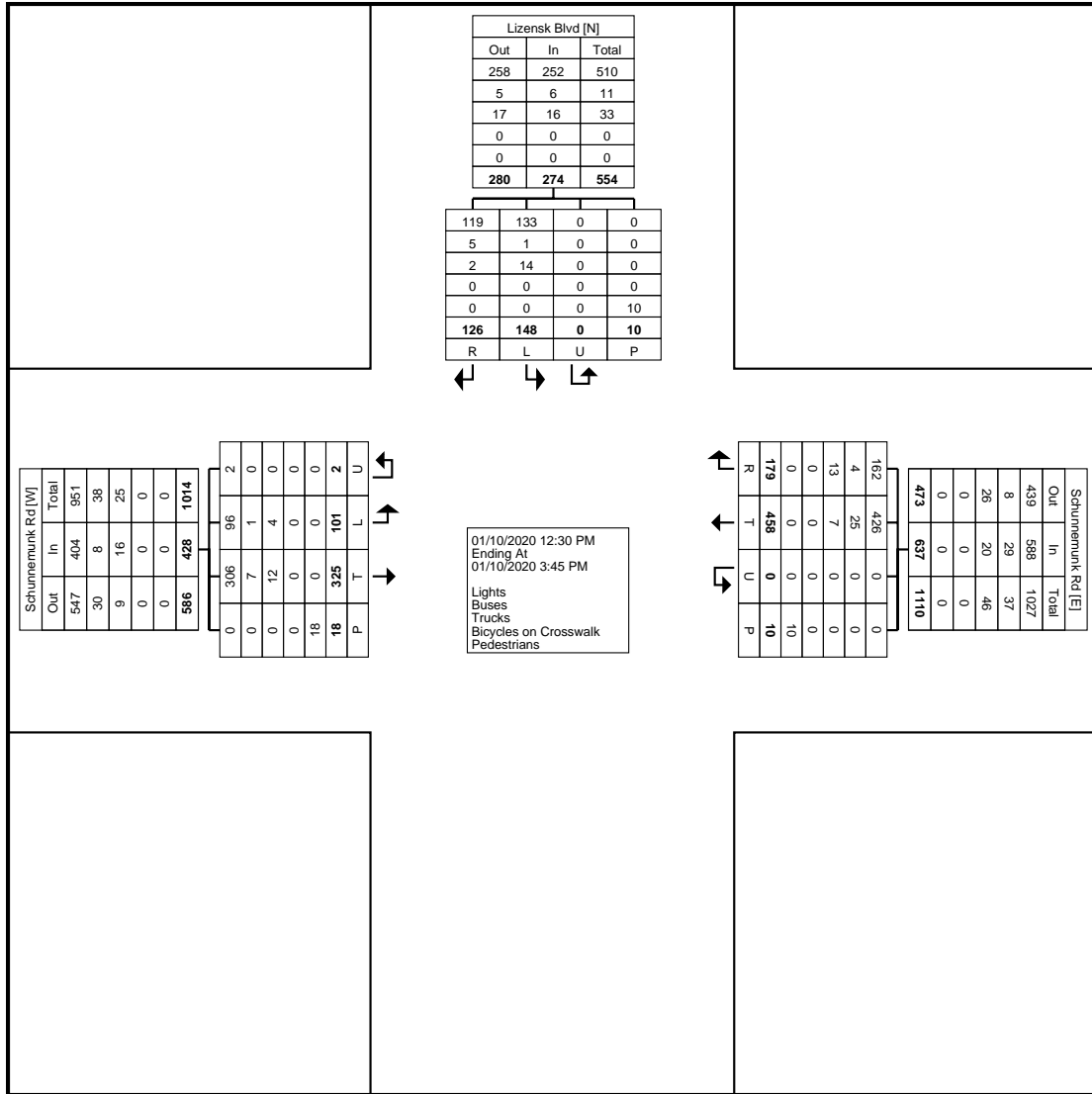
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Kiryas Joel, New York
Schunnefunk Road/Lizensk
Boulevard
Friday, January 10, 2020

Count Name: Schunnefunk
Road/Lizensk Boulevard Friday
Site Code: 38
Start Date: 01/10/2020
Page No: 1

Turning Movement Data

Start Time	Schunnefunk Rd Eastbound					Schunnefunk Rd Westbound					Lizensk Blvd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
12:30 PM	6	32	0	2	38	52	14	0	1	66	16	16	0	1	32	136
12:45 PM	10	42	1	3	53	45	15	0	0	60	11	8	0	0	19	132
Hourly Total	16	74	1	5	91	97	29	0	1	126	27	24	0	1	51	268
1:00 PM	11	26	0	0	37	53	23	0	1	76	13	12	0	3	25	138
1:15 PM	6	26	1	1	33	37	14	0	0	51	11	13	0	1	24	108
1:30 PM	14	33	0	1	47	39	14	0	3	53	10	11	0	1	21	121
1:45 PM	11	21	0	3	32	32	11	0	3	43	14	9	0	0	23	98
Hourly Total	42	106	1	5	149	161	62	0	7	223	48	45	0	5	93	465
2:00 PM	7	24	0	0	31	37	14	0	0	51	14	10	0	3	24	106
2:15 PM	15	33	0	0	48	49	22	0	0	71	10	13	0	0	23	142
2:30 PM	3	26	0	0	29	28	15	0	0	43	14	7	0	0	21	93
2:45 PM	7	17	0	1	24	29	13	0	0	42	15	11	0	0	26	92
Hourly Total	32	100	0	1	132	143	64	0	0	207	53	41	0	3	94	433
3:00 PM	4	23	0	1	27	24	12	0	0	36	12	10	0	1	22	85
3:15 PM	7	22	0	6	29	33	12	0	2	45	8	6	0	0	14	88
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	101	325	2	18	428	458	179	0	10	637	148	126	0	10	274	1339
Approach %	23.6	75.9	0.5	-	-	71.9	28.1	0.0	-	-	54.0	46.0	0.0	-	-	-
Total %	7.5	24.3	0.1	-	32.0	34.2	13.4	0.0	-	47.6	11.1	9.4	0.0	-	20.5	-
Lights	96	306	2	-	404	426	162	0	-	588	133	119	0	-	252	1244
% Lights	95.0	94.2	100.0	-	94.4	93.0	90.5	-	-	92.3	89.9	94.4	-	-	92.0	92.9
Buses	1	7	0	-	8	25	4	0	-	29	1	5	0	-	6	43
% Buses	1.0	2.2	0.0	-	1.9	5.5	2.2	-	-	4.6	0.7	4.0	-	-	2.2	3.2
Trucks	4	12	0	-	16	7	13	0	-	20	14	2	0	-	16	52
% Trucks	4.0	3.7	0.0	-	3.7	1.5	7.3	-	-	3.1	9.5	1.6	-	-	5.8	3.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	18	-	-	-	-	10	-	-	-	-	10	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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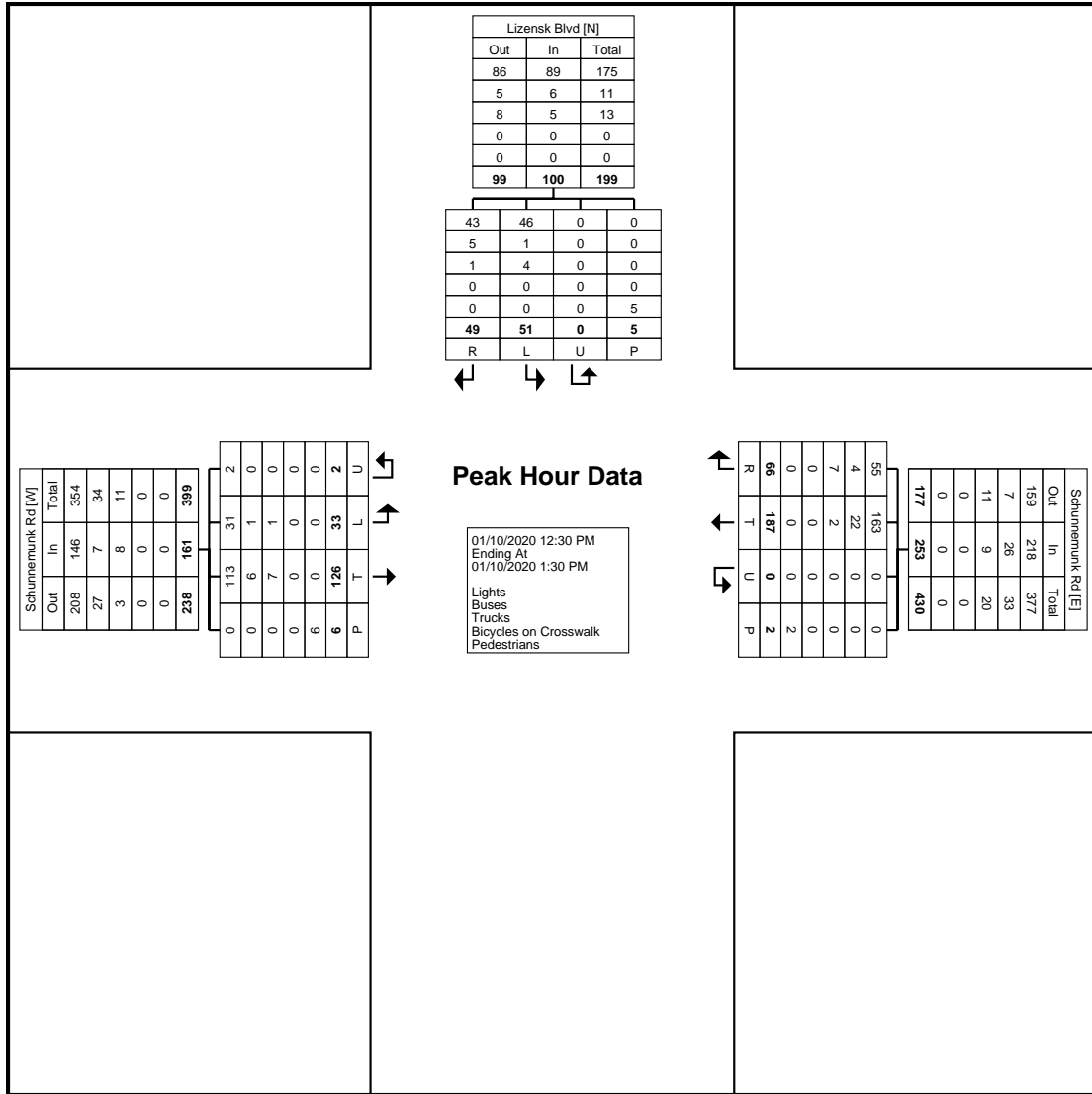
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Road/Lizensk Boulevard Friday
Site Code: 38
Start Date: 01/10/2020
Page No: 3

Turning Movement Peak Hour Data (12:30 PM)

Start Time	Schunнемunk Rd Eastbound					Schunнемunk Rd Westbound					Lizensk Blvd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
12:30 PM	6	32	0	2	38	52	14	0	1	66	16	16	0	1	32	136
12:45 PM	10	42	1	3	53	45	15	0	0	60	11	8	0	0	19	132
1:00 PM	11	26	0	0	37	53	23	0	1	76	13	12	0	3	25	138
1:15 PM	6	26	1	1	33	37	14	0	0	51	11	13	0	1	24	108
Total	33	126	2	6	161	187	66	0	2	253	51	49	0	5	100	514
Approach %	20.5	78.3	1.2	-	-	73.9	26.1	0.0	-	-	51.0	49.0	0.0	-	-	-
Total %	6.4	24.5	0.4	-	31.3	36.4	12.8	0.0	-	49.2	9.9	9.5	0.0	-	19.5	-
PHF	0.750	0.750	0.500	-	0.759	0.882	0.717	0.000	-	0.832	0.797	0.766	0.000	-	0.781	0.931
Lights	31	113	2	-	146	163	55	0	-	218	46	43	0	-	89	453
% Lights	93.9	89.7	100.0	-	90.7	87.2	83.3	-	-	86.2	90.2	87.8	-	-	89.0	88.1
Buses	1	6	0	-	7	22	4	0	-	26	1	5	0	-	6	39
% Buses	3.0	4.8	0.0	-	4.3	11.8	6.1	-	-	10.3	2.0	10.2	-	-	6.0	7.6
Trucks	1	7	0	-	8	2	7	0	-	9	4	1	0	-	5	22
% Trucks	3.0	5.6	0.0	-	5.0	1.1	10.6	-	-	3.6	7.8	2.0	-	-	5.0	4.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	6	-	-	-	-	2	-	-	-	-	5	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Schunнемunk Road/Lizensk
Boulevard
Friday, January 10, 2020



Turning Movement Peak Hour Data Plot (12:30 PM)



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Kiryas Joel, New York
Schunemunk Road/Lizensk
Boulevard
Friday, January 10, 2020

Count Name: Schunemunk
Road/Lizensk Boulevard Friday
Site Code: 38
Start Date: 01/10/2020
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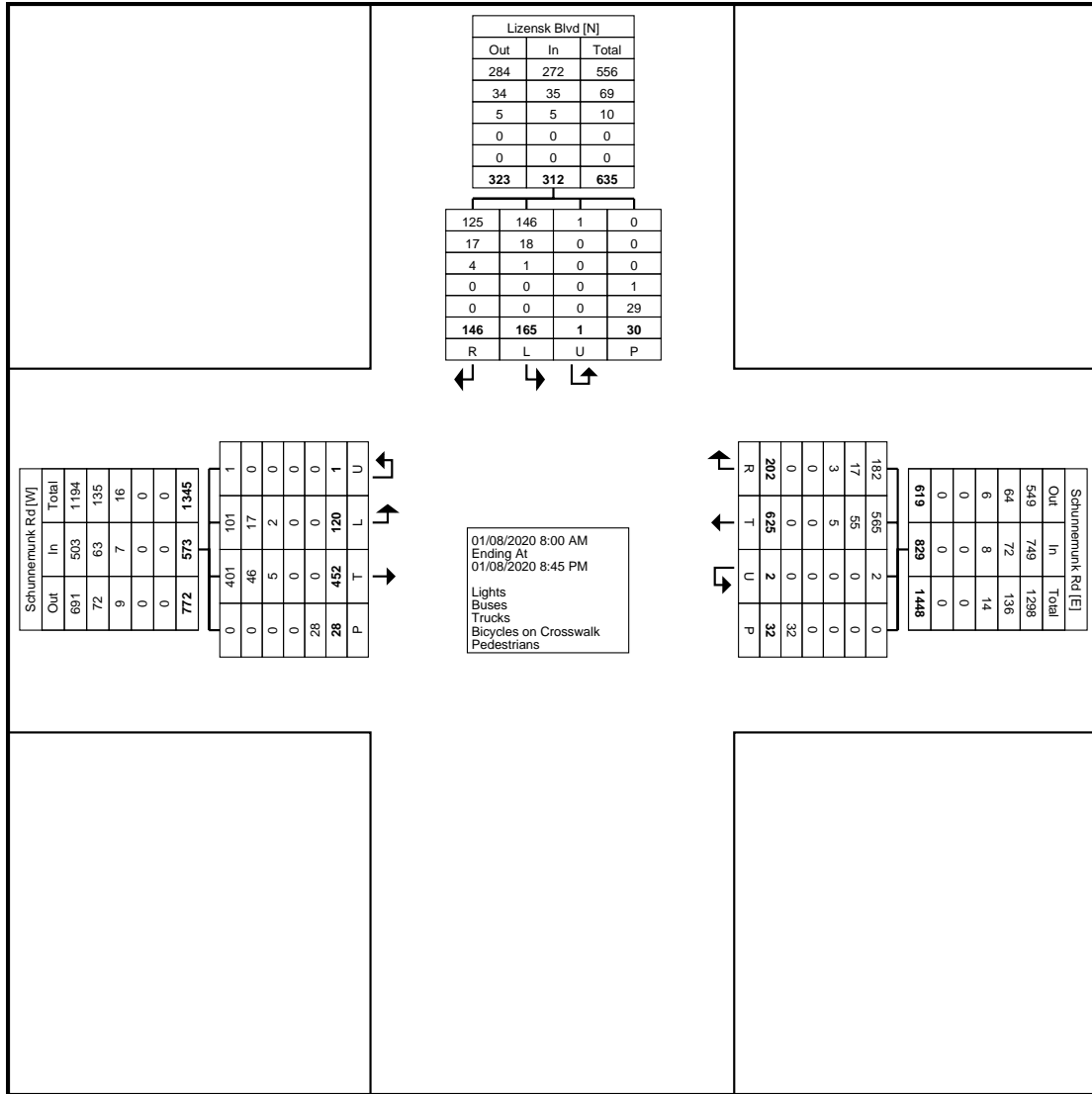
Count Name: Schunнемunk
Road/Lizensk Boulevard
Wednesday
Site Code: 38
Start Date: 01/08/2020
Page No: 1

Kiryas Joel, New York
Schunнемunk Road/Lizensk
Boulevard
Wednesday, January 8, 2020

Turning Movement Data

Start Time	Schunнемunk Rd Eastbound					Schunнемunk Rd Westbound					Lizensk Blvd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:00 AM	3	17	0	1	20	28	9	0	0	37	3	4	0	1	7	64
8:15 AM	4	23	0	0	27	26	9	0	1	35	10	11	0	0	21	83
8:30 AM	6	20	0	2	26	28	6	0	0	34	9	9	0	2	18	78
8:45 AM	8	30	0	0	38	37	6	0	15	43	5	7	0	6	12	93
Hourly Total	21	90	0	3	111	119	30	0	16	149	27	31	0	9	58	318
9:00 AM	11	23	1	3	35	36	5	0	1	41	8	11	0	0	19	95
9:15 AM	7	23	0	2	30	36	8	0	0	44	7	11	0	0	18	92
9:30 AM	5	26	0	1	31	20	15	0	0	35	9	8	0	3	17	83
9:45 AM	3	20	0	0	23	37	10	0	1	47	10	5	0	1	15	85
Hourly Total	26	92	1	6	119	129	38	0	2	167	34	35	0	4	69	355
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	8	18	0	2	26	28	5	1	6	34	6	6	0	1	12	72
5:45 PM	1	20	0	0	21	30	7	0	0	37	3	6	0	0	9	67
Hourly Total	9	38	0	2	47	58	12	1	6	71	9	12	0	1	21	139
6:00 PM	6	31	0	0	37	30	16	0	1	46	4	11	0	1	15	98
6:15 PM	11	30	0	0	41	42	15	0	4	57	14	8	0	1	22	120
6:30 PM	10	31	0	0	41	33	14	1	2	48	7	5	0	1	12	101
6:45 PM	5	15	0	2	20	33	13	0	0	46	8	6	0	1	14	80
Hourly Total	32	107	0	2	139	138	58	1	7	197	33	30	0	4	63	399
7:00 PM	8	25	0	2	33	36	14	0	0	50	6	7	0	3	13	96
7:15 PM	5	12	0	3	17	31	10	0	0	41	14	7	0	4	21	79
7:30 PM	3	18	0	4	21	32	11	0	0	43	13	8	0	3	21	85
7:45 PM	4	25	0	4	29	28	8	0	0	36	8	5	0	0	13	78
Hourly Total	20	80	0	13	100	127	43	0	0	170	41	27	0	10	68	338
8:00 PM	6	19	0	0	25	32	9	0	1	41	10	5	1	0	16	82
8:15 PM	6	26	0	0	32	22	12	0	0	34	11	6	0	2	17	83
8:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	120	452	1	28	573	625	202	2	32	829	165	146	1	30	312	1714
Approach %	20.9	78.9	0.2	-	-	75.4	24.4	0.2	-	-	52.9	46.8	0.3	-	-	-
Total %	7.0	26.4	0.1	-	33.4	36.5	11.8	0.1	-	48.4	9.6	8.5	0.1	-	18.2	-
Lights	101	401	1	-	503	565	182	2	-	749	146	125	1	-	272	1524
% Lights	84.2	88.7	100.0	-	87.8	90.4	90.1	100.0	-	90.3	88.5	85.6	100.0	-	87.2	88.9
Buses	17	46	0	-	63	55	17	0	-	72	18	17	0	-	35	170
% Buses	14.2	10.2	0.0	-	11.0	8.8	8.4	0.0	-	8.7	10.9	11.6	0.0	-	11.2	9.9
Trucks	2	5	0	-	7	5	3	0	-	8	1	4	0	-	5	20
% Trucks	1.7	1.1	0.0	-	1.2	0.8	1.5	0.0	-	1.0	0.6	2.7	0.0	-	1.6	1.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	3.3	-	-
Pedestrians	-	-	-	28	-	-	-	-	32	-	-	-	-	29	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	96.7	-	-

Kiryas Joel, New York
Schunнемunk Road/Lizensk
Boulevard
Wednesday, January 8, 2020



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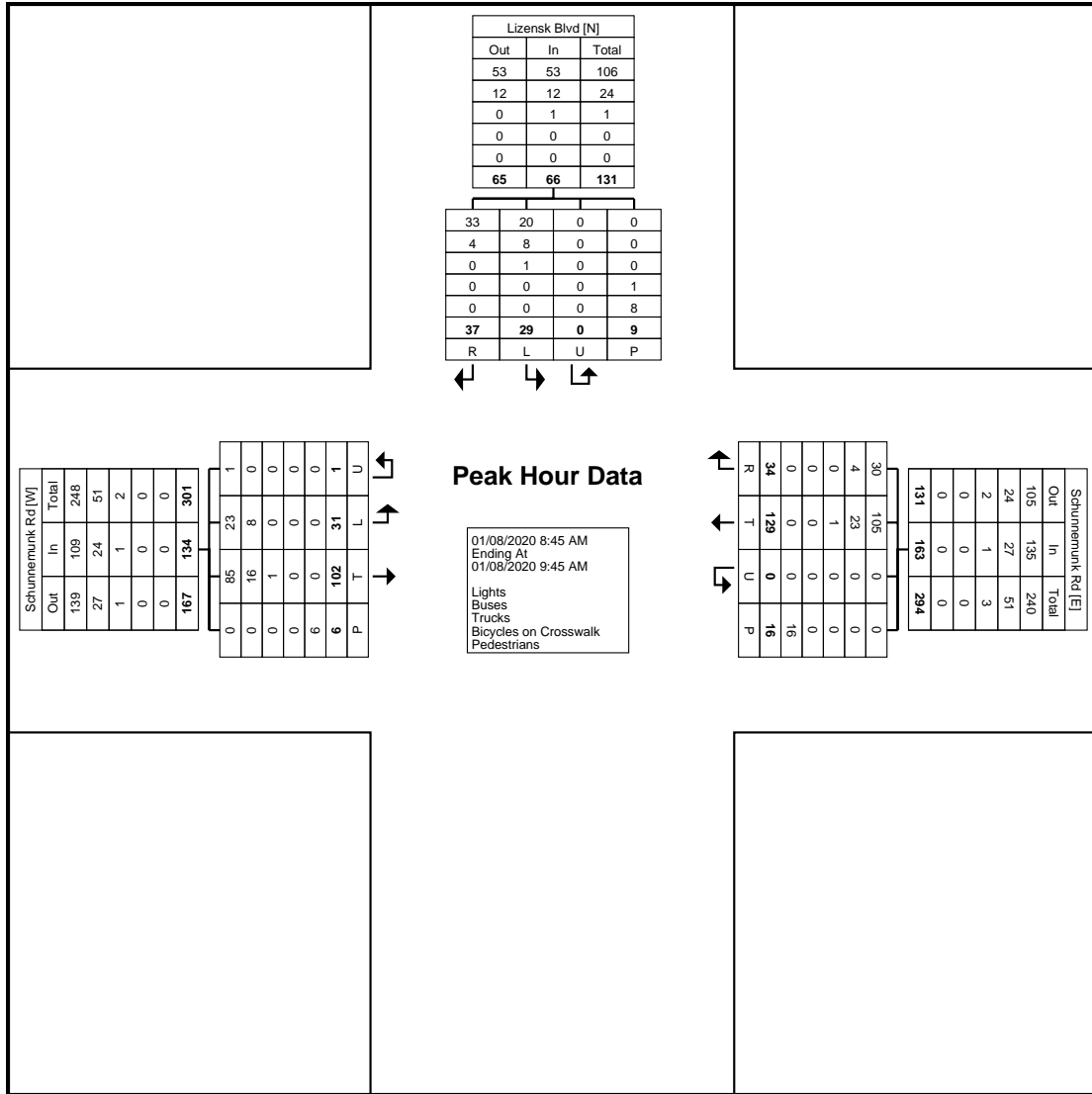
Count Name: Schunнемunk
Road/Lizensk Boulevard
Wednesday
Site Code: 38
Start Date: 01/08/2020
Page No: 3

Kiryas Joel, New York
Schunнемunk Road/Lizensk
Boulevard
Wednesday, January 8, 2020

Turning Movement Peak Hour Data (8:45 AM)

Start Time	Schunнемunk Rd Eastbound					Schunнемunk Rd Westbound					Lizensk Blvd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:45 AM	8	30	0	0	38	37	6	0	15	43	5	7	0	6	12	93
9:00 AM	11	23	1	3	35	36	5	0	1	41	8	11	0	0	19	95
9:15 AM	7	23	0	2	30	36	8	0	0	44	7	11	0	0	18	92
9:30 AM	5	26	0	1	31	20	15	0	0	35	9	8	0	3	17	83
Total	31	102	1	6	134	129	34	0	16	163	29	37	0	9	66	363
Approach %	23.1	76.1	0.7	-	-	79.1	20.9	0.0	-	-	43.9	56.1	0.0	-	-	-
Total %	8.5	28.1	0.3	-	36.9	35.5	9.4	0.0	-	44.9	8.0	10.2	0.0	-	18.2	-
PHF	0.705	0.850	0.250	-	0.882	0.872	0.567	0.000	-	0.926	0.806	0.841	0.000	-	0.868	0.955
Lights	23	85	1	-	109	105	30	0	-	135	20	33	0	-	53	297
% Lights	74.2	83.3	100.0	-	81.3	81.4	88.2	-	-	82.8	69.0	89.2	-	-	80.3	81.8
Buses	8	16	0	-	24	23	4	0	-	27	8	4	0	-	12	63
% Buses	25.8	15.7	0.0	-	17.9	17.8	11.8	-	-	16.6	27.6	10.8	-	-	18.2	17.4
Trucks	0	1	0	-	1	1	0	0	-	1	1	0	0	-	1	3
% Trucks	0.0	1.0	0.0	-	0.7	0.8	0.0	-	-	0.6	3.4	0.0	-	-	1.5	0.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	11.1	-	-
Pedestrians	-	-	-	6	-	-	-	-	16	-	-	-	-	8	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	88.9	-	-

Kiryas Joel, New York
Schunнемunk Road/Lizensk
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Wednesday, January 8, 2020



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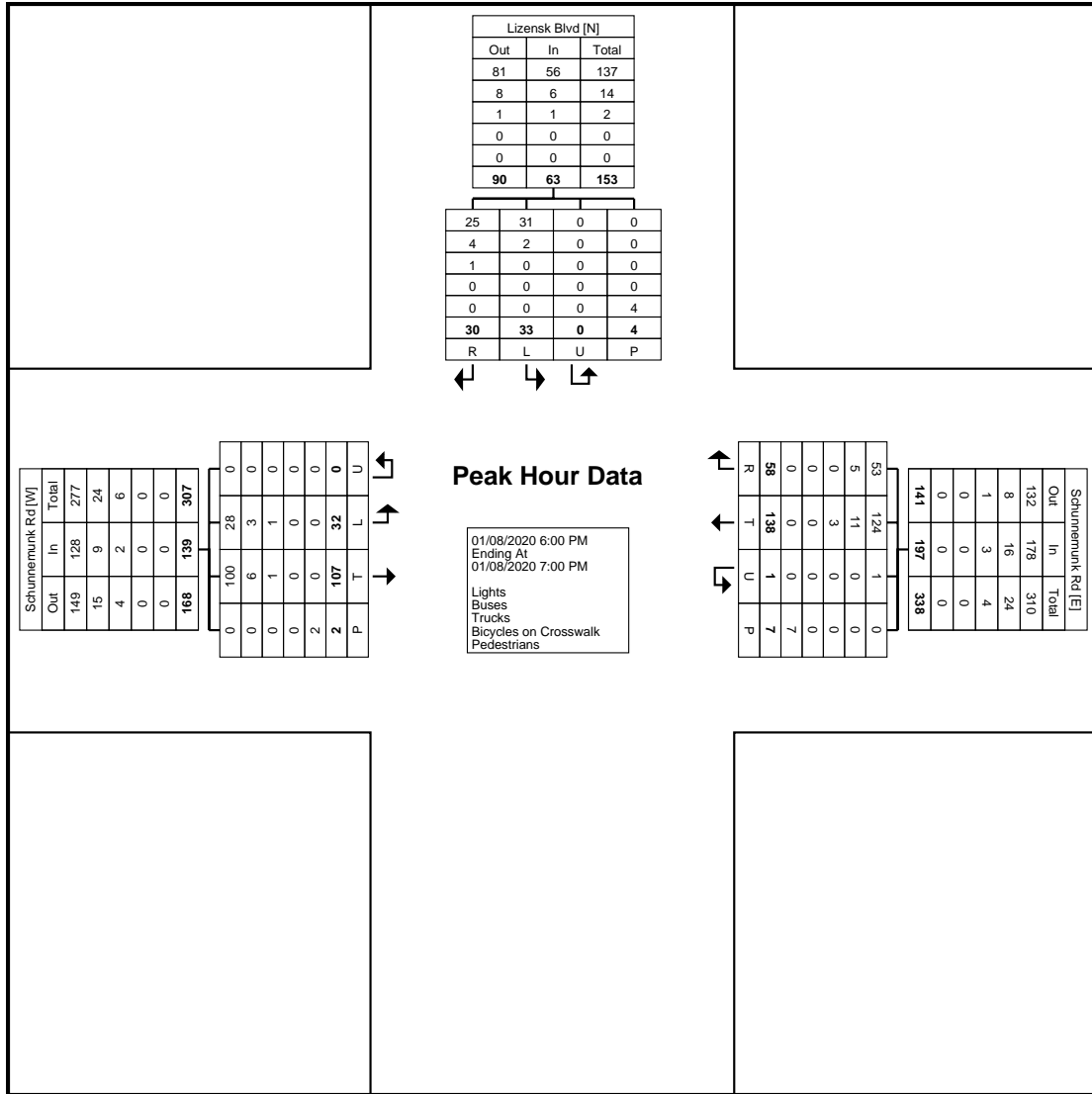
Count Name: Schunнемunk
Road/Lizensk Boulevard
Wednesday
Site Code: 38
Start Date: 01/08/2020
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Kiryas Joel, New York
Schunнемunk Road/Lizensk
Boulevard
Wednesday, January 8, 2020

Turning Movement Peak Hour Data (6:00 PM)

Start Time	Schunнемunk Rd Eastbound					Schunнемunk Rd Westbound					Lizensk Blvd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
6:00 PM	6	31	0	0	37	30	16	0	1	46	4	11	0	1	15	98
6:15 PM	11	30	0	0	41	42	15	0	4	57	14	8	0	1	22	120
6:30 PM	10	31	0	0	41	33	14	1	2	48	7	5	0	1	12	101
6:45 PM	5	15	0	2	20	33	13	0	0	46	8	6	0	1	14	80
Total	32	107	0	2	139	138	58	1	7	197	33	30	0	4	63	399
Approach %	23.0	77.0	0.0	-	-	70.1	29.4	0.5	-	-	52.4	47.6	0.0	-	-	-
Total %	8.0	26.8	0.0	-	34.8	34.6	14.5	0.3	-	49.4	8.3	7.5	0.0	-	15.8	-
PHF	0.727	0.863	0.000	-	0.848	0.821	0.906	0.250	-	0.864	0.589	0.682	0.000	-	0.716	0.831
Lights	28	100	0	-	128	124	53	1	-	178	31	25	0	-	56	362
% Lights	87.5	93.5	-	-	92.1	89.9	91.4	100.0	-	90.4	93.9	83.3	-	-	88.9	90.7
Buses	3	6	0	-	9	11	5	0	-	16	2	4	0	-	6	31
% Buses	9.4	5.6	-	-	6.5	8.0	8.6	0.0	-	8.1	6.1	13.3	-	-	9.5	7.8
Trucks	1	1	0	-	2	3	0	0	-	3	0	1	0	-	1	6
% Trucks	3.1	0.9	-	-	1.4	2.2	0.0	0.0	-	1.5	0.0	3.3	-	-	1.6	1.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	2	-	-	-	-	7	-	-	-	-	4	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Schunнемunk Road/Lizensk
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Wednesday, January 8, 2020



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Count Name: Schunemunk
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Wednesday
Site Code: 38
Start Date: 01/08/2020
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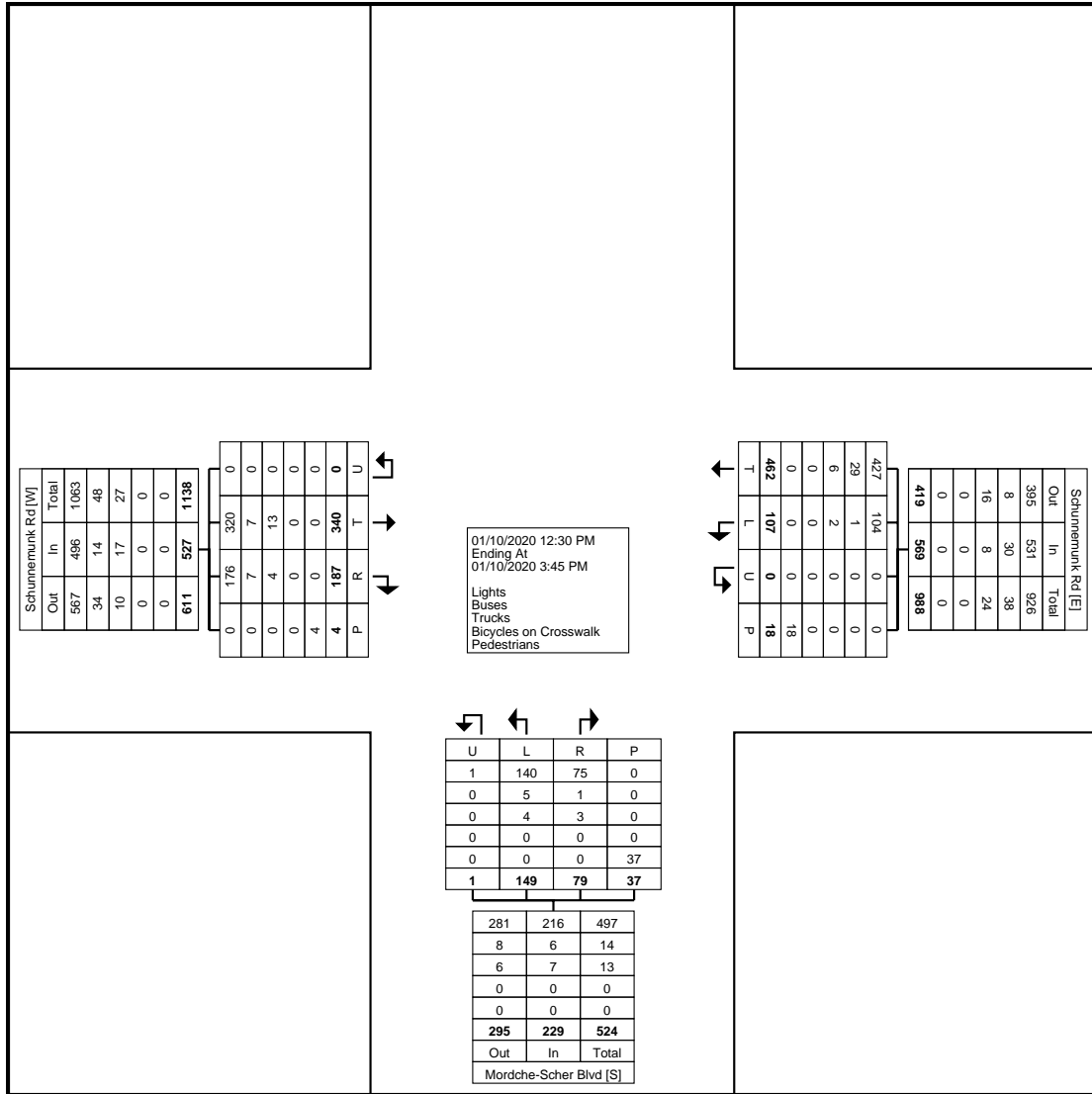
Count Name: Schunнемunk
Road/Mordeche Scher
Boulevard Friday
Site Code: 27
Start Date: 01/10/2020
Page No: 1

Kiryas Joel, New York
Schunнемunk Road/Mordeche
Scher Boulevard
Friday, January 10, 2020

Turning Movement Data

Start Time	Schunнемunk Rd Eastbound					Schunнемunk Rd Westbound					Mordche-Scher Blvd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
12:30 PM	32	20	0	1	52	11	56	0	2	67	8	4	0	8	12	131
12:45 PM	43	18	0	1	61	12	43	0	8	55	14	7	0	3	21	137
Hourly Total	75	38	0	2	113	23	99	0	10	122	22	11	0	11	33	268
1:00 PM	28	14	0	0	42	11	55	0	1	66	19	10	0	5	29	137
1:15 PM	28	30	0	0	58	10	34	0	0	44	14	6	0	3	20	122
1:30 PM	34	23	0	0	57	11	37	0	1	48	17	8	0	4	25	130
1:45 PM	22	15	0	0	37	9	34	0	2	43	19	7	0	2	26	106
Hourly Total	112	82	0	0	194	41	160	0	4	201	69	31	0	14	100	495
2:00 PM	27	14	0	0	41	10	33	0	3	43	10	5	0	0	15	99
2:15 PM	35	13	0	0	48	13	44	0	1	57	10	11	0	2	21	126
2:30 PM	27	12	0	0	39	5	31	0	0	36	14	3	0	3	17	92
2:45 PM	16	17	0	0	33	7	30	0	0	37	7	7	0	2	14	84
Hourly Total	105	56	0	0	161	35	138	0	4	173	41	26	0	7	67	401
3:00 PM	20	4	0	0	24	4	28	0	0	32	4	6	0	5	10	66
3:15 PM	28	7	0	2	35	4	37	0	0	41	13	5	1	0	19	95
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	340	187	0	4	527	107	462	0	18	569	149	79	1	37	229	1325
Approach %	64.5	35.5	0.0	-	-	18.8	81.2	0.0	-	-	65.1	34.5	0.4	-	-	-
Total %	25.7	14.1	0.0	-	39.8	8.1	34.9	0.0	-	42.9	11.2	6.0	0.1	-	17.3	-
Lights	320	176	0	-	496	104	427	0	-	531	140	75	1	-	216	1243
% Lights	94.1	94.1	-	-	94.1	97.2	92.4	-	-	93.3	94.0	94.9	100.0	-	94.3	93.8
Buses	7	7	0	-	14	1	29	0	-	30	5	1	0	-	6	50
% Buses	2.1	3.7	-	-	2.7	0.9	6.3	-	-	5.3	3.4	1.3	0.0	-	2.6	3.8
Trucks	13	4	0	-	17	2	6	0	-	8	4	3	0	-	7	32
% Trucks	3.8	2.1	-	-	3.2	1.9	1.3	-	-	1.4	2.7	3.8	0.0	-	3.1	2.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	4	-	-	-	-	18	-	-	-	-	37	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Schunнемunk Road/Mordeche
Scher Boulevard
Friday, January 10, 2020



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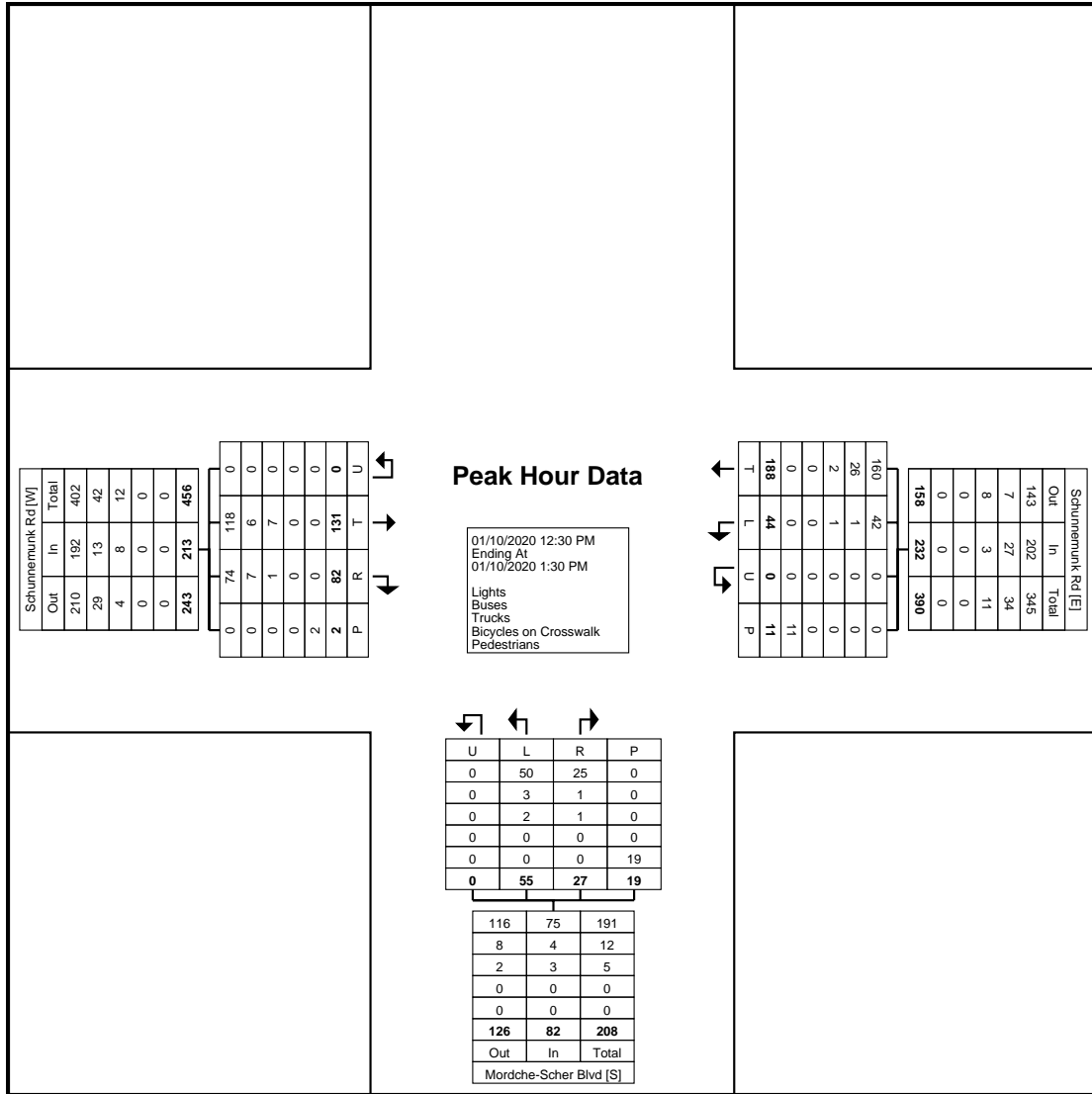
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Road/Mordeche Scher
Boulevard Friday
Site Code: 27
Start Date: 01/10/2020
Page No: 3

Turning Movement Peak Hour Data (12:30 PM)

Start Time	Schunnemunk Rd Eastbound					Schunnemunk Rd Westbound					Mordeche-Scher Blvd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
12:30 PM	32	20	0	1	52	11	56	0	2	67	8	4	0	8	12	131
12:45 PM	43	18	0	1	61	12	43	0	8	55	14	7	0	3	21	137
1:00 PM	28	14	0	0	42	11	55	0	1	66	19	10	0	5	29	137
1:15 PM	28	30	0	0	58	10	34	0	0	44	14	6	0	3	20	122
Total	131	82	0	2	213	44	188	0	11	232	55	27	0	19	82	527
Approach %	61.5	38.5	0.0	-	-	19.0	81.0	0.0	-	-	67.1	32.9	0.0	-	-	-
Total %	24.9	15.6	0.0	-	40.4	8.3	35.7	0.0	-	44.0	10.4	5.1	0.0	-	15.6	-
PHF	0.762	0.683	0.000	-	0.873	0.917	0.839	0.000	-	0.866	0.724	0.675	0.000	-	0.707	0.962
Lights	118	74	0	-	192	42	160	0	-	202	50	25	0	-	75	469
% Lights	90.1	90.2	-	-	90.1	95.5	85.1	-	-	87.1	90.9	92.6	-	-	91.5	89.0
Buses	6	7	0	-	13	1	26	0	-	27	3	1	0	-	4	44
% Buses	4.6	8.5	-	-	6.1	2.3	13.8	-	-	11.6	5.5	3.7	-	-	4.9	8.3
Trucks	7	1	0	-	8	1	2	0	-	3	2	1	0	-	3	14
% Trucks	5.3	1.2	-	-	3.8	2.3	1.1	-	-	1.3	3.6	3.7	-	-	3.7	2.7
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	2	-	-	-	-	11	-	-	-	-	19	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Schunнемunk Road/Mordeche
Scher Boulevard
Friday, January 10, 2020



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Friday, January 10, 2020

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Road/Mordeche Scher
Boulevard Friday
Site Code: 27
Start Date: 01/10/2020
Page No: 5



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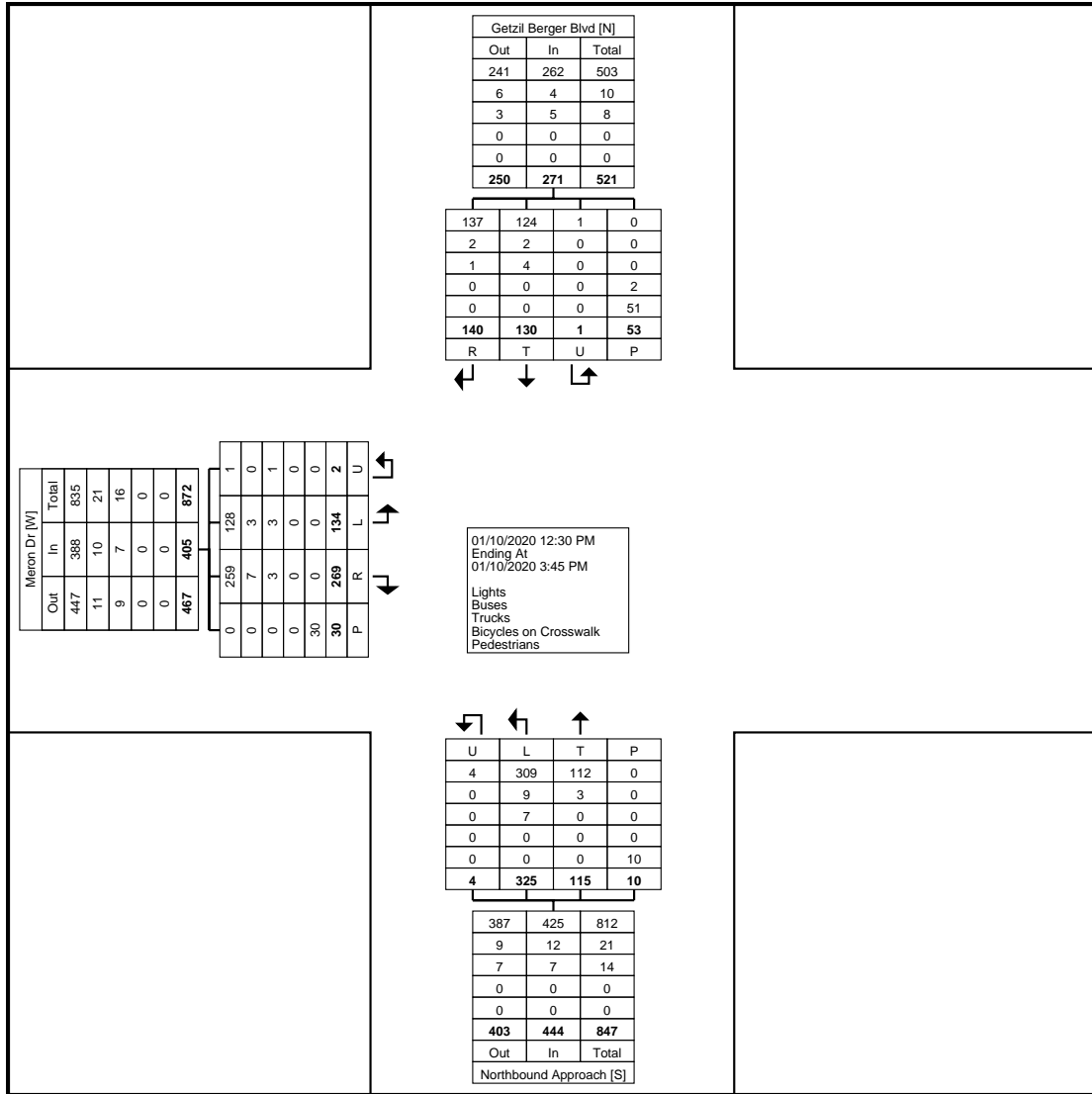
Count Name: Schunнемunk
Road/Mordeche Scher
Boulevard Friday
Site Code: 45
Start Date: 01/10/2020
Page No: 1

Kiryas Joel, New York
Schunнемunk Road/Mordeche
Scher Boulevard
Friday, January 10, 2020

Turning Movement Data

Start Time	Merom Dr Eastbound					Northbound Approach Northbound					Getzil Berger Blvd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
12:30 PM	15	28	0	6	43	25	8	0	4	33	10	13	0	0	23	99
12:45 PM	4	20	1	8	25	25	11	0	0	36	4	13	0	2	17	78
Hourly Total	19	48	1	14	68	50	19	0	4	69	14	26	0	2	40	177
1:00 PM	11	25	1	3	37	38	14	0	2	52	7	16	0	4	23	112
1:15 PM	14	14	0	3	28	24	6	0	0	30	13	11	0	5	24	82
1:30 PM	5	24	0	2	29	29	10	0	0	39	13	14	0	2	27	95
1:45 PM	11	30	0	1	41	26	5	0	0	31	12	9	0	3	21	93
Hourly Total	41	93	1	9	135	117	35	0	2	152	45	50	0	14	95	382
2:00 PM	11	21	0	1	32	28	12	1	1	41	7	7	0	3	14	87
2:15 PM	13	24	0	3	37	30	9	0	1	39	14	9	0	5	23	99
2:30 PM	7	23	0	0	30	24	15	1	2	40	13	16	0	6	29	99
2:45 PM	12	19	0	0	31	25	9	1	0	35	16	10	1	6	27	93
Hourly Total	43	87	0	4	130	107	45	3	4	155	50	42	1	20	93	378
3:00 PM	13	21	0	3	34	14	10	0	0	24	10	10	0	6	20	78
3:15 PM	18	20	0	0	38	37	6	1	0	44	11	12	0	11	23	105
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	134	269	2	30	405	325	115	4	10	444	130	140	1	53	271	1120
Approach %	33.1	66.4	0.5	-	-	73.2	25.9	0.9	-	-	48.0	51.7	0.4	-	-	-
Total %	12.0	24.0	0.2	-	36.2	29.0	10.3	0.4	-	39.6	11.6	12.5	0.1	-	24.2	-
Lights	128	259	1	-	388	309	112	4	-	425	124	137	1	-	262	1075
% Lights	95.5	96.3	50.0	-	95.8	95.1	97.4	100.0	-	95.7	95.4	97.9	100.0	-	96.7	96.0
Buses	3	7	0	-	10	9	3	0	-	12	2	2	0	-	4	26
% Buses	2.2	2.6	0.0	-	2.5	2.8	2.6	0.0	-	2.7	1.5	1.4	0.0	-	1.5	2.3
Trucks	3	3	1	-	7	7	0	0	-	7	4	1	0	-	5	19
% Trucks	2.2	1.1	50.0	-	1.7	2.2	0.0	0.0	-	1.6	3.1	0.7	0.0	-	1.8	1.7
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	3.8	-	-
Pedestrians	-	-	-	30	-	-	-	-	10	-	-	-	-	51	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	96.2	-	-

Kiryas Joel, New York
Schunнемunk Road/Mordeche
Scher Boulevard
Friday, January 10, 2020



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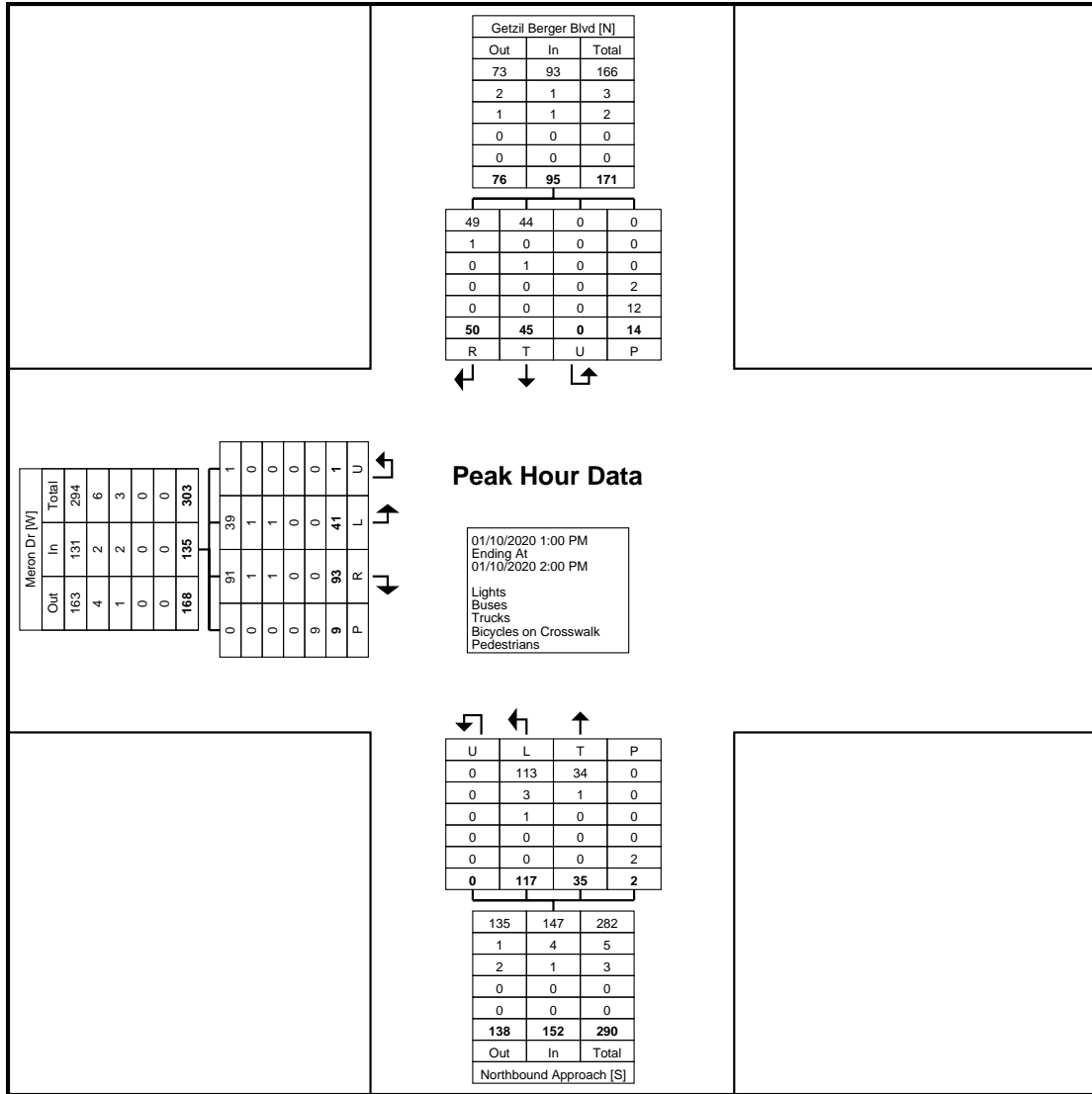
Count Name: Schunnemunk
Road/Mordeche Scher
Boulevard Friday
Site Code: 45
Start Date: 01/10/2020
Page No: 3

Kiryas Joel, New York
Schunnemunk Road/Mordeche
Scher Boulevard
Friday, January 10, 2020

Turning Movement Peak Hour Data (1:00 PM)

Start Time	Meron Dr Eastbound					Northbound Approach Northbound					Getzil Berger Blvd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
1:00 PM	11	25	1	3	37	38	14	0	2	52	7	16	0	4	23	112
1:15 PM	14	14	0	3	28	24	6	0	0	30	13	11	0	5	24	82
1:30 PM	5	24	0	2	29	29	10	0	0	39	13	14	0	2	27	95
1:45 PM	11	30	0	1	41	26	5	0	0	31	12	9	0	3	21	93
Total	41	93	1	9	135	117	35	0	2	152	45	50	0	14	95	382
Approach %	30.4	68.9	0.7	-	-	77.0	23.0	0.0	-	-	47.4	52.6	0.0	-	-	-
Total %	10.7	24.3	0.3	-	35.3	30.6	9.2	0.0	-	39.8	11.8	13.1	0.0	-	24.9	-
PHF	0.732	0.775	0.250	-	0.823	0.770	0.625	0.000	-	0.731	0.865	0.781	0.000	-	0.880	0.853
Lights	39	91	1	-	131	113	34	0	-	147	44	49	0	-	93	371
% Lights	95.1	97.8	100.0	-	97.0	96.6	97.1	-	-	96.7	97.8	98.0	-	-	97.9	97.1
Buses	1	1	0	-	2	3	1	0	-	4	0	1	0	-	1	7
% Buses	2.4	1.1	0.0	-	1.5	2.6	2.9	-	-	2.6	0.0	2.0	-	-	1.1	1.8
Trucks	1	1	0	-	2	1	0	0	-	1	1	0	0	-	1	4
% Trucks	2.4	1.1	0.0	-	1.5	0.9	0.0	-	-	0.7	2.2	0.0	-	-	1.1	1.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	14.3	-	-
Pedestrians	-	-	-	9	-	-	-	-	2	-	-	-	-	12	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	85.7	-	-

Kiryas Joel, New York
Schunнемunk Road/Mordeche
Scher Boulevard
Friday, January 10, 2020



Turning Movement Peak Hour Data Plot (1:00 PM)



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Kiryas Joel, New York
Schunemunk Road/Mordeche
Scher Boulevard
Friday, January 10, 2020

Count Name: Schunemunk
Road/Mordeche Scher
Boulevard Friday
Site Code: 45
Start Date: 01/10/2020
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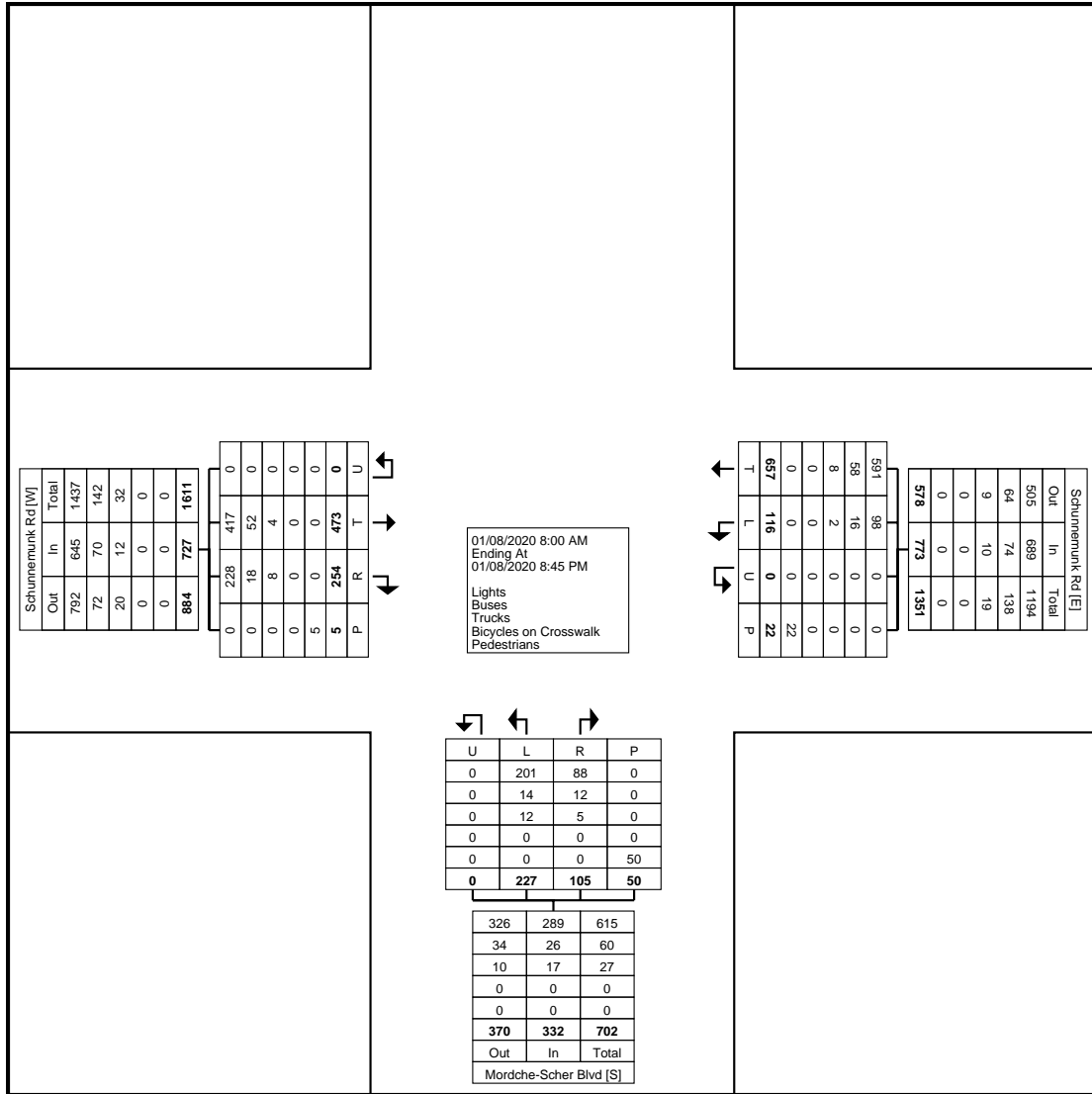
Count Name: Schunнемunk
Road/Mordeche Scher
Boulevard Wednesday
Site Code: 27
Start Date: 01/08/2020
Page No: 1

Kiryas Joel, New York
Schunнемunk Road/Mordeche
Scher Boulevard
Wednesday, January 8, 2020

Turning Movement Data

Start Time	Schunнемunk Rd Eastbound					Schunнемunk Rd Westbound					Mordeche-Scher Blvd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:00 AM	18	14	0	0	32	3	28	0	0	31	4	4	0	2	8	71
8:15 AM	22	7	0	0	29	6	33	0	1	39	12	5	0	0	17	85
8:30 AM	24	12	0	1	36	8	30	0	1	38	7	6	0	3	13	87
8:45 AM	34	17	0	0	51	5	40	0	2	45	13	9	0	5	22	118
Hourly Total	98	50	0	1	148	22	131	0	4	153	36	24	0	10	60	361
9:00 AM	28	12	0	0	40	4	47	0	1	51	13	3	0	3	16	107
9:15 AM	28	14	0	0	42	7	41	0	4	48	10	3	0	1	13	103
9:30 AM	29	11	0	0	40	6	23	0	2	29	9	2	0	1	11	80
9:45 AM	18	12	0	0	30	3	39	0	1	42	7	5	0	1	12	84
Hourly Total	103	49	0	0	152	20	150	0	8	170	39	13	0	6	52	374
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	19	16	0	0	35	5	28	0	0	33	5	6	0	2	11	79
5:45 PM	17	12	0	0	29	5	31	0	0	36	9	4	0	1	13	78
Hourly Total	36	28	0	0	64	10	59	0	0	69	14	10	0	3	24	157
6:00 PM	30	15	0	0	45	9	33	0	2	42	15	7	0	2	22	109
6:15 PM	37	12	0	1	49	6	41	0	5	47	17	5	0	9	22	118
6:30 PM	28	22	0	0	50	7	31	0	0	38	21	12	0	5	33	121
6:45 PM	16	9	0	0	25	6	32	0	0	38	9	6	0	0	15	78
Hourly Total	111	58	0	1	169	28	137	0	7	165	62	30	0	16	92	426
7:00 PM	23	11	0	1	34	8	35	0	0	43	20	5	0	1	25	102
7:15 PM	16	17	0	0	33	6	32	0	3	38	11	3	0	8	14	85
7:30 PM	16	11	0	2	27	7	31	0	0	38	12	5	0	0	17	82
7:45 PM	24	10	0	0	34	5	29	0	0	34	13	4	0	0	17	85
Hourly Total	79	49	0	3	128	26	127	0	3	153	56	17	0	9	73	354
8:00 PM	21	7	0	0	28	8	28	0	0	36	13	4	0	4	17	81
8:15 PM	25	13	0	0	38	2	25	0	0	27	7	7	0	2	14	79
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	473	254	0	5	727	116	657	0	22	773	227	105	0	50	332	1832
Approach %	65.1	34.9	0.0	-	-	15.0	85.0	0.0	-	-	68.4	31.6	0.0	-	-	-
Total %	25.8	13.9	0.0	-	39.7	6.3	35.9	0.0	-	42.2	12.4	5.7	0.0	-	18.1	-
Lights	417	228	0	-	645	98	591	0	-	689	201	88	0	-	289	1623
% Lights	88.2	89.8	-	-	88.7	84.5	90.0	-	-	89.1	88.5	83.8	-	-	87.0	88.6
Buses	52	18	0	-	70	16	58	0	-	74	14	12	0	-	26	170
% Buses	11.0	7.1	-	-	9.6	13.8	8.8	-	-	9.6	6.2	11.4	-	-	7.8	9.3
Trucks	4	8	0	-	12	2	8	0	-	10	12	5	0	-	17	39
% Trucks	0.8	3.1	-	-	1.7	1.7	1.2	-	-	1.3	5.3	4.8	-	-	5.1	2.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	5	-	-	-	-	22	-	-	-	-	50	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Schunнемunk Road/Mordeche
Scher Boulevard
Wednesday, January 8, 2020



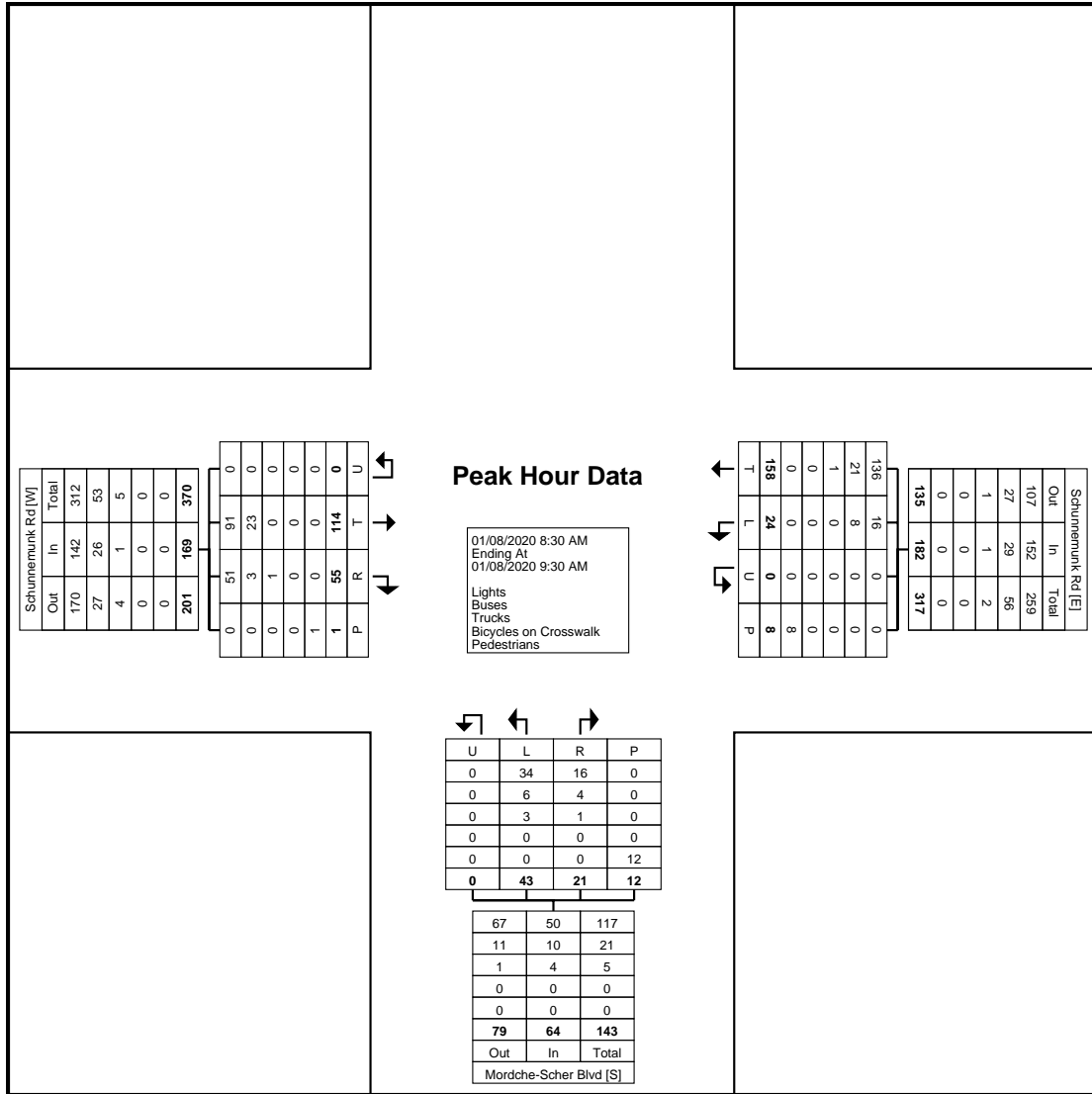
Turning Movement Data Plot

Kiryas Joel, New York
Schunнемunk Road/Mordeche
Scher Boulevard
Wednesday, January 8, 2020

Turning Movement Peak Hour Data (8:30 AM)

Start Time	Schunнемunk Rd Eastbound					Schunнемunk Rd Westbound					Mordche-Scher Blvd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:30 AM	24	12	0	1	36	8	30	0	1	38	7	6	0	3	13	87
8:45 AM	34	17	0	0	51	5	40	0	2	45	13	9	0	5	22	118
9:00 AM	28	12	0	0	40	4	47	0	1	51	13	3	0	3	16	107
9:15 AM	28	14	0	0	42	7	41	0	4	48	10	3	0	1	13	103
Total	114	55	0	1	169	24	158	0	8	182	43	21	0	12	64	415
Approach %	67.5	32.5	0.0	-	-	13.2	86.8	0.0	-	-	67.2	32.8	0.0	-	-	-
Total %	27.5	13.3	0.0	-	40.7	5.8	38.1	0.0	-	43.9	10.4	5.1	0.0	-	15.4	-
PHF	0.838	0.809	0.000	-	0.828	0.750	0.840	0.000	-	0.892	0.827	0.583	0.000	-	0.727	0.879
Lights	91	51	0	-	142	16	136	0	-	152	34	16	0	-	50	344
% Lights	79.8	92.7	-	-	84.0	66.7	86.1	-	-	83.5	79.1	76.2	-	-	78.1	82.9
Buses	23	3	0	-	26	8	21	0	-	29	6	4	0	-	10	65
% Buses	20.2	5.5	-	-	15.4	33.3	13.3	-	-	15.9	14.0	19.0	-	-	15.6	15.7
Trucks	0	1	0	-	1	0	1	0	-	1	3	1	0	-	4	6
% Trucks	0.0	1.8	-	-	0.6	0.0	0.6	-	-	0.5	7.0	4.8	-	-	6.3	1.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	8	-	-	-	-	12	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Schunнемunk Road/Mordeche
Scher Boulevard
Wednesday, January 8, 2020



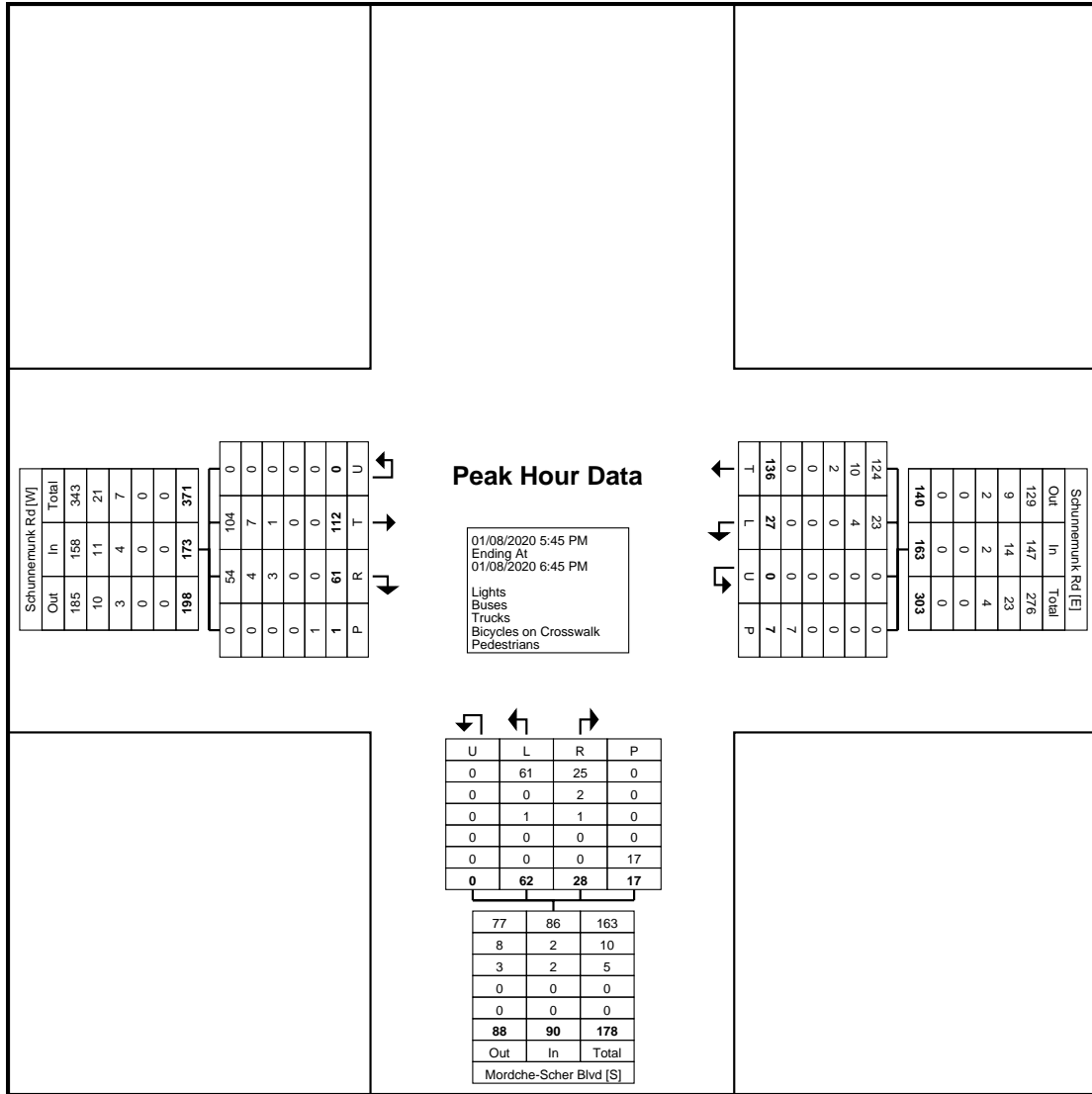
Turning Movement Peak Hour Data Plot (8:30 AM)

Kiryas Joel, New York
Schunнемunk Road/Mordeche
Scher Boulevard
Wednesday, January 8, 2020

Turning Movement Peak Hour Data (5:45 PM)

Start Time	Schunнемunk Rd Eastbound					Schunнемunk Rd Westbound					Mordche-Scher Blvd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
5:45 PM	17	12	0	0	29	5	31	0	0	36	9	4	0	1	13	78
6:00 PM	30	15	0	0	45	9	33	0	2	42	15	7	0	2	22	109
6:15 PM	37	12	0	1	49	6	41	0	5	47	17	5	0	9	22	118
6:30 PM	28	22	0	0	50	7	31	0	0	38	21	12	0	5	33	121
Total	112	61	0	1	173	27	136	0	7	163	62	28	0	17	90	426
Approach %	64.7	35.3	0.0	-	-	16.6	83.4	0.0	-	-	68.9	31.1	0.0	-	-	-
Total %	26.3	14.3	0.0	-	40.6	6.3	31.9	0.0	-	38.3	14.6	6.6	0.0	-	21.1	-
PHF	0.757	0.693	0.000	-	0.865	0.750	0.829	0.000	-	0.867	0.738	0.583	0.000	-	0.682	0.880
Lights	104	54	0	-	158	23	124	0	-	147	61	25	0	-	86	391
% Lights	92.9	88.5	-	-	91.3	85.2	91.2	-	-	90.2	98.4	89.3	-	-	95.6	91.8
Buses	7	4	0	-	11	4	10	0	-	14	0	2	0	-	2	27
% Buses	6.3	6.6	-	-	6.4	14.8	7.4	-	-	8.6	0.0	7.1	-	-	2.2	6.3
Trucks	1	3	0	-	4	0	2	0	-	2	1	1	0	-	2	8
% Trucks	0.9	4.9	-	-	2.3	0.0	1.5	-	-	1.2	1.6	3.6	-	-	2.2	1.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	7	-	-	-	-	17	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Schunнемunk Road/Mordeche
Scher Boulevard
Wednesday, January 8, 2020



Turning Movement Peak Hour Data Plot (5:45 PM)



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Kiryas Joel, New York
Schunemunk Road/Mordeche
Scher Boulevard
Wednesday, January 8, 2020

Count Name: Schunemunk
Road/Mordeche Scher
Boulevard Wednesday
Site Code: 27
Start Date: 01/08/2020
Page No: 7



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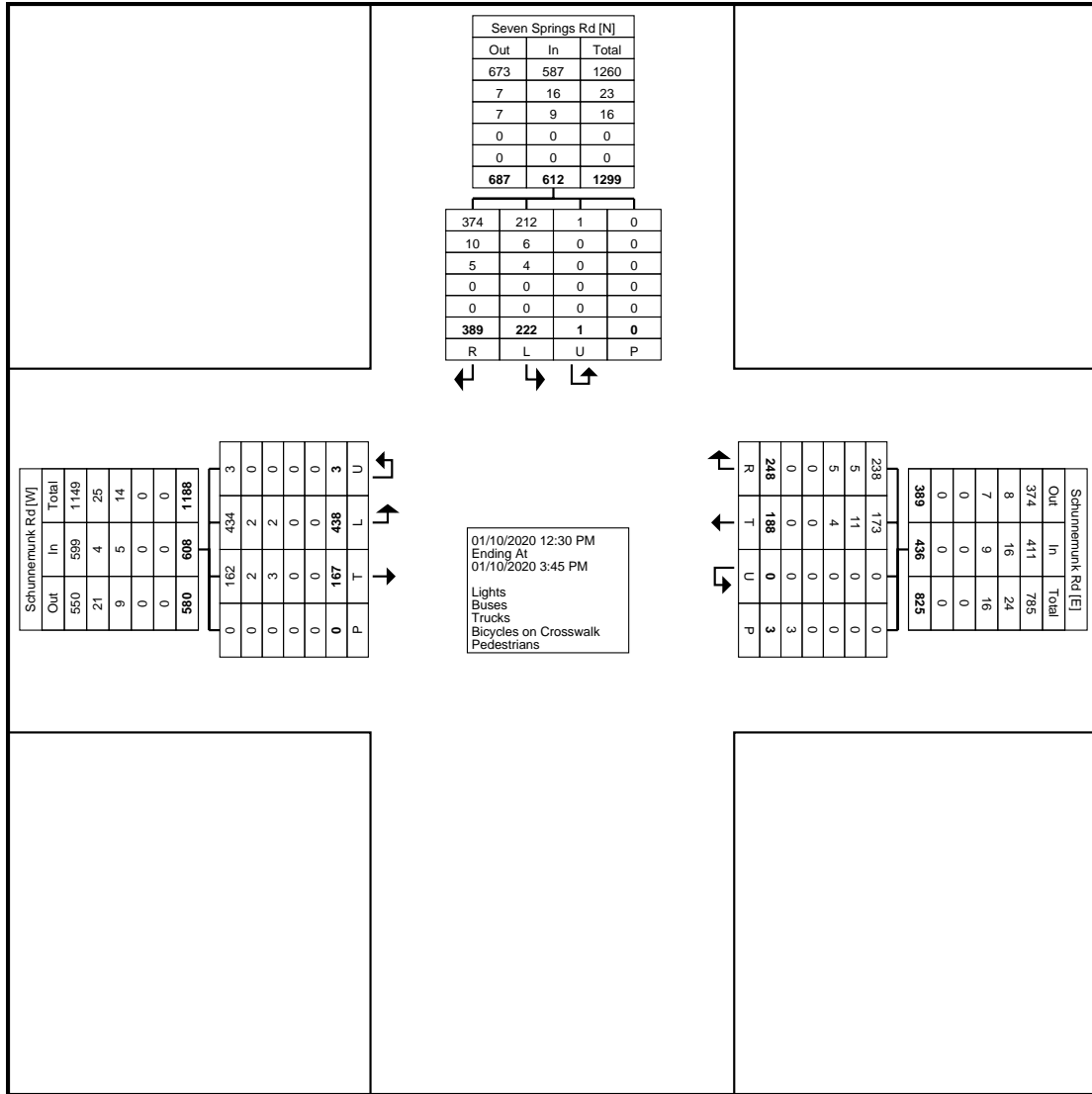
Count Name: Schunнемunk
Road/Seven Springs Road
Friday
Site Code: 36
Start Date: 01/10/2020
Page No: 1

Kiryas Joel, New York
Schunнемunk Road/Seven
Springs Road
Friday, January 10, 2020

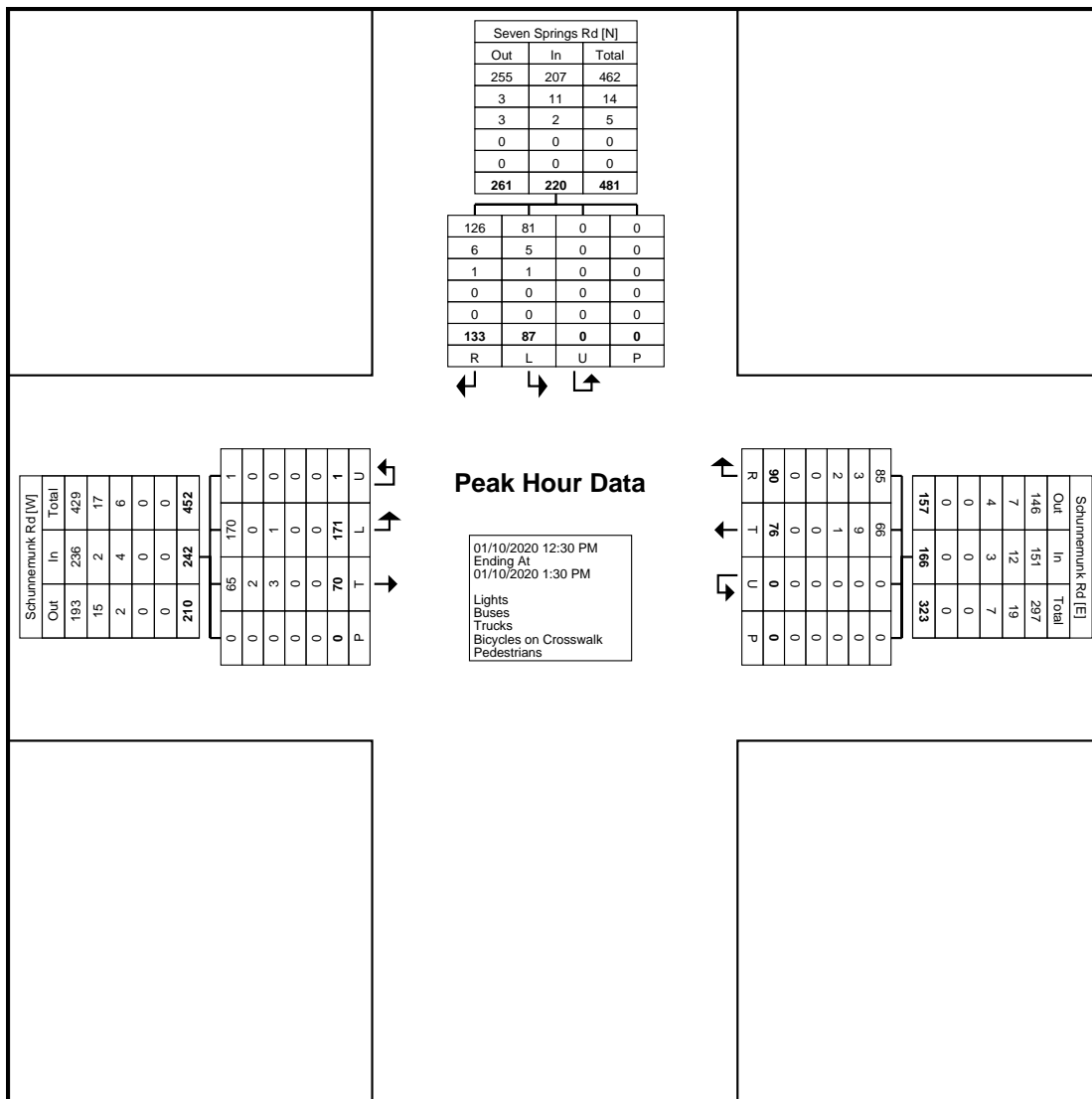
Turning Movement Data

Start Time	Schunнемunk Rd Eastbound					Schunнемunk Rd Westbound					Seven Springs Rd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
12:30 PM	40	16	0	0	56	20	26	0	0	46	21	33	0	0	54	156
12:45 PM	52	21	1	0	74	18	26	0	0	44	23	37	0	0	60	178
Hourly Total	92	37	1	0	130	38	52	0	0	90	44	70	0	0	114	334
1:00 PM	41	19	0	0	60	28	22	0	0	50	20	25	0	0	45	155
1:15 PM	38	14	0	0	52	10	16	0	0	26	23	38	0	0	61	139
1:30 PM	30	23	2	0	55	13	23	0	1	36	25	30	0	0	55	146
1:45 PM	32	14	0	0	46	9	27	0	1	36	14	39	0	0	53	135
Hourly Total	141	70	2	0	213	60	88	0	2	148	82	132	0	0	214	575
2:00 PM	32	8	0	0	40	16	25	0	0	41	20	39	0	0	59	140
2:15 PM	33	12	0	0	45	16	19	0	0	35	21	22	0	0	43	123
2:30 PM	33	13	0	0	46	19	19	0	1	38	11	27	0	0	38	122
2:45 PM	40	9	0	0	49	14	14	0	0	28	16	33	0	0	49	126
Hourly Total	138	42	0	0	180	65	77	0	1	142	68	121	0	0	189	511
3:00 PM	32	11	0	0	43	15	15	0	0	30	10	33	1	0	44	117
3:15 PM	35	7	0	0	42	10	16	0	0	26	18	33	0	0	51	119
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	438	167	3	0	608	188	248	0	3	436	222	389	1	0	612	1656
Approach %	72.0	27.5	0.5	-	-	43.1	56.9	0.0	-	-	36.3	63.6	0.2	-	-	-
Total %	26.4	10.1	0.2	-	36.7	11.4	15.0	0.0	-	26.3	13.4	23.5	0.1	-	37.0	-
Lights	434	162	3	-	599	173	238	0	-	411	212	374	1	-	587	1597
% Lights	99.1	97.0	100.0	-	98.5	92.0	96.0	-	-	94.3	95.5	96.1	100.0	-	95.9	96.4
Buses	2	2	0	-	4	11	5	0	-	16	6	10	0	-	16	36
% Buses	0.5	1.2	0.0	-	0.7	5.9	2.0	-	-	3.7	2.7	2.6	0.0	-	2.6	2.2
Trucks	2	3	0	-	5	4	5	0	-	9	4	5	0	-	9	23
% Trucks	0.5	1.8	0.0	-	0.8	2.1	2.0	-	-	2.1	1.8	1.3	0.0	-	1.5	1.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	3	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

Kiryas Joel, New York
Schunнемunk Road/Seven
Springs Road
Friday, January 10, 2020



Turning Movement Data Plot



Turning Movement Peak Hour Data Plot (12:30 PM)



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Kiryas Joel, New York
Schunemunk Road/Seven
Springs Road
Friday, January 10, 2020

Count Name: Schunemunk
Road/Seven Springs Road
Friday
Site Code: 36
Start Date: 01/10/2020
Page No: 5



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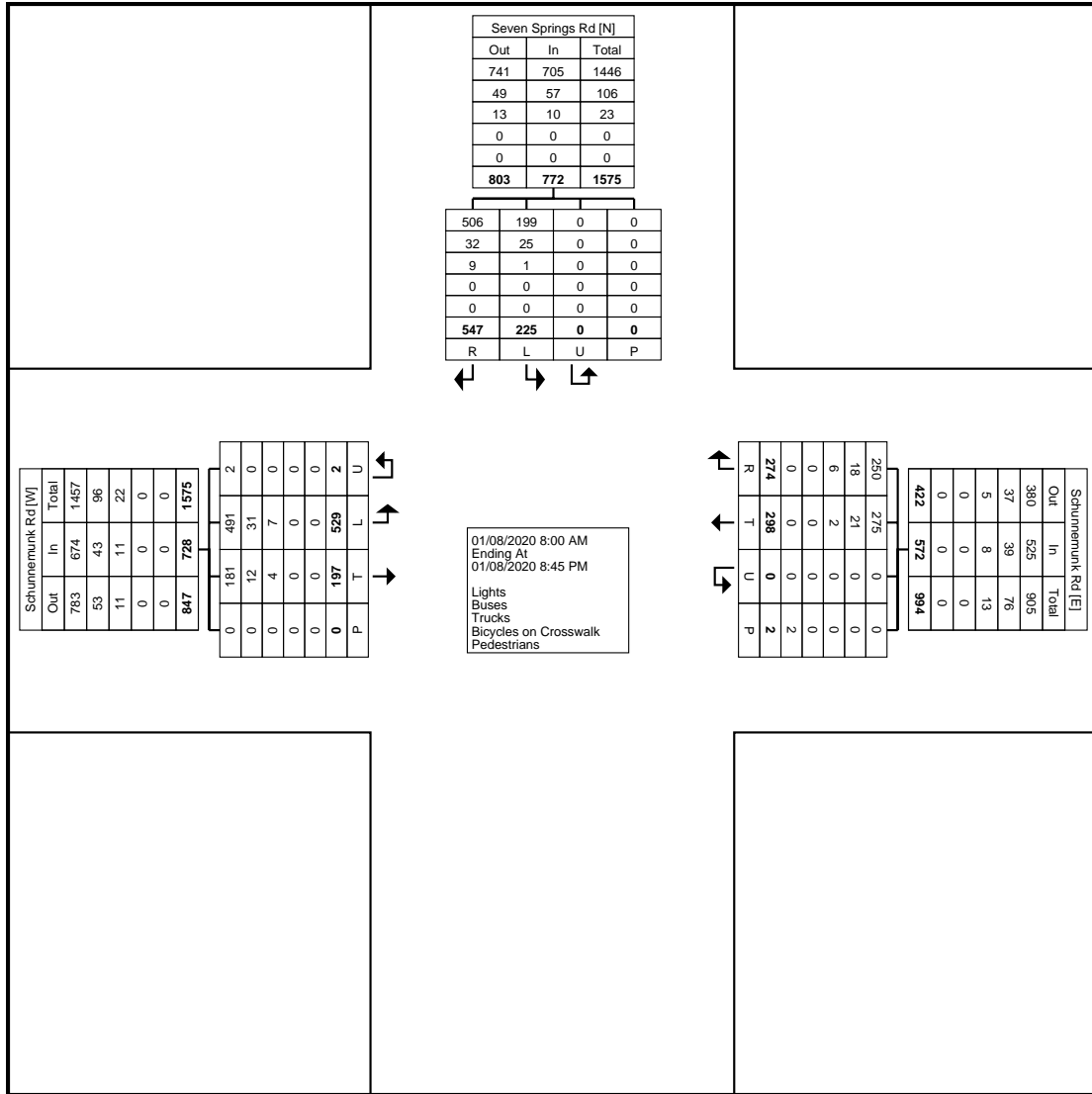
Count Name: Schunнемunk
Road/Seven Springs Road
Wednesday
Site Code: 36
Start Date: 01/08/2020
Page No: 1

Kiryas Joel, New York
Schunнемunk Road/Seven
Springs Road
Wednesday, January 8, 2020

Turning Movement Data

Start Time	Schunнемunk Rd Eastbound					Schunнемunk Rd Westbound					Seven Springs Rd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:00 AM	20	10	0	0	30	12	12	0	0	24	8	24	0	0	32	86
8:15 AM	29	6	0	0	35	20	17	0	0	37	9	24	0	0	33	105
8:30 AM	29	10	0	0	39	17	12	0	0	29	8	37	0	0	45	113
8:45 AM	32	16	0	0	48	19	19	0	1	38	13	35	0	0	48	134
Hourly Total	110	42	0	0	152	68	60	0	1	128	38	120	0	0	158	438
9:00 AM	26	10	0	0	36	31	16	0	0	47	22	37	0	0	59	142
9:15 AM	32	14	1	0	47	14	13	0	0	27	11	29	0	0	40	114
9:30 AM	25	11	0	0	36	20	6	0	0	26	17	31	0	0	48	110
9:45 AM	26	4	0	0	30	28	9	0	1	37	10	35	0	0	45	112
Hourly Total	109	39	1	0	149	93	44	0	1	137	60	132	0	0	192	478
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM	21	11	0	0	32	9	14	0	0	23	12	27	0	0	39	94
5:45 PM	22	6	0	0	28	15	9	0	0	24	7	19	0	0	26	78
Hourly Total	43	17	0	0	60	24	23	0	0	47	19	46	0	0	65	172
6:00 PM	20	10	0	0	30	20	15	0	0	35	12	29	0	0	41	106
6:15 PM	49	20	0	0	69	17	20	0	0	37	12	35	0	0	47	153
6:30 PM	25	8	0	0	33	10	13	0	0	23	18	22	0	0	40	96
6:45 PM	32	2	0	0	34	11	16	0	0	27	5	21	0	0	26	87
Hourly Total	126	40	0	0	166	58	64	0	0	122	47	107	0	0	154	442
7:00 PM	22	14	0	0	36	11	15	0	0	26	12	23	0	0	35	97
7:15 PM	28	13	0	0	41	15	18	0	0	33	7	19	0	0	26	100
7:30 PM	26	9	1	0	36	7	15	0	0	22	12	23	0	0	35	93
7:45 PM	22	13	0	0	35	9	15	0	0	24	9	25	0	0	34	93
Hourly Total	98	49	1	0	148	42	63	0	0	105	40	90	0	0	130	383
8:00 PM	23	6	0	0	29	7	12	0	0	19	8	25	0	0	33	81
8:15 PM	20	4	0	0	24	6	8	0	0	14	13	27	0	0	40	78
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	529	197	2	0	728	298	274	0	2	572	225	547	0	0	772	2072
Approach %	72.7	27.1	0.3	-	-	52.1	47.9	0.0	-	-	29.1	70.9	0.0	-	-	-
Total %	25.5	9.5	0.1	-	35.1	14.4	13.2	0.0	-	27.6	10.9	26.4	0.0	-	37.3	-
Lights	491	181	2	-	674	275	250	0	-	525	199	506	0	-	705	1904
% Lights	92.8	91.9	100.0	-	92.6	92.3	91.2	-	-	91.8	88.4	92.5	-	-	91.3	91.9
Buses	31	12	0	-	43	21	18	0	-	39	25	32	0	-	57	139
% Buses	5.9	6.1	0.0	-	5.9	7.0	6.6	-	-	6.8	11.1	5.9	-	-	7.4	6.7
Trucks	7	4	0	-	11	2	6	0	-	8	1	9	0	-	10	29
% Trucks	1.3	2.0	0.0	-	1.5	0.7	2.2	-	-	1.4	0.4	1.6	-	-	1.3	1.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

Kiryas Joel, New York
Schunнемunk Road/Seven
Springs Road
Wednesday, January 8, 2020



Turning Movement Data Plot



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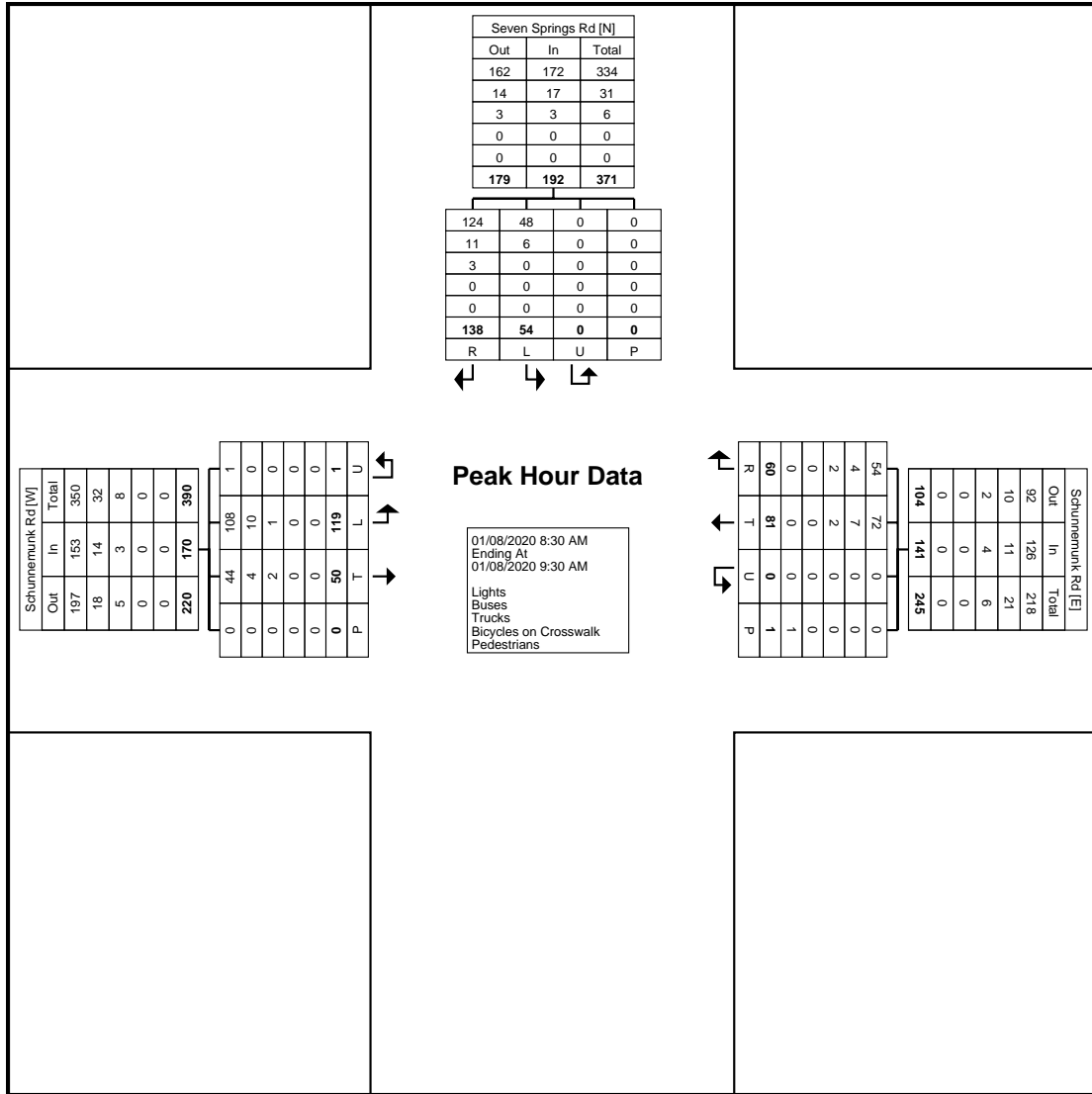
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Count Name: Schunнемunk
Road/Seven Springs Road
Wednesday
Site Code: 36
Start Date: 01/08/2020
Page No: 3

Turning Movement Peak Hour Data (8:30 AM)

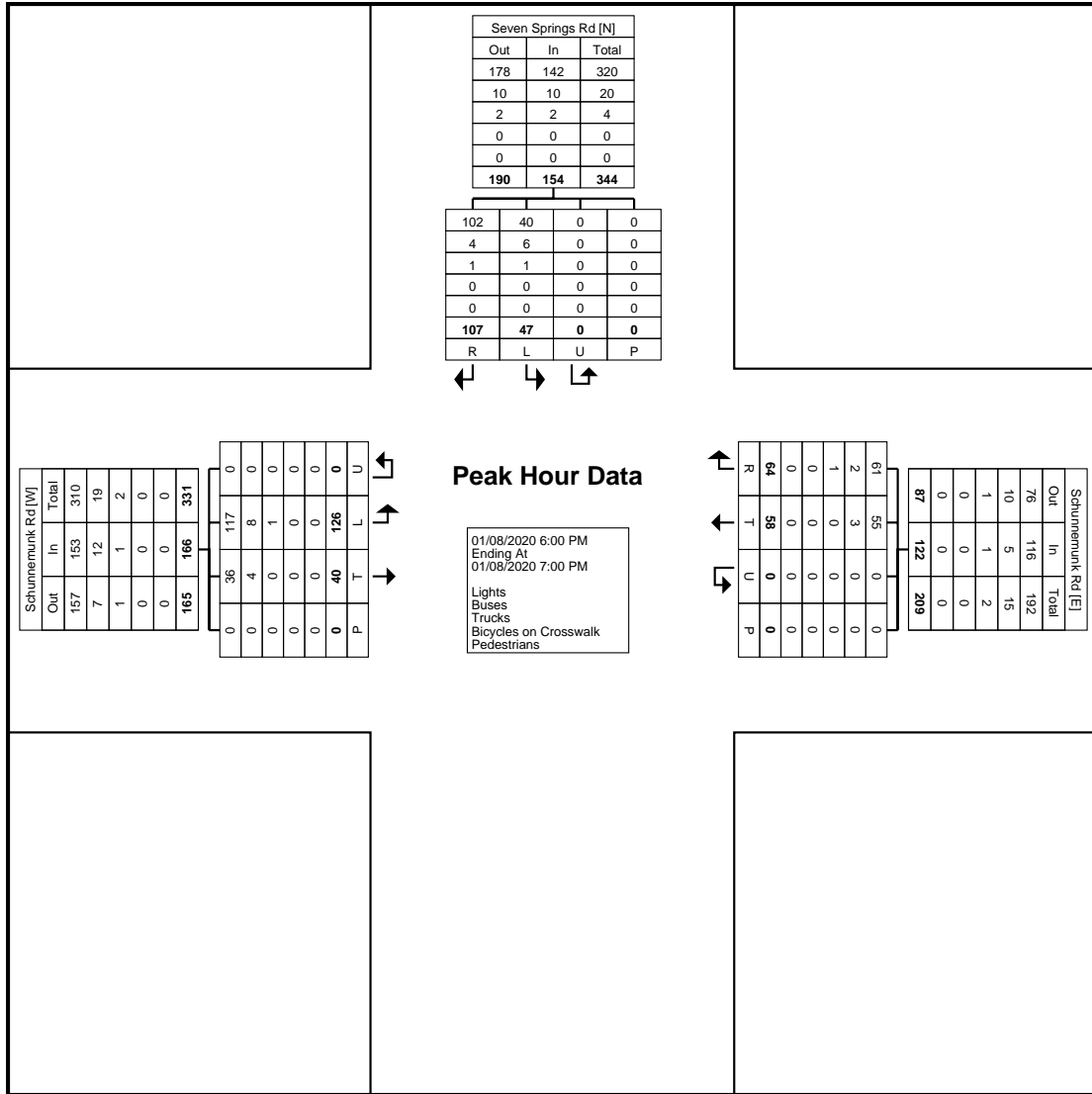
Start Time	Schunнемunk Rd Eastbound					Schunнемunk Rd Westbound					Seven Springs Rd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:30 AM	29	10	0	0	39	17	12	0	0	29	8	37	0	0	45	113
8:45 AM	32	16	0	0	48	19	19	0	1	38	13	35	0	0	48	134
9:00 AM	26	10	0	0	36	31	16	0	0	47	22	37	0	0	59	142
9:15 AM	32	14	1	0	47	14	13	0	0	27	11	29	0	0	40	114
Total	119	50	1	0	170	81	60	0	1	141	54	138	0	0	192	503
Approach %	70.0	29.4	0.6	-	-	57.4	42.6	0.0	-	-	28.1	71.9	0.0	-	-	-
Total %	23.7	9.9	0.2	-	33.8	16.1	11.9	0.0	-	28.0	10.7	27.4	0.0	-	38.2	-
PHF	0.930	0.781	0.250	-	0.885	0.653	0.789	0.000	-	0.750	0.614	0.932	0.000	-	0.814	0.886
Lights	108	44	1	-	153	72	54	0	-	126	48	124	0	-	172	451
% Lights	90.8	88.0	100.0	-	90.0	88.9	90.0	-	-	89.4	88.9	89.9	-	-	89.6	89.7
Buses	10	4	0	-	14	7	4	0	-	11	6	11	0	-	17	42
% Buses	8.4	8.0	0.0	-	8.2	8.6	6.7	-	-	7.8	11.1	8.0	-	-	8.9	8.3
Trucks	1	2	0	-	3	2	2	0	-	4	0	3	0	-	3	10
% Trucks	0.8	4.0	0.0	-	1.8	2.5	3.3	-	-	2.8	0.0	2.2	-	-	1.6	2.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

Kiryas Joel, New York
Schunнемunk Road/Seven
Springs Road
Wednesday, January 8, 2020



Turning Movement Peak Hour Data Plot (8:30 AM)

Kiryas Joel, New York
Schunнемunk Road/Seven
Springs Road
Wednesday, January 8, 2020



Turning Movement Peak Hour Data Plot (6:00 PM)



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Kiryas Joel, New York
Schunemunk Road/Seven
Springs Road
Wednesday, January 8, 2020

Count Name: Schunemunk
Road/Seven Springs Road
Wednesday
Site Code: 36
Start Date: 01/08/2020
Page No: 7



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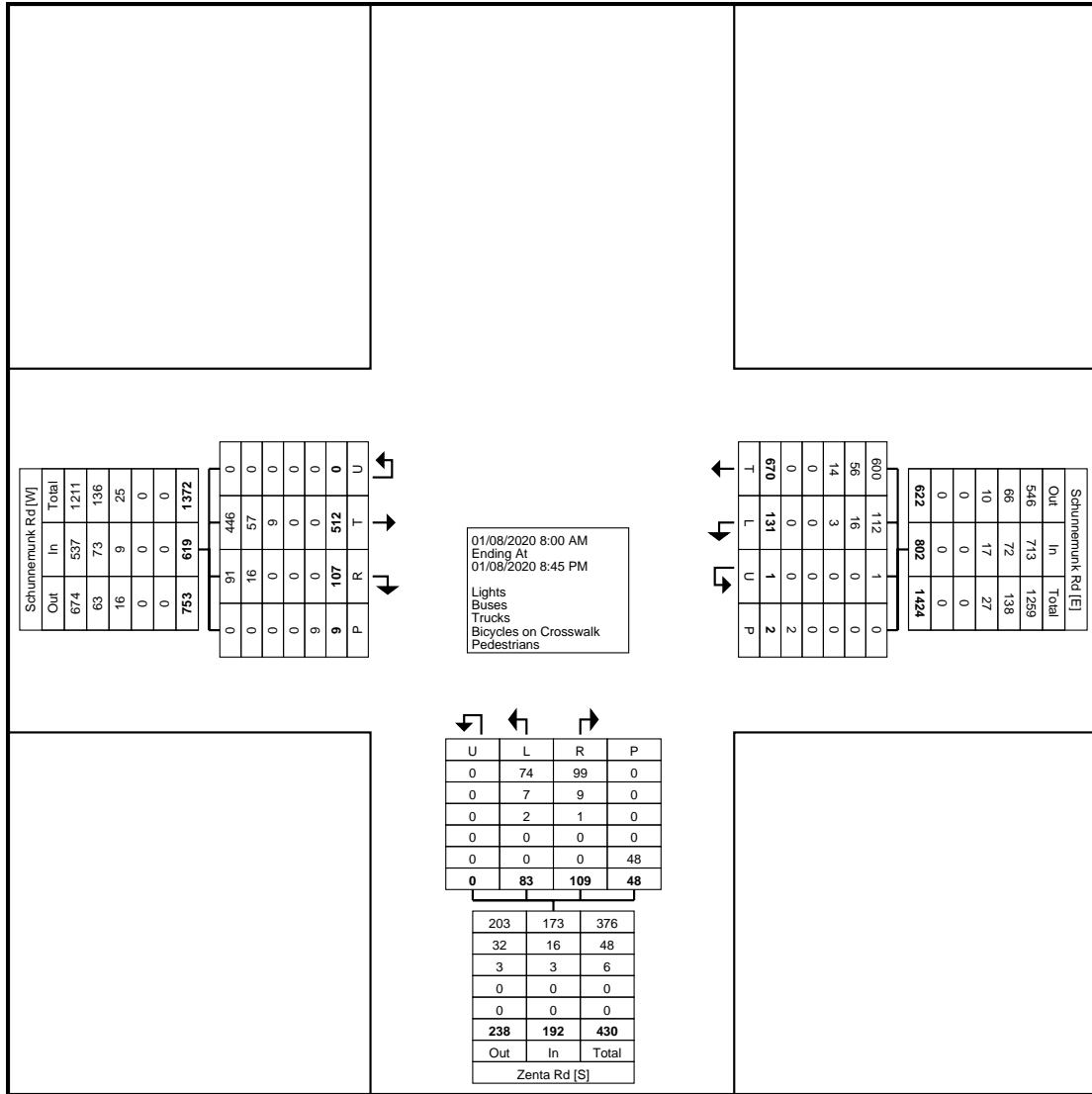
Count Name: Schunнемunk
Road/Zenta Road Wednesday
Site Code: 37
Start Date: 01/08/2020
Page No: 1

Kiryas Joel, New York
Schunнемunk Road/Zenta Road
Wednesday, January 8, 2020

Turning Movement Data

Start Time	Schunнемunk Rd Eastbound					Schunнемunk Rd Westbound					Zenta Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:00 AM	22	1	0	1	23	7	25	0	0	32	4	4	0	2	8	63
8:15 AM	23	3	0	0	26	5	33	0	0	38	5	6	0	1	11	75
8:30 AM	23	4	0	1	27	9	32	0	0	41	6	5	0	1	11	79
8:45 AM	37	8	0	2	45	10	37	0	0	47	8	4	0	7	12	104
Hourly Total	105	16	0	4	121	31	127	0	0	158	23	19	0	11	42	321
9:00 AM	43	9	0	2	52	5	48	0	0	53	7	3	0	1	10	115
9:15 AM	33	9	0	0	42	12	40	0	0	52	2	4	0	1	6	100
9:30 AM	34	12	0	0	46	2	34	0	1	36	7	7	0	5	14	96
9:45 AM	25	2	0	1	27	4	43	0	0	47	6	5	0	4	11	85
Hourly Total	135	32	0	3	167	23	165	0	1	188	22	19	0	11	41	396
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	25	6	0	0	31	6	29	0	1	35	11	3	0	4	14	80
5:45 PM	19	2	0	0	21	4	28	0	0	32	0	6	0	0	6	59
Hourly Total	44	8	0	0	52	10	57	0	1	67	11	9	0	4	20	139
6:00 PM	27	2	0	2	29	5	39	1	0	45	6	6	0	4	12	86
6:15 PM	31	8	0	0	39	9	42	0	0	51	1	4	0	5	5	95
6:30 PM	36	3	0	0	39	10	28	0	0	38	2	6	0	3	8	85
6:45 PM	12	4	0	0	16	6	35	0	0	41	3	7	0	1	10	67
Hourly Total	106	17	0	2	123	30	144	1	0	175	12	23	0	13	35	333
7:00 PM	25	11	0	0	36	6	40	0	0	46	3	4	0	1	7	89
7:15 PM	14	4	0	0	18	7	28	0	0	35	6	7	0	2	13	66
7:30 PM	24	5	0	0	29	1	30	0	0	31	4	3	0	1	7	67
7:45 PM	24	6	0	0	30	8	30	0	0	38	1	9	0	0	10	78
Hourly Total	87	26	0	0	113	22	128	0	0	150	14	23	0	4	37	300
8:00 PM	16	5	0	0	21	8	26	0	0	34	1	5	0	0	6	61
8:15 PM	19	3	0	0	22	7	23	0	0	30	0	11	0	5	11	63
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	512	107	0	9	619	131	670	1	2	802	83	109	0	48	192	1613
Approach %	82.7	17.3	0.0	-	-	16.3	83.5	0.1	-	-	43.2	56.8	0.0	-	-	-
Total %	31.7	6.6	0.0	-	38.4	8.1	41.5	0.1	-	49.7	5.1	6.8	0.0	-	11.9	-
Lights	446	91	0	-	537	112	600	1	-	713	74	99	0	-	173	1423
% Lights	87.1	85.0	-	-	86.8	85.5	89.6	100.0	-	88.9	89.2	90.8	-	-	90.1	88.2
Buses	57	16	0	-	73	16	56	0	-	72	7	9	0	-	16	161
% Buses	11.1	15.0	-	-	11.8	12.2	8.4	0.0	-	9.0	8.4	8.3	-	-	8.3	10.0
Trucks	9	0	0	-	9	3	14	0	-	17	2	1	0	-	3	29
% Trucks	1.8	0.0	-	-	1.5	2.3	2.1	0.0	-	2.1	2.4	0.9	-	-	1.6	1.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	9	-	-	-	-	2	-	-	-	-	48	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Schunнемunk Road/Zenta Road
Wednesday, January 8, 2020



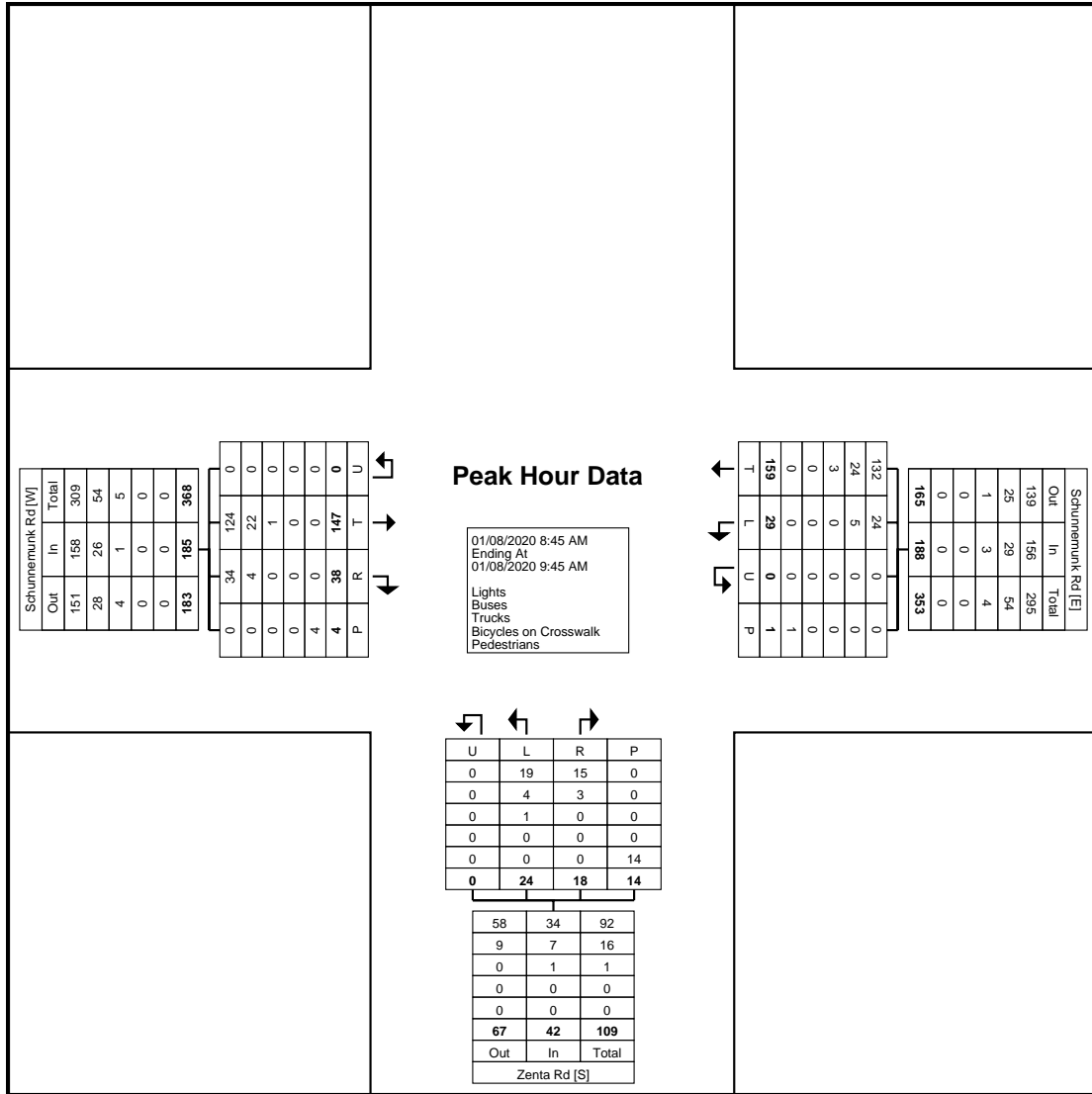
Turning Movement Data Plot

Kiryas Joel, New York
Schunнемunk Road/Zenta Road
Wednesday, January 8, 2020

Turning Movement Peak Hour Data (8:45 AM)

Start Time	Schunнемunk Rd Eastbound					Schunнемunk Rd Westbound					Zenta Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:45 AM	37	8	0	2	45	10	37	0	0	47	8	4	0	7	12	104
9:00 AM	43	9	0	2	52	5	48	0	0	53	7	3	0	1	10	115
9:15 AM	33	9	0	0	42	12	40	0	0	52	2	4	0	1	6	100
9:30 AM	34	12	0	0	46	2	34	0	1	36	7	7	0	5	14	96
Total	147	38	0	4	185	29	159	0	1	188	24	18	0	14	42	415
Approach %	79.5	20.5	0.0	-	-	15.4	84.6	0.0	-	-	57.1	42.9	0.0	-	-	-
Total %	35.4	9.2	0.0	-	44.6	7.0	38.3	0.0	-	45.3	5.8	4.3	0.0	-	10.1	-
PHF	0.855	0.792	0.000	-	0.889	0.604	0.828	0.000	-	0.887	0.750	0.643	0.000	-	0.750	0.902
Lights	124	34	0	-	158	24	132	0	-	156	19	15	0	-	34	348
% Lights	84.4	89.5	-	-	85.4	82.8	83.0	-	-	83.0	79.2	83.3	-	-	81.0	83.9
Buses	22	4	0	-	26	5	24	0	-	29	4	3	0	-	7	62
% Buses	15.0	10.5	-	-	14.1	17.2	15.1	-	-	15.4	16.7	16.7	-	-	16.7	14.9
Trucks	1	0	0	-	1	0	3	0	-	3	1	0	0	-	1	5
% Trucks	0.7	0.0	-	-	0.5	0.0	1.9	-	-	1.6	4.2	0.0	-	-	2.4	1.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	4	-	-	-	-	1	-	-	-	-	14	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Schunnumunk Road/Zenta Road
Wednesday, January 8, 2020



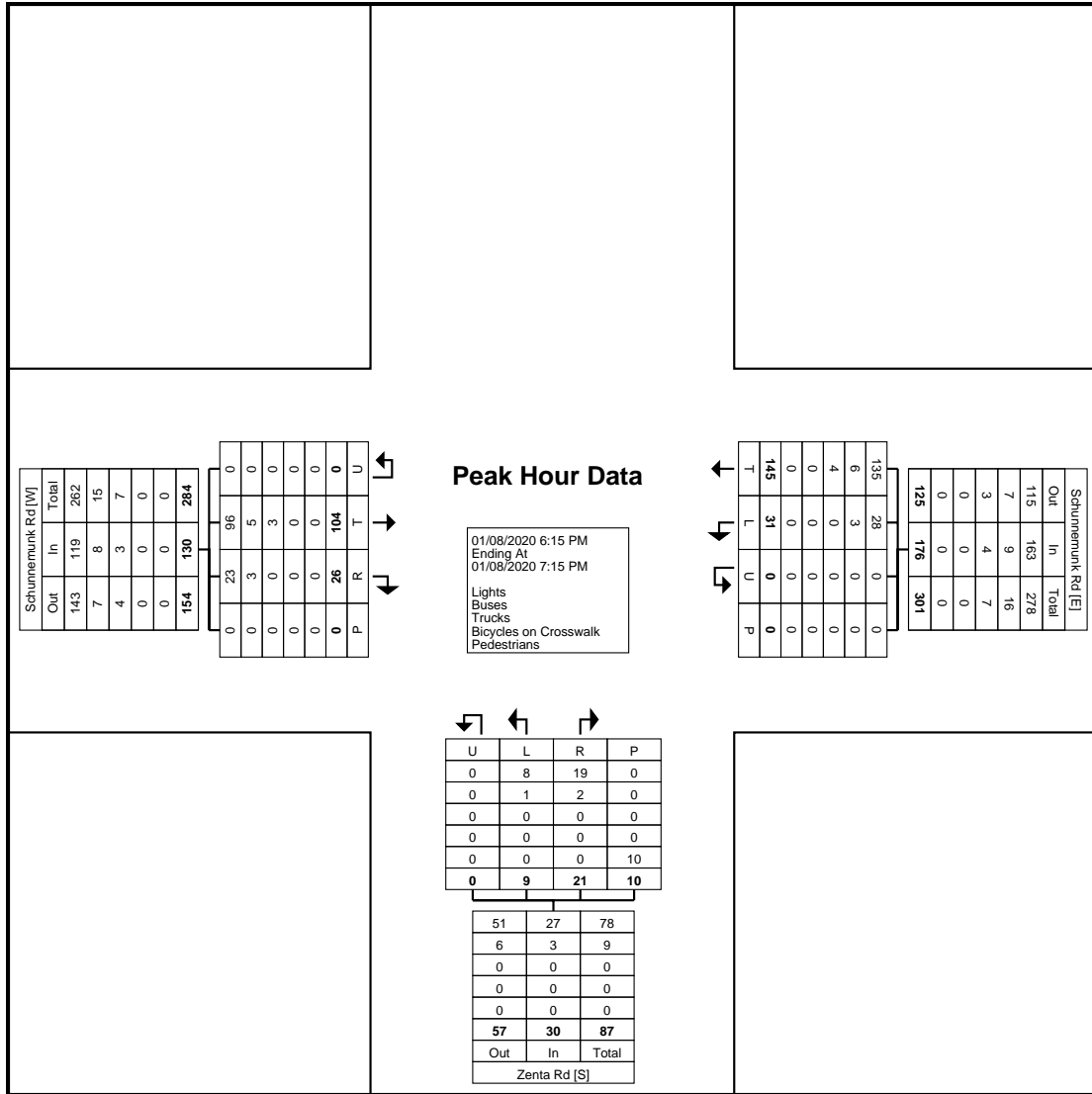
Turning Movement Peak Hour Data Plot (8:45 AM)

Kiryas Joel, New York
Schunнемunk Road/Zenta Road
Wednesday, January 8, 2020

Turning Movement Peak Hour Data (6:15 PM)

Start Time	Schunнемunk Rd Eastbound					Schunнемunk Rd Westbound					Zenta Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
6:15 PM	31	8	0	0	39	9	42	0	0	51	1	4	0	5	5	95
6:30 PM	36	3	0	0	39	10	28	0	0	38	2	6	0	3	8	85
6:45 PM	12	4	0	0	16	6	35	0	0	41	3	7	0	1	10	67
7:00 PM	25	11	0	0	36	6	40	0	0	46	3	4	0	1	7	89
Total	104	26	0	0	130	31	145	0	0	176	9	21	0	10	30	336
Approach %	80.0	20.0	0.0	-	-	17.6	82.4	0.0	-	-	30.0	70.0	0.0	-	-	-
Total %	31.0	7.7	0.0	-	38.7	9.2	43.2	0.0	-	52.4	2.7	6.3	0.0	-	8.9	-
PHF	0.722	0.591	0.000	-	0.833	0.775	0.863	0.000	-	0.863	0.750	0.750	0.000	-	0.750	0.884
Lights	96	23	0	-	119	28	135	0	-	163	8	19	0	-	27	309
% Lights	92.3	88.5	-	-	91.5	90.3	93.1	-	-	92.6	88.9	90.5	-	-	90.0	92.0
Buses	5	3	0	-	8	3	6	0	-	9	1	2	0	-	3	20
% Buses	4.8	11.5	-	-	6.2	9.7	4.1	-	-	5.1	11.1	9.5	-	-	10.0	6.0
Trucks	3	0	0	-	3	0	4	0	-	4	0	0	0	-	0	7
% Trucks	2.9	0.0	-	-	2.3	0.0	2.8	-	-	2.3	0.0	0.0	-	-	0.0	2.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Schunнемunk Road/Zenta Road
Wednesday, January 8, 2020



Turning Movement Peak Hour Data Plot (6:15 PM)



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Kiryas Joel, New York
Schunemunk Road/Zenta Road
Wednesday, January 8, 2020

Count Name: Schunemunk
Road/Zenta Road Wednesday
Site Code: 37
Start Date: 01/08/2020
Page No: 7



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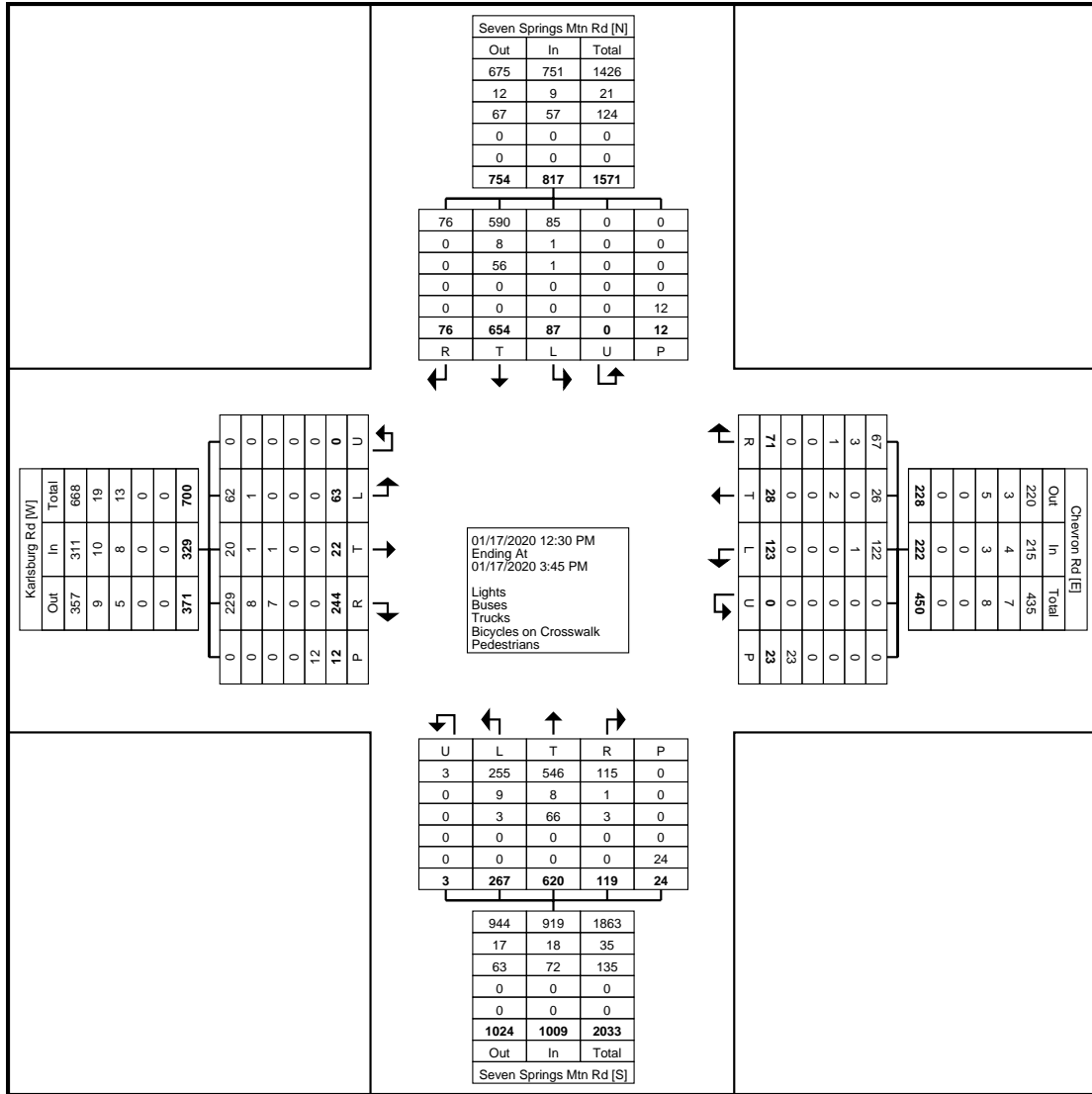
Count Name: Seven Springs
Mountain Road/Chevron Road
Friday
Site Code: 24
Start Date: 01/17/2020
Page No: 1

Kiryas Joel, New York
Seven Springs Mountain
Road/Chevron Road
Friday, January 17, 2020

Turning Movement Data

Start Time	Karlsburg Rd Eastbound						Chevron Rd Westbound						Seven Springs Mtn Rd Northbound						Seven Springs Mtn Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:30 PM	6	5	15	0	0	26	17	5	9	0	1	31	20	46	5	0	4	71	7	66	1	0	1	74	202
12:45 PM	6	4	22	0	0	32	6	2	3	0	3	11	25	37	15	1	4	78	10	58	9	0	4	77	198
Hourly Total	12	9	37	0	0	58	23	7	12	0	4	42	45	83	20	1	8	149	17	124	10	0	5	151	400
1:00 PM	8	0	25	0	0	33	11	5	5	0	2	21	22	58	9	0	1	89	7	52	6	0	0	65	208
1:15 PM	6	1	18	0	0	25	17	5	10	0	1	32	19	56	6	1	0	82	6	56	7	0	2	69	208
1:30 PM	2	1	30	0	0	33	10	2	9	0	4	21	30	56	12	1	1	99	7	51	12	0	0	70	223
1:45 PM	7	2	21	0	3	30	11	0	3	0	1	14	20	59	13	0	1	92	3	46	8	0	1	57	193
Hourly Total	23	4	94	0	3	121	49	12	27	0	8	88	91	229	40	2	3	362	23	205	33	0	3	261	832
2:00 PM	5	4	27	0	0	36	5	1	5	0	3	11	22	39	10	0	0	71	8	60	11	0	0	79	197
2:15 PM	6	0	12	0	1	18	10	3	3	0	2	16	23	50	12	0	5	85	9	51	3	0	0	63	182
2:30 PM	6	1	21	0	1	28	11	0	5	0	2	16	24	58	5	0	2	87	8	56	4	0	1	68	199
2:45 PM	5	2	11	0	4	18	9	3	7	0	0	19	17	56	9	0	1	82	10	53	5	0	2	68	187
Hourly Total	22	7	71	0	6	100	35	7	20	0	7	62	86	203	36	0	8	325	35	220	23	0	3	278	765
3:00 PM	1	2	18	0	2	21	6	1	7	0	0	14	21	60	10	0	0	91	6	59	5	0	1	70	196
3:15 PM	4	0	24	0	1	28	10	1	5	0	4	16	24	45	13	0	5	82	6	46	5	0	0	57	183
3:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	63	22	244	0	12	329	123	28	71	0	23	222	267	620	119	3	24	1009	87	654	76	0	12	817	2377
Approach %	19.1	6.7	74.2	0.0	-	-	55.4	12.6	32.0	0.0	-	-	26.5	61.4	11.8	0.3	-	-	10.6	80.0	9.3	0.0	-	-	-
Total %	2.7	0.9	10.3	0.0	-	13.8	5.2	1.2	3.0	0.0	-	9.3	11.2	26.1	5.0	0.1	-	42.4	3.7	27.5	3.2	0.0	-	34.4	-
Lights	62	20	229	0	-	311	122	26	67	0	-	215	255	546	115	3	-	919	85	590	76	0	-	751	2196
% Lights	98.4	90.9	93.9	-	-	94.5	99.2	92.9	94.4	-	-	96.8	95.5	88.1	96.6	100.0	-	91.1	97.7	90.2	100.0	-	-	91.9	92.4
Buses	1	1	8	0	-	10	1	0	3	0	-	4	9	8	1	0	-	18	1	8	0	0	-	9	41
% Buses	1.6	4.5	3.3	-	-	3.0	0.8	0.0	4.2	-	-	1.8	3.4	1.3	0.8	0.0	-	1.8	1.1	1.2	0.0	-	-	1.1	1.7
Trucks	0	1	7	0	-	8	0	2	1	0	-	3	3	66	3	0	-	72	1	56	0	0	-	57	140
% Trucks	0.0	4.5	2.9	-	-	2.4	0.0	7.1	1.4	-	-	1.4	1.1	10.6	2.5	0.0	-	7.1	1.1	8.6	0.0	-	-	7.0	5.9
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	12	-	-	-	-	-	23	-	-	-	-	-	24	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Seven Springs Mountain Road/Chevron Road
Friday, January 17, 2020

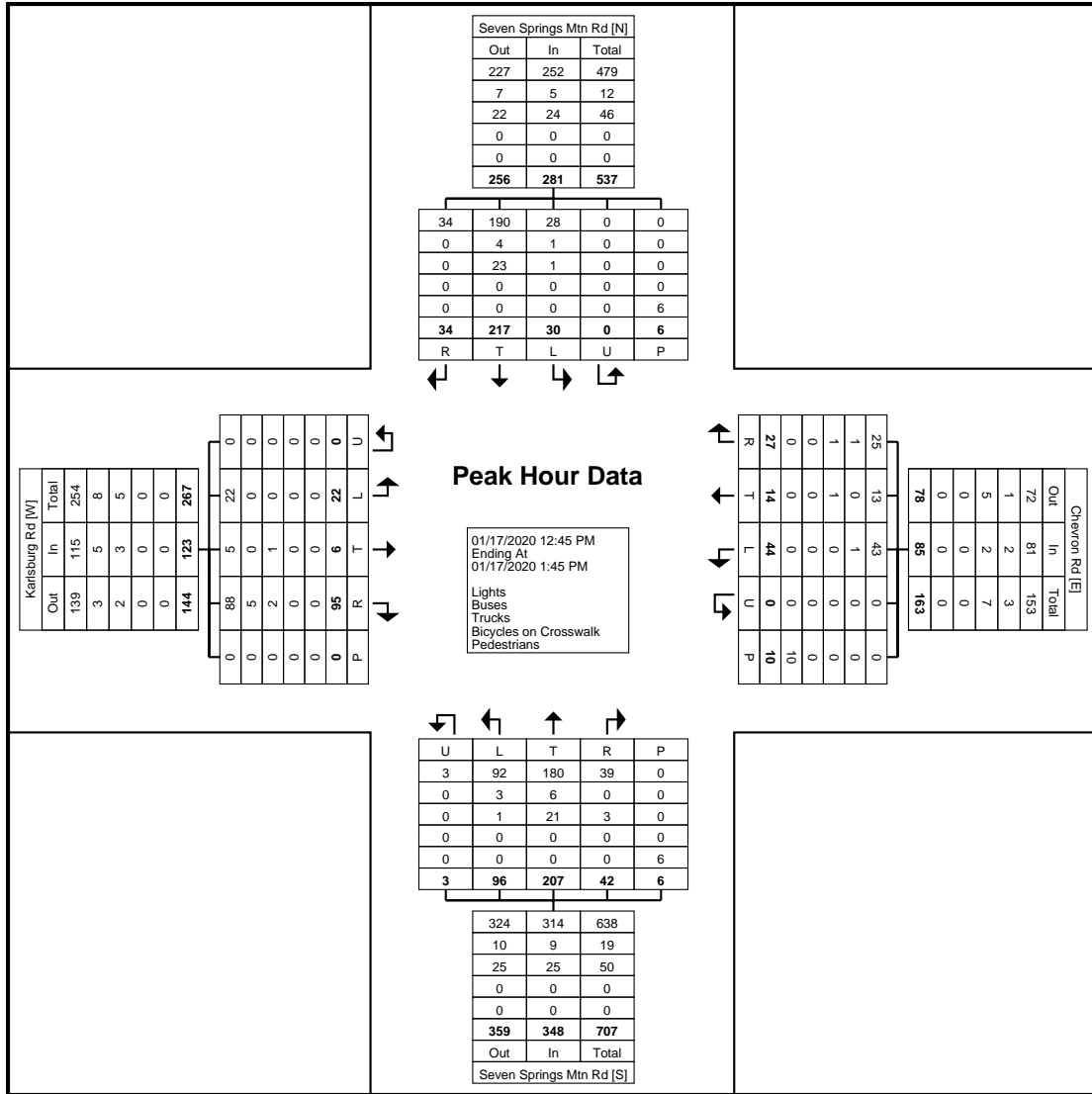


Turning Movement Data Plot

Turning Movement Peak Hour Data (12:45 PM)

Start Time	Karlsburg Rd Eastbound						Chevron Rd Westbound						Seven Springs Mtn Rd Northbound						Seven Springs Mtn Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:45 PM	6	4	22	0	0	32	6	2	3	0	3	11	25	37	15	1	4	78	10	58	9	0	4	77	198
1:00 PM	8	0	25	0	0	33	11	5	5	0	2	21	22	58	9	0	1	89	7	52	6	0	0	65	208
1:15 PM	6	1	18	0	0	25	17	5	10	0	1	32	19	56	6	1	0	82	6	56	7	0	2	69	208
1:30 PM	2	1	30	0	0	33	10	2	9	0	4	21	30	56	12	1	1	99	7	51	12	0	0	70	223
Total	22	6	95	0	0	123	44	14	27	0	10	85	96	207	42	3	6	348	30	217	34	0	6	281	837
Approach %	17.9	4.9	77.2	0.0	-	-	51.8	16.5	31.8	0.0	-	-	27.6	59.5	12.1	0.9	-	-	10.7	77.2	12.1	0.0	-	-	-
Total %	2.6	0.7	11.4	0.0	-	14.7	5.3	1.7	3.2	0.0	-	10.2	11.5	24.7	5.0	0.4	-	41.6	3.6	25.9	4.1	0.0	-	33.6	-
PHF	0.688	0.375	0.792	0.000	-	0.932	0.647	0.700	0.675	0.000	-	0.664	0.800	0.892	0.700	0.750	-	0.879	0.750	0.935	0.708	0.000	-	0.912	0.938
Lights	22	5	88	0	-	115	43	13	25	0	-	81	92	180	39	3	-	314	28	190	34	0	-	252	762
% Lights	100.0	83.3	92.6	-	-	93.5	97.7	92.9	92.6	-	-	95.3	95.8	87.0	92.9	100.0	-	90.2	93.3	87.6	100.0	-	-	89.7	91.0
Buses	0	0	5	0	-	5	1	0	1	0	-	2	3	6	0	0	-	9	1	4	0	0	-	5	21
% Buses	0.0	0.0	5.3	-	-	4.1	2.3	0.0	3.7	-	-	2.4	3.1	2.9	0.0	0.0	-	2.6	3.3	1.8	0.0	-	-	1.8	2.5
Trucks	0	1	2	0	-	3	0	1	1	0	-	2	1	21	3	0	-	25	1	23	0	0	-	24	54
% Trucks	0.0	16.7	2.1	-	-	2.4	0.0	7.1	3.7	-	-	2.4	1.0	10.1	7.1	0.0	-	7.2	3.3	10.6	0.0	-	-	8.5	6.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	10	-	-	-	-	-	6	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Seven Springs Mountain
Road/Chevron Road
Friday, January 17, 2020



Turning Movement Peak Hour Data Plot (12:45 PM)



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Kiryas Joel, New York
Seven Springs Mountain
Road/Chevron Road
Friday, January 17, 2020

Count Name: Seven Springs
Mountain Road/Chevron Road
Friday
Site Code: 24
Start Date: 01/17/2020
Page No: 5



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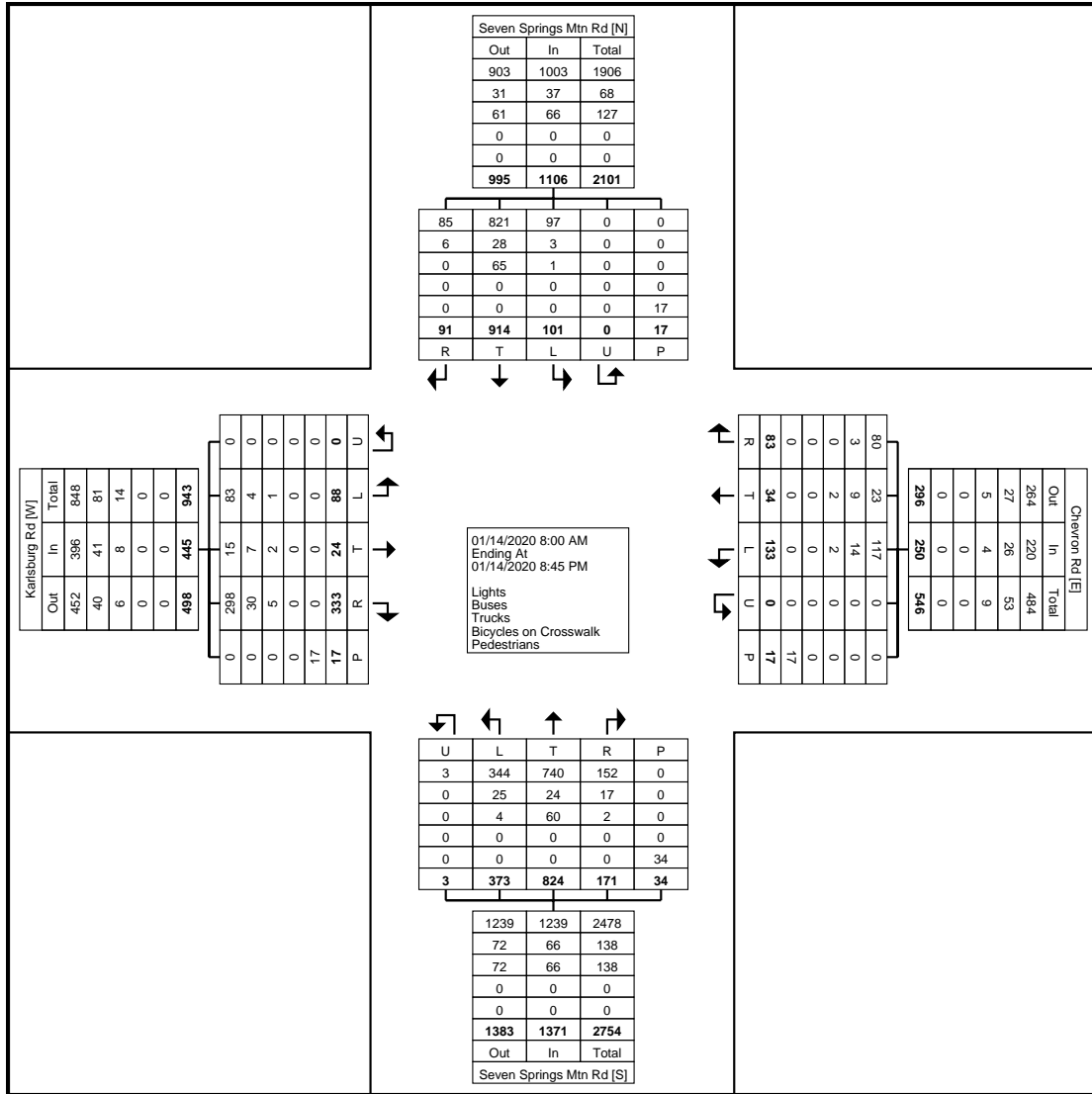
Coatesville, Pennsylvania, United States 19320
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Count Name: Seven Springs Mountain Road/Chevron Road
Tuesday
Site Code: 24
Start Date: 01/14/2020
Page No: 1

Turning Movement Data

Start Time	Karlsburg Rd Eastbound						Chevron Rd Westbound						Seven Springs Mtn Rd Northbound						Seven Springs Mtn Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	7	2	18	0	0	27	3	4	6	0	1	13	6	45	6	0	1	57	5	43	3	0	0	51	148
8:15 AM	4	0	13	0	2	17	2	0	4	0	1	6	9	60	6	0	1	75	8	51	2	0	0	61	159
8:30 AM	5	1	8	0	1	14	9	1	8	0	2	18	14	54	9	0	3	77	8	49	2	0	0	59	168
8:45 AM	8	2	24	0	0	34	7	3	11	0	2	21	14	57	7	0	2	78	2	63	3	0	1	68	201
Hourly Total	24	5	63	0	3	92	21	8	29	0	6	58	43	216	28	0	7	287	23	206	10	0	1	239	676
9:00 AM	5	1	22	0	1	28	11	2	9	0	1	22	13	68	11	0	3	92	4	53	4	0	0	61	203
9:15 AM	2	1	21	0	0	24	7	3	7	0	0	17	27	49	10	0	5	86	4	41	5	0	0	50	177
9:30 AM	6	3	14	0	0	23	6	1	3	0	1	10	16	44	11	0	0	71	2	30	3	0	0	35	139
9:45 AM	7	1	15	0	0	23	6	2	1	0	2	9	26	43	9	0	2	78	4	49	4	0	0	57	167
Hourly Total	20	6	72	0	1	98	30	8	20	0	4	58	82	204	41	0	10	327	14	173	16	0	0	203	686
10:00 AM	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
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	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
5:30 PM	5	0	18	0	1	23	4	1	6	0	0	11	15	50	5	0	1	70	6	66	4	0	0	76	180
5:45 PM	2	4	15	0	0	21	8	0	0	0	1	8	10	33	8	1	1	52	5	42	9	0	0	56	137
Hourly Total	7	4	33	0	1	44	12	1	6	0	1	19	25	83	13	1	2	122	11	108	13	0	0	132	317
6:00 PM	2	2	20	0	0	24	11	5	3	0	0	19	27	39	7	1	0	74	4	50	8	0	1	62	179
6:15 PM	4	1	17	0	3	22	5	1	3	0	3	9	32	47	7	1	1	87	3	62	11	0	3	76	194
6:30 PM	3	3	11	0	2	17	6	1	5	0	0	12	24	33	4	0	1	61	5	48	8	0	3	61	151
6:45 PM	0	1	17	0	1	18	6	2	3	0	0	11	24	25	4	0	1	53	3	36	6	0	2	45	127
Hourly Total	9	7	65	0	6	81	28	9	14	0	3	51	107	144	22	2	3	275	15	196	33	0	9	244	651
7:00 PM	7	0	15	0	3	22	6	2	2	0	1	10	20	26	11	0	1	57	10	45	7	0	4	62	151
7:15 PM	5	0	10	0	0	15	6	3	1	0	1	10	21	40	7	0	6	68	8	40	4	0	0	52	145
7:30 PM	4	1	16	0	0	21	3	1	5	0	0	9	19	25	12	0	2	56	2	43	1	0	1	46	132
7:45 PM	6	0	17	0	2	23	9	1	3	0	0	13	14	33	12	0	3	59	1	32	1	0	1	34	129
Hourly Total	22	1	58	0	5	81	24	7	11	0	2	42	74	124	42	0	12	240	21	160	13	0	6	194	557
8:00 PM	3	0	23	0	1	26	8	1	1	0	0	10	22	21	16	0	0	59	5	32	4	0	1	41	136
8:15 PM	3	1	19	0	0	23	10	0	2	0	1	12	20	32	9	0	0	61	12	39	2	0	0	53	149
8:30 PM	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
Grand Total	88	24	333	0	17	445	133	34	83	0	17	250	373	824	171	3	34	1371	101	914	91	0	17	1106	3172
Approach %	19.8	5.4	74.8	0.0	-	-	53.2	13.6	33.2	0.0	-	-	27.2	60.1	12.5	0.2	-	-	9.1	82.6	8.2	0.0	-	-	-
Total %	2.8	0.8	10.5	0.0	-	14.0	4.2	1.1	2.6	0.0	-	7.9	11.8	26.0	5.4	0.1	-	43.2	3.2	28.8	2.9	0.0	-	34.9	-
Lights	83	15	298	0	-	396	117	23	80	0	-	220	344	740	152	3	-	1239	97	821	85	0	-	1003	2858
% Lights	94.3	62.5	89.5	-	-	89.0	88.0	67.6	96.4	-	-	88.0	92.2	89.8	88.9	100.0	-	90.4	96.0	89.8	93.4	-	-	90.7	90.1
Buses	4	7	30	0	-	41	14	9	3	0	-	26	25	24	17	0	-	66	3	28	6	0	-	37	170
% Buses	4.5	29.2	9.0	-	-	9.2	10.5	26.5	3.6	-	-	10.4	6.7	2.9	9.9	0.0	-	4.8	3.0	3.1	6.6	-	-	3.3	5.4
Trucks	1	2	5	0	-	8	2	2	0	0	-	4	4	60	2	0	-	66	1	65	0	0	-	66	144
% Trucks	1.1	8.3	1.5	-	-	1.8	1.5	5.9	0.0	-	-	1.6	1.1	7.3	1.2	0.0	-	4.8	1.0	7.1	0.0	-	-	6.0	4.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	17	-	-	-	-	-	17	-	-	-	-	-	34	-	-	-	-	-	17	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Seven Springs Mountain
Road/Chevron Road
Tuesday, January 14, 2020

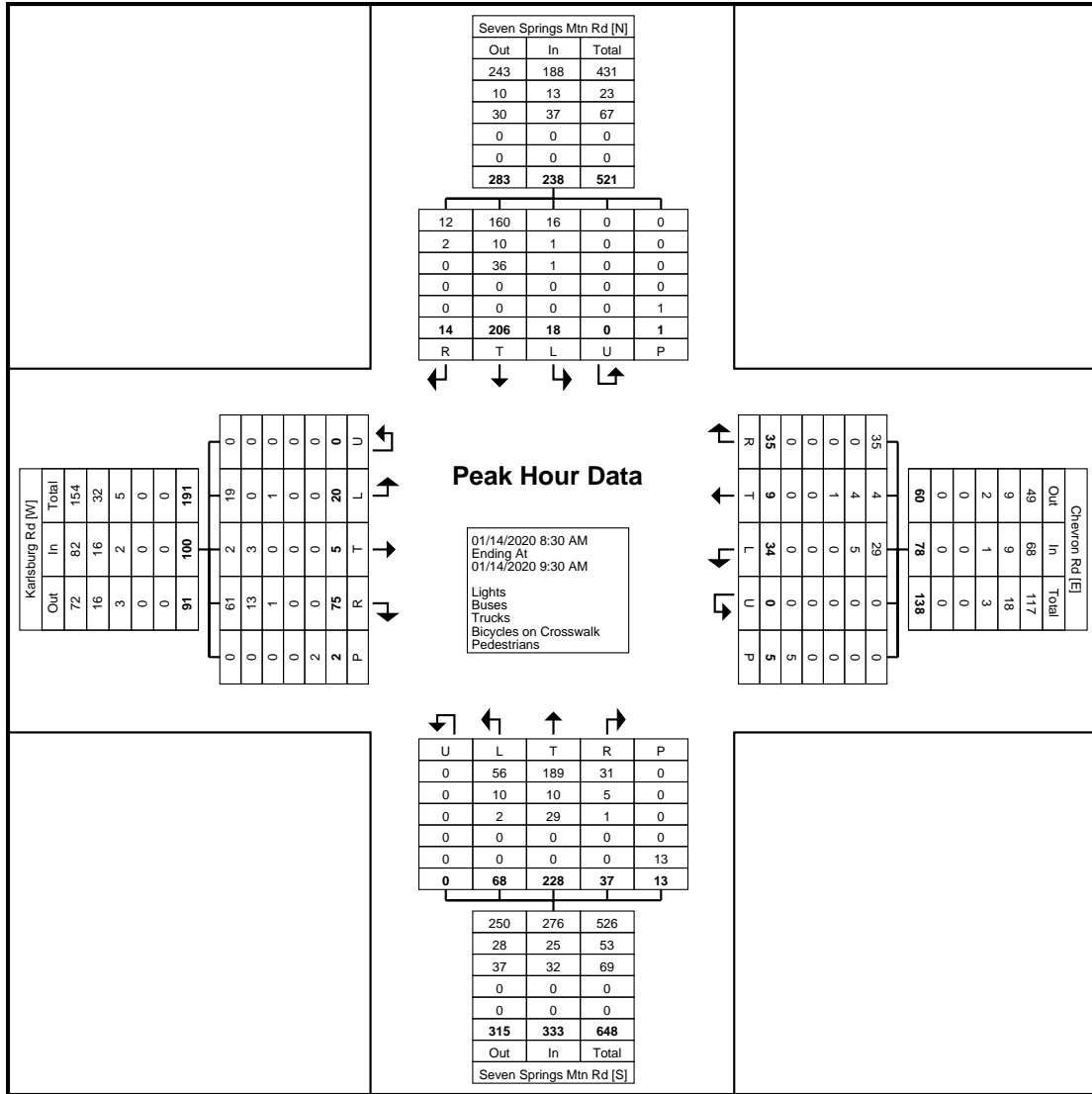


Turning Movement Data Plot

Turning Movement Peak Hour Data (8:30 AM)

Start Time	Karlsburg Rd Eastbound						Chevron Rd Westbound						Seven Springs Mtn Rd Northbound						Seven Springs Mtn Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:30 AM	5	1	8	0	1	14	9	1	8	0	2	18	14	54	9	0	3	77	8	49	2	0	0	59	168
8:45 AM	8	2	24	0	0	34	7	3	11	0	2	21	14	57	7	0	2	78	2	63	3	0	1	68	201
9:00 AM	5	1	22	0	1	28	11	2	9	0	1	22	13	68	11	0	3	92	4	53	4	0	0	61	203
9:15 AM	2	1	21	0	0	24	7	3	7	0	0	17	27	49	10	0	5	86	4	41	5	0	0	50	177
Total	20	5	75	0	2	100	34	9	35	0	5	78	68	228	37	0	13	333	18	206	14	0	1	238	749
Approach %	20.0	5.0	75.0	0.0	-	-	43.6	11.5	44.9	0.0	-	-	20.4	68.5	11.1	0.0	-	-	7.6	86.6	5.9	0.0	-	-	-
Total %	2.7	0.7	10.0	0.0	-	13.4	4.5	1.2	4.7	0.0	-	10.4	9.1	30.4	4.9	0.0	-	44.5	2.4	27.5	1.9	0.0	-	31.8	-
PHF	0.625	0.625	0.781	0.000	-	0.735	0.773	0.750	0.795	0.000	-	0.886	0.630	0.838	0.841	0.000	-	0.905	0.563	0.817	0.700	0.000	-	0.875	0.922
Lights	19	2	61	0	-	82	29	4	35	0	-	68	56	189	31	0	-	276	16	160	12	0	-	188	614
% Lights	95.0	40.0	81.3	-	-	82.0	85.3	44.4	100.0	-	-	87.2	82.4	82.9	83.8	-	-	82.9	88.9	77.7	85.7	-	-	79.0	82.0
Buses	0	3	13	0	-	16	5	4	0	0	-	9	10	10	5	0	-	25	1	10	2	0	-	13	63
% Buses	0.0	60.0	17.3	-	-	16.0	14.7	44.4	0.0	-	-	11.5	14.7	4.4	13.5	-	-	7.5	5.6	4.9	14.3	-	-	5.5	8.4
Trucks	1	0	1	0	-	2	0	1	0	0	-	1	2	29	1	0	-	32	1	36	0	0	-	37	72
% Trucks	5.0	0.0	1.3	-	-	2.0	0.0	11.1	0.0	-	-	1.3	2.9	12.7	2.7	-	-	9.6	5.6	17.5	0.0	-	-	15.5	9.6
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	13	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Seven Springs Mountain
Road/Chevron Road
Tuesday, January 14, 2020

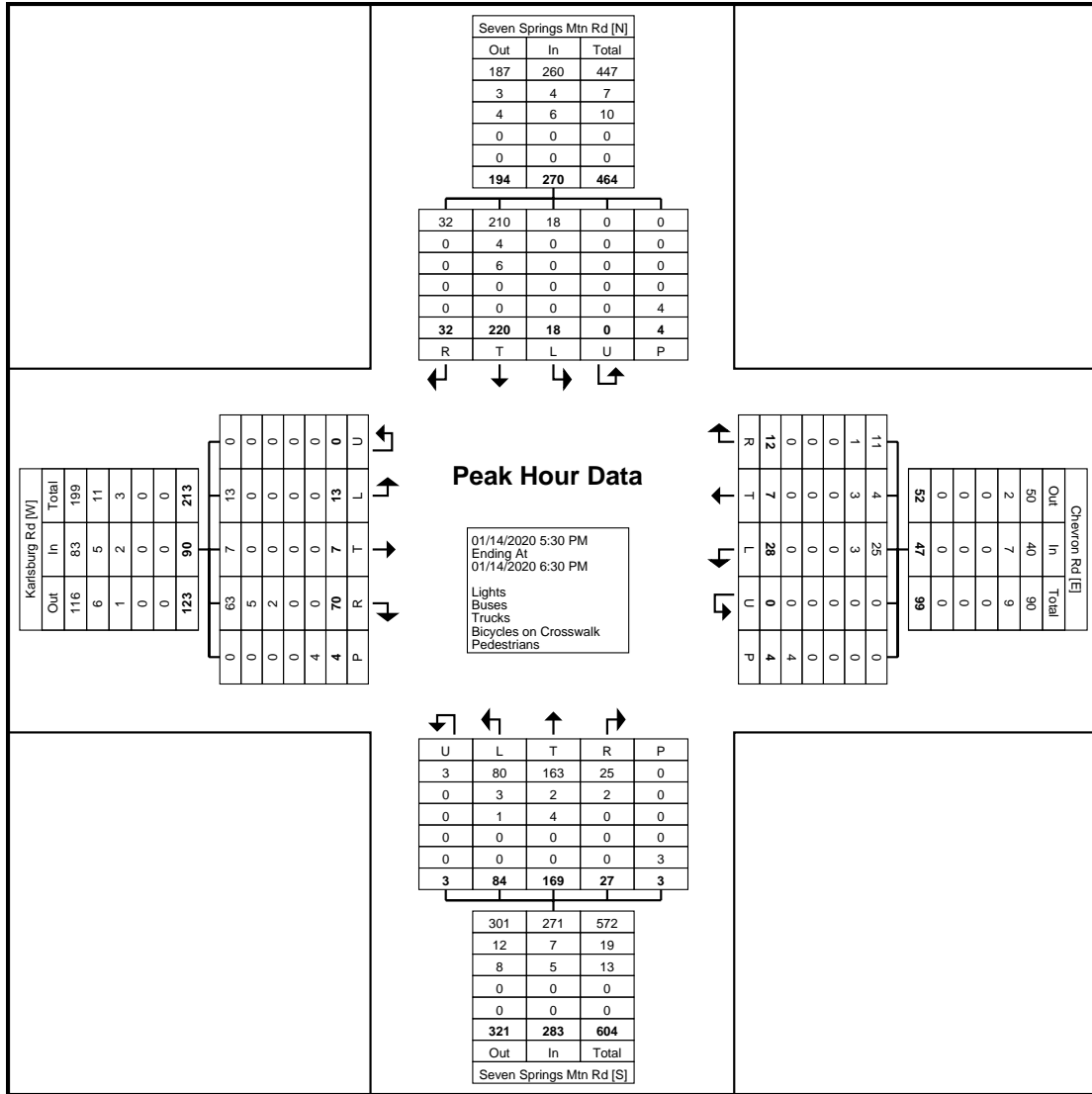


Turning Movement Peak Hour Data Plot (8:30 AM)

Turning Movement Peak Hour Data (5:30 PM)

Start Time	Karlsburg Rd Eastbound						Chevron Rd Westbound						Seven Springs Mtn Rd Northbound						Seven Springs Mtn Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:30 PM	5	0	18	0	1	23	4	1	6	0	0	11	15	50	5	0	1	70	6	66	4	0	0	76	180
5:45 PM	2	4	15	0	0	21	8	0	0	0	1	8	10	33	8	1	1	52	5	42	9	0	0	56	137
6:00 PM	2	2	20	0	0	24	11	5	3	0	0	19	27	39	7	1	0	74	4	50	8	0	1	62	179
6:15 PM	4	1	17	0	3	22	5	1	3	0	3	9	32	47	7	1	1	87	3	62	11	0	3	76	194
Total	13	7	70	0	4	90	28	7	12	0	4	47	84	169	27	3	3	283	18	220	32	0	4	270	690
Approach %	14.4	7.8	77.8	0.0	-	-	59.6	14.9	25.5	0.0	-	-	29.7	59.7	9.5	1.1	-	-	6.7	81.5	11.9	0.0	-	-	-
Total %	1.9	1.0	10.1	0.0	-	13.0	4.1	1.0	1.7	0.0	-	6.8	12.2	24.5	3.9	0.4	-	41.0	2.6	31.9	4.6	0.0	-	39.1	-
PHF	0.650	0.438	0.875	0.000	-	0.938	0.636	0.350	0.500	0.000	-	0.618	0.656	0.845	0.844	0.750	-	0.813	0.750	0.833	0.727	0.000	-	0.888	0.889
Lights	13	7	63	0	-	83	25	4	11	0	-	40	80	163	25	3	-	271	18	210	32	0	-	260	654
% Lights	100.0	100.0	90.0	-	-	92.2	89.3	57.1	91.7	-	-	85.1	95.2	96.4	92.6	100.0	-	95.8	100.0	95.5	100.0	-	-	96.3	94.8
Buses	0	0	5	0	-	5	3	3	1	0	-	7	3	2	2	0	-	7	0	4	0	0	-	4	23
% Buses	0.0	0.0	7.1	-	-	5.6	10.7	42.9	8.3	-	-	14.9	3.6	1.2	7.4	0.0	-	2.5	0.0	1.8	0.0	-	-	1.5	3.3
Trucks	0	0	2	0	-	2	0	0	0	0	-	0	1	4	0	0	-	5	0	6	0	0	-	6	13
% Trucks	0.0	0.0	2.9	-	-	2.2	0.0	0.0	0.0	-	-	0.0	1.2	2.4	0.0	0.0	-	1.8	0.0	2.7	0.0	-	-	2.2	1.9
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Seven Springs Mountain
Road/Chevron Road
Tuesday, January 14, 2020



Turning Movement Peak Hour Data Plot (5:30 PM)



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Tuesday, January 14, 2020

Count Name: Seven Springs
Mountain Road/Chevron Road
Tuesday
Site Code: 24
Start Date: 01/14/2020
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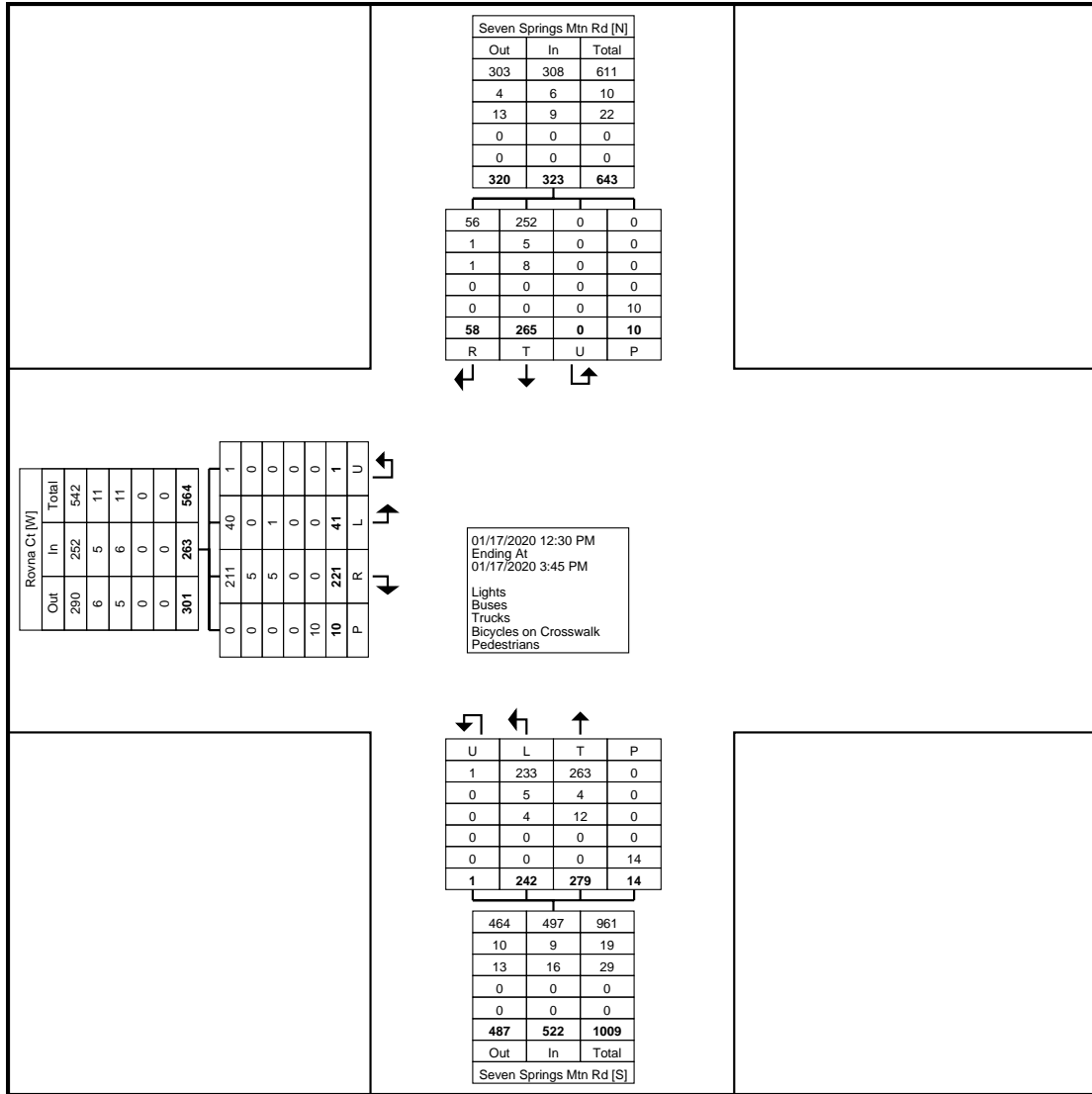
Count Name: Seven Springs
Road/Rovna Court Friday
Site Code: 25
Start Date: 01/17/2020
Page No: 1

Kiryas Joel, New York
Seven Springs Road/Rovna
Court
Friday, January 17, 2020

Turning Movement Data

Start Time	Rovna Ct Eastbound					Seven Springs Mtn Rd Northbound					Seven Springs Mtn Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
12:30 PM	1	23	0	2	24	19	31	0	2	50	24	6	0	0	30	104
12:45 PM	5	16	0	0	21	18	28	0	4	46	27	5	0	0	32	99
Hourly Total	6	39	0	2	45	37	59	0	6	96	51	11	0	0	62	203
1:00 PM	5	18	1	0	24	25	29	0	2	54	28	10	0	1	38	116
1:15 PM	6	27	0	0	33	23	22	0	0	45	21	5	0	1	26	104
1:30 PM	6	15	0	2	21	14	21	0	2	35	28	6	0	0	34	90
1:45 PM	4	19	0	0	23	21	21	0	0	42	19	9	0	0	28	93
Hourly Total	21	79	1	2	101	83	93	0	4	176	96	30	0	2	126	403
2:00 PM	2	12	0	1	14	23	23	0	0	46	21	1	0	1	22	82
2:15 PM	1	12	0	0	13	20	18	0	0	38	16	2	0	0	18	69
2:30 PM	1	18	0	2	19	17	27	0	1	44	19	3	0	0	22	85
2:45 PM	3	19	0	1	22	20	21	0	1	41	25	5	0	2	30	93
Hourly Total	7	61	0	4	68	80	89	0	2	169	81	11	0	3	92	329
3:00 PM	4	19	0	2	23	23	20	0	1	43	17	2	0	2	19	85
3:15 PM	3	23	0	0	26	19	18	1	1	38	20	4	0	3	24	88
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	41	221	1	10	263	242	279	1	14	522	265	58	0	10	323	1108
Approach %	15.6	84.0	0.4	-	-	46.4	53.4	0.2	-	-	82.0	18.0	0.0	-	-	-
Total %	3.7	19.9	0.1	-	23.7	21.8	25.2	0.1	-	47.1	23.9	5.2	0.0	-	29.2	-
Lights	40	211	1	-	252	233	263	1	-	497	252	56	0	-	308	1057
% Lights	97.6	95.5	100.0	-	95.8	96.3	94.3	100.0	-	95.2	95.1	96.6	-	-	95.4	95.4
Buses	0	5	0	-	5	5	4	0	-	9	5	1	0	-	6	20
% Buses	0.0	2.3	0.0	-	1.9	2.1	1.4	0.0	-	1.7	1.9	1.7	-	-	1.9	1.8
Trucks	1	5	0	-	6	4	12	0	-	16	8	1	0	-	9	31
% Trucks	2.4	2.3	0.0	-	2.3	1.7	4.3	0.0	-	3.1	3.0	1.7	-	-	2.8	2.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	10	-	-	-	-	14	-	-	-	-	10	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Seven Springs Road/Rovna
Court
Friday, January 17, 2020



Turning Movement Data Plot



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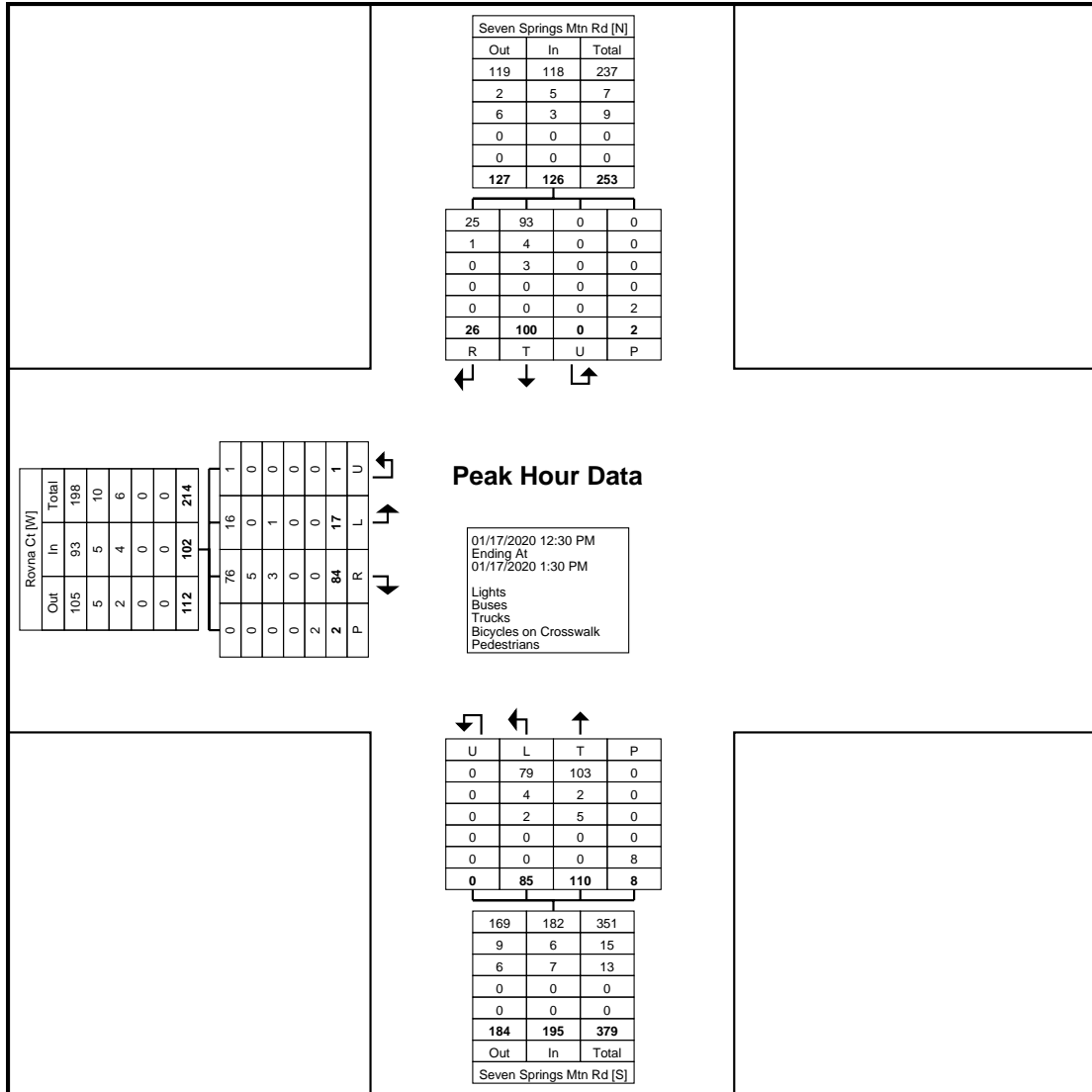
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Count Name: Seven Springs
Road/Rovna Court Friday
Site Code: 25
Start Date: 01/17/2020
Page No: 3

Turning Movement Peak Hour Data (12:30 PM)

Start Time	Rovna Ct Eastbound					Seven Springs Mtn Rd Northbound					Seven Springs Mtn Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
12:30 PM	1	23	0	2	24	19	31	0	2	50	24	6	0	0	30	104
12:45 PM	5	16	0	0	21	18	28	0	4	46	27	5	0	0	32	99
1:00 PM	5	18	1	0	24	25	29	0	2	54	28	10	0	1	38	116
1:15 PM	6	27	0	0	33	23	22	0	0	45	21	5	0	1	26	104
Total	17	84	1	2	102	85	110	0	8	195	100	26	0	2	126	423
Approach %	16.7	82.4	1.0	-	-	43.6	56.4	0.0	-	-	79.4	20.6	0.0	-	-	-
Total %	4.0	19.9	0.2	-	24.1	20.1	26.0	0.0	-	46.1	23.6	6.1	0.0	-	29.8	-
PHF	0.708	0.778	0.250	-	0.773	0.850	0.887	0.000	-	0.903	0.893	0.650	0.000	-	0.829	0.912
Lights	16	76	1	-	93	79	103	0	-	182	93	25	0	-	118	393
% Lights	94.1	90.5	100.0	-	91.2	92.9	93.6	-	-	93.3	93.0	96.2	-	-	93.7	92.9
Buses	0	5	0	-	5	4	2	0	-	6	4	1	0	-	5	16
% Buses	0.0	6.0	0.0	-	4.9	4.7	1.8	-	-	3.1	4.0	3.8	-	-	4.0	3.8
Trucks	1	3	0	-	4	2	5	0	-	7	3	0	0	-	3	14
% Trucks	5.9	3.6	0.0	-	3.9	2.4	4.5	-	-	3.6	3.0	0.0	-	-	2.4	3.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	2	-	-	-	-	8	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Seven Springs Road/Rovna
Court
Friday, January 17, 2020



Turning Movement Peak Hour Data Plot (12:30 PM)



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Friday, January 17, 2020

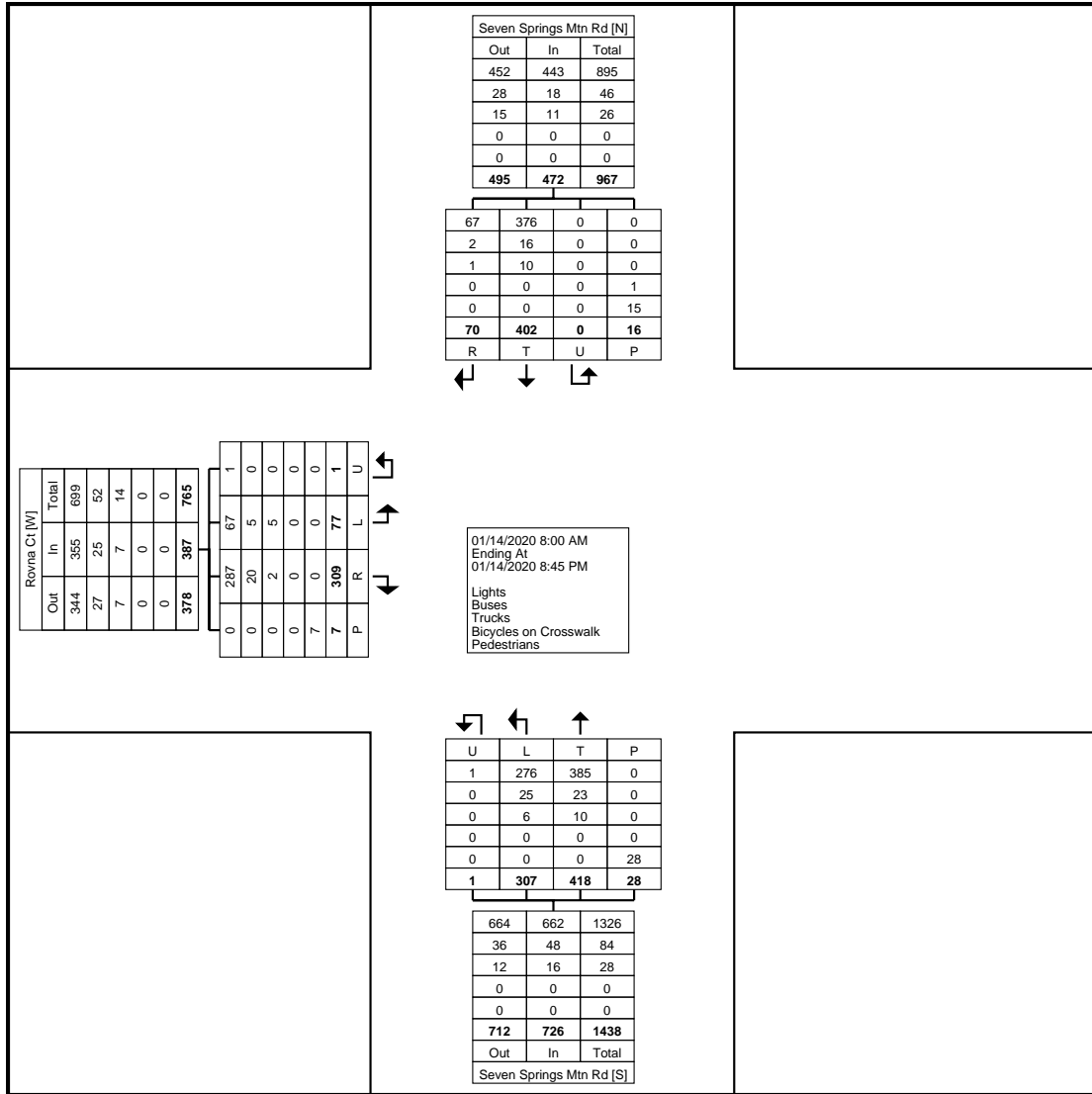
Count Name: Seven Springs
Road/Rovna Court Friday
Site Code: 25
Start Date: 01/17/2020
Page No: 5

Kiryas Joel, New York
Seven Springs Road/Rovna
Court
Tuesday, January 14, 2020

Turning Movement Data

Start Time	Rovna Ct Eastbound					Seven Springs Mtn Rd Northbound					Seven Springs Mtn Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	7	18	0	0	25	15	17	0	0	32	19	4	0	3	23	80
8:15 AM	3	14	1	0	18	10	31	0	0	41	28	4	0	2	32	91
8:30 AM	3	19	0	1	22	8	28	0	4	36	33	2	0	0	35	93
8:45 AM	10	11	0	0	21	14	26	0	0	40	31	4	0	0	35	96
Hourly Total	23	62	1	1	86	47	102	0	4	149	111	14	0	5	125	360
9:00 AM	5	13	0	0	18	11	20	0	0	31	20	6	0	1	26	75
9:15 AM	5	11	0	0	16	12	30	0	0	42	21	2	0	1	23	81
9:30 AM	5	25	0	0	30	18	17	0	1	35	16	1	0	0	17	82
9:45 AM	4	19	0	0	23	10	16	0	4	26	22	4	0	4	26	75
Hourly Total	19	68	0	0	87	51	83	0	5	134	79	13	0	6	92	313
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	3	10	0	0	13	12	32	0	0	44	30	6	0	0	36	93
5:45 PM	4	25	0	1	29	19	17	0	0	36	21	6	0	0	27	92
Hourly Total	7	35	0	1	42	31	49	0	0	80	51	12	0	0	63	185
6:00 PM	4	18	0	1	22	22	31	1	1	54	23	4	0	1	27	103
6:15 PM	1	14	0	0	15	17	28	0	4	45	27	1	0	0	28	88
6:30 PM	4	17	0	1	21	15	18	0	3	33	20	4	0	0	24	78
6:45 PM	3	10	0	0	13	18	14	0	0	32	14	5	0	3	19	64
Hourly Total	12	59	0	2	71	72	91	1	8	164	84	14	0	4	98	333
7:00 PM	2	12	0	0	14	18	10	0	3	28	11	3	0	0	14	56
7:15 PM	3	20	0	0	23	21	15	0	2	36	17	3	0	0	20	79
7:30 PM	3	19	0	0	22	20	17	0	0	37	12	3	0	0	15	74
7:45 PM	5	10	0	0	15	21	19	0	0	40	12	4	0	1	16	71
Hourly Total	13	61	0	0	74	80	61	0	5	141	52	13	0	1	65	280
8:00 PM	3	11	0	0	14	15	14	0	5	29	12	1	0	0	13	56
8:15 PM	0	13	0	3	13	11	18	0	1	29	13	3	0	0	16	58
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	77	309	1	7	387	307	418	1	28	726	402	70	0	16	472	1585
Approach %	19.9	79.8	0.3	-	-	42.3	57.6	0.1	-	-	85.2	14.8	0.0	-	-	-
Total %	4.9	19.5	0.1	-	24.4	19.4	26.4	0.1	-	45.8	25.4	4.4	0.0	-	29.8	-
Lights	67	287	1	-	355	276	385	1	-	662	376	67	0	-	443	1460
% Lights	87.0	92.9	100.0	-	91.7	89.9	92.1	100.0	-	91.2	93.5	95.7	-	-	93.9	92.1
Buses	5	20	0	-	25	25	23	0	-	48	16	2	0	-	18	91
% Buses	6.5	6.5	0.0	-	6.5	8.1	5.5	0.0	-	6.6	4.0	2.9	-	-	3.8	5.7
Trucks	5	2	0	-	7	6	10	0	-	16	10	1	0	-	11	34
% Trucks	6.5	0.6	0.0	-	1.8	2.0	2.4	0.0	-	2.2	2.5	1.4	-	-	2.3	2.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	6.3	-	-
Pedestrians	-	-	-	7	-	-	-	-	28	-	-	-	-	15	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	93.8	-	-

Kiryas Joel, New York
Seven Springs Road/Rovna
Court
Tuesday, January 14, 2020

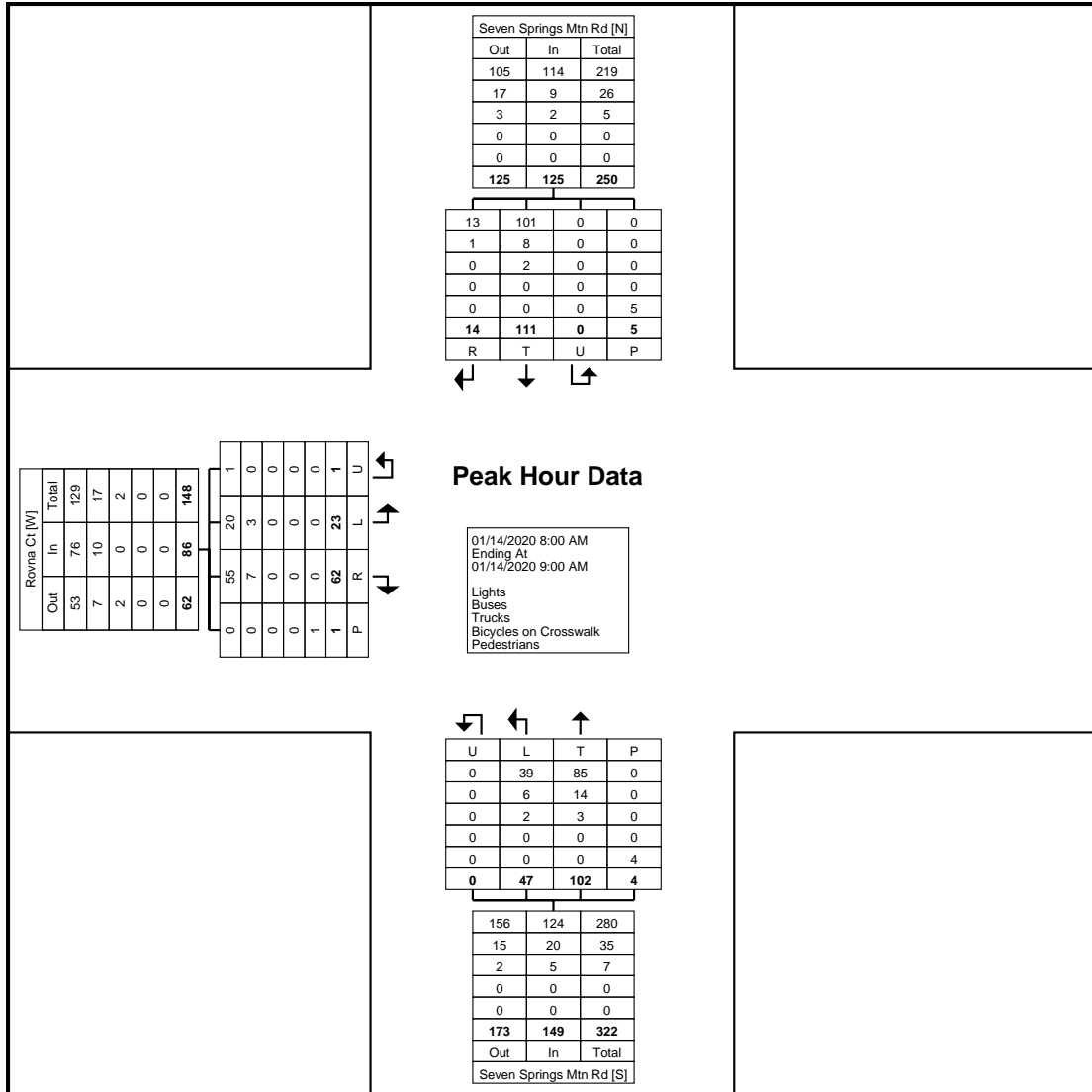


Turning Movement Data Plot

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Rovna Ct Eastbound					Seven Springs Mtn Rd Northbound					Seven Springs Mtn Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	7	18	0	0	25	15	17	0	0	32	19	4	0	3	23	80
8:15 AM	3	14	1	0	18	10	31	0	0	41	28	4	0	2	32	91
8:30 AM	3	19	0	1	22	8	28	0	4	36	33	2	0	0	35	93
8:45 AM	10	11	0	0	21	14	26	0	0	40	31	4	0	0	35	96
Total	23	62	1	1	86	47	102	0	4	149	111	14	0	5	125	360
Approach %	26.7	72.1	1.2	-	-	31.5	68.5	0.0	-	-	88.8	11.2	0.0	-	-	-
Total %	6.4	17.2	0.3	-	23.9	13.1	28.3	0.0	-	41.4	30.8	3.9	0.0	-	34.7	-
PHF	0.575	0.816	0.250	-	0.860	0.783	0.823	0.000	-	0.909	0.841	0.875	0.000	-	0.893	0.938
Lights	20	55	1	-	76	39	85	0	-	124	101	13	0	-	114	314
% Lights	87.0	88.7	100.0	-	88.4	83.0	83.3	-	-	83.2	91.0	92.9	-	-	91.2	87.2
Buses	3	7	0	-	10	6	14	0	-	20	8	1	0	-	9	39
% Buses	13.0	11.3	0.0	-	11.6	12.8	13.7	-	-	13.4	7.2	7.1	-	-	7.2	10.8
Trucks	0	0	0	-	0	2	3	0	-	5	2	0	0	-	2	7
% Trucks	0.0	0.0	0.0	-	0.0	4.3	2.9	-	-	3.4	1.8	0.0	-	-	1.6	1.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	4	-	-	-	-	5	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kiryas Joel, New York
Seven Springs Road/Rovna
Court
Tuesday, January 14, 2020

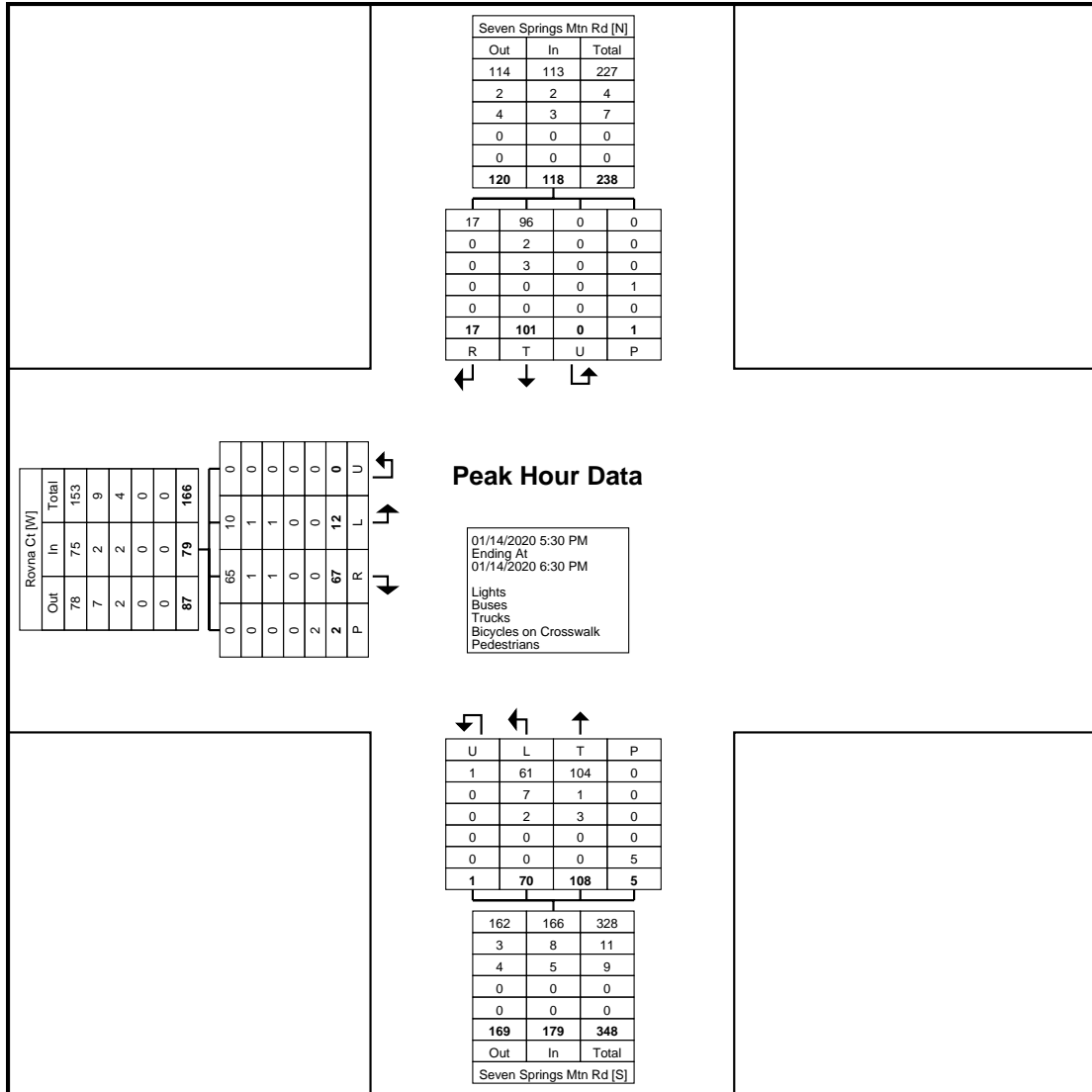


Turning Movement Peak Hour Data Plot (8:00 AM)

Turning Movement Peak Hour Data (5:30 PM)

Start Time	Rovna Ct Eastbound					Seven Springs Mtn Rd Northbound					Seven Springs Mtn Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
5:30 PM	3	10	0	0	13	12	32	0	0	44	30	6	0	0	36	93
5:45 PM	4	25	0	1	29	19	17	0	0	36	21	6	0	0	27	92
6:00 PM	4	18	0	1	22	22	31	1	1	54	23	4	0	1	27	103
6:15 PM	1	14	0	0	15	17	28	0	4	45	27	1	0	0	28	88
Total	12	67	0	2	79	70	108	1	5	179	101	17	0	1	118	376
Approach %	15.2	84.8	0.0	-	-	39.1	60.3	0.6	-	-	85.6	14.4	0.0	-	-	-
Total %	3.2	17.8	0.0	-	21.0	18.6	28.7	0.3	-	47.6	26.9	4.5	0.0	-	31.4	-
PHF	0.750	0.670	0.000	-	0.681	0.795	0.844	0.250	-	0.829	0.842	0.708	0.000	-	0.819	0.913
Lights	10	65	0	-	75	61	104	1	-	166	96	17	0	-	113	354
% Lights	83.3	97.0	-	-	94.9	87.1	96.3	100.0	-	92.7	95.0	100.0	-	-	95.8	94.1
Buses	1	1	0	-	2	7	1	0	-	8	2	0	0	-	2	12
% Buses	8.3	1.5	-	-	2.5	10.0	0.9	0.0	-	4.5	2.0	0.0	-	-	1.7	3.2
Trucks	1	1	0	-	2	2	3	0	-	5	3	0	0	-	3	10
% Trucks	8.3	1.5	-	-	2.5	2.9	2.8	0.0	-	2.8	3.0	0.0	-	-	2.5	2.7
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	2	-	-	-	-	5	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	0.0	-	-

Kiryas Joel, New York
Seven Springs Road/Rovna
Court
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Count Name: Seven Springs
Road/Rovna Court Tuesday
Site Code: 25
Start Date: 01/14/2020
Page No: 7

Appendix B

Traffic Operations and Crash Analysis

Comprehensive TIS
Village of Kiryas Joel, Orange County, New York

LOS Definitions

The following is an excerpt from the 2010 Highway Capacity Manual (HCM).

Level of Service for Signalized Intersections

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay *and* volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a surrogate measure of driver discomfort and fuel consumption. The v/c ratio quantifies the degree to which a phase's capacity is utilized by a lane group. The following paragraphs describe each LOS.

LOS A describes operations with a control delay of 10 s/veh or less and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B describes operations with control delay between 10 and 20 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C describes operations with control delay between 20 and 35 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

LOS D describes operations with control delay between 35 and 55 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

LOS E describes operations with control delay between 55 and 80 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

LOS F describes operations with control delay exceeding 80 s/veh or a v/c ratio greater than 1.0. This level is typically assigned when the v/c ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

A lane group can incur a delay less than 80 s/veh when the v/c ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and v/c ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).

Average control delay and queue length at roundabout controlled intersections are calculated using SIDRA Intersection. The physical geometry such as entry lane width and approach flare, and traffic volume at the roundabout are factors that influence the intersection's performance. The average delay reported using SIDRA Intersection is based on the signalized HCM Method of Delay for Level-of-Service.

Level of Service Criteria for Unsignalized Intersections

Level of service (LOS) for Two-Way Stop-Controlled (TWSC) intersections is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns by using criteria given in Exhibit 19-1. LOS is not defined for the intersection as a whole or for major-street approaches for three primary reasons: (a) major-street through vehicles are assumed to experience zero delay; (b) the disproportionate number of major-street through vehicles at a typical TWSC intersection skews the weighted average of all movements, resulting in a very low overall average delay for all vehicles; and (c) the resulting low delay can mask important LOS deficiencies for minor movements. LOS F is assigned to the movement if the volume-to-capacity (v/c) ratio for the movement exceeds 1.0, regardless of the control delay.

The LOS criteria for TWSC intersections are somewhat different from the criteria used in Chapter 18 for signalized intersections, primarily because user perceptions differ among transportation facility types. The expectation is that a signalized intersection is designed to carry higher traffic volumes and will present greater delay than an unsignalized intersection. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable than they are at signals, which can reduce users' delay tolerance.

The LOS criteria for All-Way Stop-Controlled (AWSC) intersections are given in Exhibit 20-2. LOS F is assigned if the v/c ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

**Exhibits 19-1/20-2:
Level-of-Service Criteria for Stop Controlled Intersections**

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	v/c ≤ 1.0	v/c ≥ 1.0
10.0	A	F
>10.0 and ≤ 15.0	B	F
>15.0 and ≤ 25.0	C	F
>25.0 and ≤ 35.0	D	F
>35.0 and ≤ 50.0	E	F
>50.0	F	F

Intersection

Int Delay, s/veh	10.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	158	69	345	88	126	784
Future Vol, veh/h	158	69	345	88	126	784
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-8	-	2	-	-	-6
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	13	13	10	20	14	3
Mvmt Flow	160	70	348	89	127	792

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1439	393	0	0	437
Stage 1	393	-	-	-	-
Stage 2	1046	-	-	-	-
Critical Hdwy	4.93	5.53	-	-	4.24
Critical Hdwy Stg 1	3.93	-	-	-	-
Critical Hdwy Stg 2	3.93	-	-	-	-
Follow-up Hdwy	3.617	3.417	-	-	2.326
Pot Cap-1 Maneuver	262	690	-	-	1062
Stage 1	784	-	-	-	-
Stage 2	513	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	206	690	-	-	1062
Mov Cap-2 Maneuver	206	-	-	-	-
Stage 1	784	-	-	-	-
Stage 2	403	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	69.4	0	1.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	262	1062
HCM Lane V/C Ratio	-	-	0.875	0.12
HCM Control Delay (s)	-	-	69.4	8.9
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	7.5	0.4

Intersection

Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	193	34	45	235	3	20	1	44	1	0	1
Future Vol, veh/h	0	193	34	45	235	3	20	1	44	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	1	-	-	2	-	-	-3	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	18	18	14	8	0	25	0	27	0	0	0
Mvmt Flow	0	203	36	47	247	3	21	1	46	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	250	0	0	239	0	0	564	565	221	588	582	249
Stage 1	-	-	-	-	-	-	221	221	-	343	343	-
Stage 2	-	-	-	-	-	-	343	344	-	245	239	-
Critical Hdwy	4.1	-	-	4.24	-	-	7.75	6.9	6.67	6.5	5.9	5.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.75	5.9	-	5.5	4.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.75	5.9	-	5.5	4.9	-
Follow-up Hdwy	2.2	-	-	2.326	-	-	3.725	4	3.543	3.5	4	3.3
Pot Cap-1 Maneuver	1327	-	-	1261	-	-	379	410	751	467	471	811
Stage 1	-	-	-	-	-	-	714	707	-	716	679	-
Stage 2	-	-	-	-	-	-	603	616	-	795	740	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1327	-	-	1261	-	-	366	392	751	423	451	811
Mov Cap-2 Maneuver	-	-	-	-	-	-	366	392	-	423	451	-
Stage 1	-	-	-	-	-	-	714	707	-	716	650	-
Stage 2	-	-	-	-	-	-	576	590	-	745	740	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.3			12.3			11.5		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	561	1327	-	-	1261	-	-	556
HCM Lane V/C Ratio	0.122	-	-	-	0.038	-	-	0.004
HCM Control Delay (s)	12.3	0	-	-	8	0	-	11.5
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0

Intersection

Int Delay, s/veh	5.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	270	45	99	272	61	123
Future Vol, veh/h	270	45	99	272	61	123
Conflicting Peds, #/hr	0	16	16	0	3	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	0	3	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	18	10	18	12	7	10
Mvmt Flow	300	50	110	302	68	137

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	366	0	866
Stage 1	-	-	-	-	341
Stage 2	-	-	-	-	525
Critical Hdwy	-	-	4.28	-	7.07
Critical Hdwy Stg 1	-	-	-	-	6.07
Critical Hdwy Stg 2	-	-	-	-	6.07
Follow-up Hdwy	-	-	2.362	-	3.563
Pot Cap-1 Maneuver	-	-	1110	-	275
Stage 1	-	-	-	-	670
Stage 2	-	-	-	-	535
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1093	-	238
Mov Cap-2 Maneuver	-	-	-	-	238
Stage 1	-	-	-	-	660
Stage 2	-	-	-	-	469

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	22.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	411	-	-	1093	-
HCM Lane V/C Ratio	0.497	-	-	0.101	-
HCM Control Delay (s)	22.1	-	-	8.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.7	-	-	0.3	-

Intersection

Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	279	247	65	65	124
Future Vol, veh/h	0	279	247	65	65	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-4	5	-	-7	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	14	15	18	15	8	10
Mvmt Flow	0	300	266	70	70	133

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	601
Stage 1	-	-	-	-	301
Stage 2	-	-	-	-	300
Critical Hdwy	-	-	-	-	5.08
Critical Hdwy Stg 1	-	-	-	-	4.08
Critical Hdwy Stg 2	-	-	-	-	4.08
Follow-up Hdwy	-	-	-	-	3.572
Pot Cap-1 Maneuver	0	-	-	-	573
Stage 1	0	-	-	-	829
Stage 2	0	-	-	-	829
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	573
Mov Cap-2 Maneuver	-	-	-	-	573
Stage 1	-	-	-	-	829
Stage 2	-	-	-	-	829

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	685
HCM Lane V/C Ratio	-	-	-	0.297
HCM Control Delay (s)	-	-	-	12.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	1.2

Intersection

Intersection Delay, s/veh 14
Intersection LOS B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	62	315	319	34	47	42
Future Vol, veh/h	62	315	319	34	47	42
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	16	18	20	21	25	14
Mvmt Flow	70	354	358	38	53	47
Number of Lanes	0	1	1	0	1	0
Approach	EB		WB		SB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left	SB				WB	
Conflicting Lanes Left	1		0		1	
Conflicting Approach Right			SB		EB	
Conflicting Lanes Right	0		1		1	
HCM Control Delay	14.9		14		10.4	
HCM LOS	B		B		B	

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	0%	53%
Vol Thru, %	84%	90%	0%
Vol Right, %	0%	10%	47%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	377	353	89
LT Vol	62	0	47
Through Vol	315	319	0
RT Vol	0	34	42
Lane Flow Rate	424	397	100
Geometry Grp	1	1	1
Degree of Util (X)	0.585	0.549	0.171
Departure Headway (Hd)	4.97	4.98	6.147
Convergence, Y/N	Yes	Yes	Yes
Cap	720	718	587
Service Time	3.042	3.052	4.147
HCM Lane V/C Ratio	0.589	0.553	0.17
HCM Control Delay	14.9	14	10.4
HCM Lane LOS	B	B	B
HCM 95th-tile Q	3.8	3.4	0.6

Intersection

Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	379	54	118	276	1	32	0	104	2	0	0
Future Vol, veh/h	1	379	54	118	276	1	32	0	104	2	0	0
Conflicting Peds, #/hr	1	0	8	8	0	1	14	0	8	8	0	14
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	-4	-	-	7	-	-	-13	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	19	15	20	22	0	22	0	25	0	0	0
Mvmt Flow	1	408	58	127	297	1	34	0	112	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	299	0	0	474	0	0	1013	1000	453	1056	1029	313
Stage 1	-	-	-	-	-	-	447	447	-	553	553	-
Stage 2	-	-	-	-	-	-	566	553	-	503	476	-
Critical Hdwy	4.1	-	-	4.3	-	-	8.72	7.9	7.15	4.5	3.9	4.9
Critical Hdwy Stg 1	-	-	-	-	-	-	7.72	6.9	-	3.5	2.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.72	6.9	-	3.5	2.9	-
Follow-up Hdwy	2.2	-	-	2.38	-	-	3.698	4	3.525	3.5	4	3.3
Pot Cap-1 Maneuver	1274	-	-	1000	-	-	135	166	514	440	495	820
Stage 1	-	-	-	-	-	-	466	485	-	777	772	-
Stage 2	-	-	-	-	-	-	381	417	-	797	790	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1273	-	-	993	-	-	117	139	507	300	415	807
Mov Cap-2 Maneuver	-	-	-	-	-	-	117	139	-	300	415	-
Stage 1	-	-	-	-	-	-	462	481	-	775	653	-
Stage 2	-	-	-	-	-	-	318	353	-	616	784	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.7			30.4			17.1		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	284	1273	-	-	993	-	-	300
HCM Lane V/C Ratio	0.515	0.001	-	-	0.128	-	-	0.007
HCM Control Delay (s)	30.4	7.8	0	-	9.2	0	-	17.1
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.7	0	-	-	0.4	-	-	0

Intersection

Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	20	51	213	6	36	0	213	35	10	9	75	22
Future Vol, veh/h	20	51	213	6	36	0	213	35	10	9	75	22
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	10	18	14	0	19	50	22	21	0	44	10	32
Mvmt Flow	22	56	234	7	40	0	234	38	11	10	82	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	11.3			9			12.8			10.4		
HCM LOS	B			A			B			B		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	83%	7%	14%	8%
Vol Thru, %	14%	18%	86%	71%
Vol Right, %	4%	75%	0%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	258	284	42	106
LT Vol	213	20	6	9
Through Vol	35	51	36	75
RT Vol	10	213	0	22
Lane Flow Rate	284	312	46	116
Geometry Grp	1	1	1	1
Degree of Util (X)	0.437	0.415	0.071	0.192
Departure Headway (Hd)	5.553	4.792	5.572	5.94
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	652	740	644	607
Service Time	3.56	2.89	3.597	3.95
HCM Lane V/C Ratio	0.436	0.422	0.071	0.191
HCM Control Delay	12.8	11.3	9	10.4
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	2.2	2.1	0.2	0.7

Intersection

Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	42	23	194	262	21
Future Vol, veh/h	28	42	23	194	262	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	8	-	-	6	-1	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	4	29	44	6	7	0
Mvmt Flow	29	44	24	202	273	22

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	534	284	295	0	0
Stage 1	284	-	-	-	-
Stage 2	250	-	-	-	-
Critical Hdwy	8.04	7.29	4.54	-	-
Critical Hdwy Stg 1	7.04	-	-	-	-
Critical Hdwy Stg 2	7.04	-	-	-	-
Follow-up Hdwy	3.536	3.561	2.596	-	-
Pot Cap-1 Maneuver	397	652	1061	-	-
Stage 1	670	-	-	-	-
Stage 2	704	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	387	652	1061	-	-
Mov Cap-2 Maneuver	387	-	-	-	-
Stage 1	653	-	-	-	-
Stage 2	704	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1061	-	512	-	-
HCM Lane V/C Ratio	0.023	-	0.142	-	-
HCM Control Delay (s)	8.5	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection

Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	62	59	21	97	33	16
Future Vol, veh/h	62	59	21	97	33	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	3	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	7	33	3	21	6
Mvmt Flow	69	66	23	108	37	18

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	135	0	256
Stage 1	-	-	-	-	102
Stage 2	-	-	-	-	154
Critical Hdwy	-	-	4.43	-	7.21
Critical Hdwy Stg 1	-	-	-	-	6.21
Critical Hdwy Stg 2	-	-	-	-	6.21
Follow-up Hdwy	-	-	2.497	-	3.689
Pot Cap-1 Maneuver	-	-	1279	-	664
Stage 1	-	-	-	-	862
Stage 2	-	-	-	-	809
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1279	-	651
Mov Cap-2 Maneuver	-	-	-	-	651
Stage 1	-	-	-	-	862
Stage 2	-	-	-	-	794

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	722	-	-	1279	-
HCM Lane V/C Ratio	0.075	-	-	0.018	-
HCM Control Delay (s)	10.4	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection

Intersection Delay, s/veh	25.5
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	32	38	140	96	50	92	83	134	143	78	198	18
Future Vol, veh/h	32	38	140	96	50	92	83	134	143	78	198	18
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	78	45	26	18	28	16	20	10	8	15	10	22
Mvmt Flow	36	43	157	108	56	103	93	151	161	88	222	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	21.6			20.1			32.2			24.6		
HCM LOS	C			C			D			C		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	15%	40%	27%
Vol Thru, %	37%	18%	21%	67%
Vol Right, %	40%	67%	39%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	360	210	238	294
LT Vol	83	32	96	78
Through Vol	134	38	50	198
RT Vol	143	140	92	18
Lane Flow Rate	404	236	267	330
Geometry Grp	1	1	1	1
Degree of Util (X)	0.793	0.553	0.564	0.676
Departure Headway (Hd)	7.059	8.443	7.596	7.37
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	514	427	473	489
Service Time	5.12	6.517	5.668	5.437
HCM Lane V/C Ratio	0.786	0.553	0.564	0.675
HCM Control Delay	32.2	21.6	20.1	24.6
HCM Lane LOS	D	C	C	C
HCM 95th-tile Q	7.4	3.3	3.4	5

Intersection

Intersection Delay, s/veh	24.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	124	64	145	39	28	7	102	198	46	12	229	146
Future Vol, veh/h	124	64	145	39	28	7	102	198	46	12	229	146
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	14	0	10	3	0	0	13	10	0	0	16	22
Mvmt Flow	139	72	163	44	31	8	115	222	52	13	257	164
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	24.3			12.7			25.2			25.7		
HCM LOS	C			B			D			D		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	37%	53%	3%
Vol Thru, %	57%	19%	38%	59%
Vol Right, %	13%	44%	9%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	346	333	74	387
LT Vol	102	124	39	12
Through Vol	198	64	28	229
RT Vol	46	145	7	146
Lane Flow Rate	389	374	83	435
Geometry Grp	1	1	1	1
Degree of Util (X)	0.72	0.701	0.183	0.749
Departure Headway (Hd)	6.664	6.74	7.905	6.198
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	540	531	456	578
Service Time	4.754	4.824	5.905	4.284
HCM Lane V/C Ratio	0.72	0.704	0.182	0.753
HCM Control Delay	25.2	24.3	12.7	25.7
HCM Lane LOS	D	C	B	D
HCM 95th-tile Q	5.9	5.5	0.7	6.6

Intersection

Int Delay, s/veh	10.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↗		↘	↗
Traffic Vol, veh/h	328	180	241	17	27	365
Future Vol, veh/h	328	180	241	17	27	365
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	9	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	12	3	7	7	7	16
Mvmt Flow	373	205	274	19	31	415













Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	293	0	-	0	1236
Stage 1	-	-	-	-	284
Stage 2	-	-	-	-	952
Critical Hdwy	4.22	-	-	-	8.27
Critical Hdwy Stg 1	-	-	-	-	7.27
Critical Hdwy Stg 2	-	-	-	-	7.27
Follow-up Hdwy	2.308	-	-	-	3.563
Pot Cap-1 Maneuver	1214	-	-	-	102
Stage 1	-	-	-	-	653
Stage 2	-	-	-	-	228
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1214	-	-	-	71
Mov Cap-2 Maneuver	-	-	-	-	71
Stage 1	-	-	-	-	453
Stage 2	-	-	-	-	228

Approach	EB	WB	SB
HCM Control Delay, s	6	0	23.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1214	-	-	-	71	673
HCM Lane V/C Ratio	0.307	-	-	-	0.432	0.616
HCM Control Delay (s)	9.3	-	-	-	89.8	18.6
HCM Lane LOS	A	-	-	-	F	C
HCM 95th %tile Q(veh)	1.3	-	-	-	1.7	4.3













HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

13: CR 105 & Dunderberg Rd (CR 64)
 2019 Existing_AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	149	158	350	137	153	453
Future Volume (veh/h)	149	158	350	137	153	453
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1772	1922	1684	1803	1859	1874
Adj Flow Rate, veh/h	160	111	376	65	165	487
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	19	9	11	3	8	7
Cap, veh/h	360	348	501	781	411	977
Arrive On Green	0.21	0.21	0.30	0.30	0.09	0.52
Sat Flow, veh/h	1688	1629	1684	1528	1770	1874
Grp Volume(v), veh/h	160	111	376	65	165	487
Grp Sat Flow(s),veh/h/ln	1688	1629	1684	1528	1770	1874
Q Serve(g_s), s	3.7	2.6	9.1	1.0	2.6	7.6
Cycle Q Clear(g_c), s	3.7	2.6	9.1	1.0	2.6	7.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	360	348	501	781	411	977
V/C Ratio(X)	0.44	0.32	0.75	0.08	0.40	0.50
Avail Cap(c_a), veh/h	1267	1223	1264	1473	640	1407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.5	15.0	14.4	5.7	9.7	7.0
Incr Delay (d2), s/veh	0.9	0.5	2.3	0.0	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.8	3.0	0.4	0.7	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.3	15.6	16.7	5.7	9.9	7.4
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	271		441			652
Approach Delay, s/veh	16.0		15.1			8.0
Approach LOS	B		B			A
Timer - Assigned Phs	1	2				6
Phs Duration (G+Y+Rc), s	10.1	19.5				29.6
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	10.0	34.0				34.0
Max Q Clear Time (g_c+I1), s	4.6	11.1				9.6
Green Ext Time (p_c), s	0.1	2.3				3.0
Green Ext Time (p_c), s						0.8
Intersection Summary						
HCM 6th Ctrl Delay			11.9			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

14: CR 105 & Larkin Dr
 2019 Existing_AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	142	102	385	289	187	416
Future Volume (veh/h)	142	102	385	289	187	416
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1817	1521	1820	1850	1539	1658
Adj Flow Rate, veh/h	156	68	423	202	205	457
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	24	5	3	18	10
Cap, veh/h	227	169	687	798	565	1127
Arrive On Green	0.13	0.13	0.38	0.38	0.21	0.68
Sat Flow, veh/h	1731	1289	1820	1568	1466	1658
Grp Volume(v), veh/h	156	68	423	202	205	457
Grp Sat Flow(s),veh/h/ln	1731	1289	1820	1568	1466	1658
Q Serve(g_s), s	4.6	2.6	10.0	3.8	3.2	6.5
Cycle Q Clear(g_c), s	4.6	2.6	10.0	3.8	3.2	6.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	227	169	687	798	565	1127
V/C Ratio(X)	0.69	0.40	0.62	0.25	0.36	0.41
Avail Cap(c_a), veh/h	1144	852	1203	1242	565	1127
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	21.1	13.4	7.3	6.3	3.7
Incr Delay (d2), s/veh	3.6	1.5	0.9	0.2	1.8	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.8	3.4	1.4	0.8	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.6	22.6	14.3	7.5	8.1	4.8
LnGrp LOS	C	C	B	A	A	A
Approach Vol, veh/h	224		625			662
Approach Delay, s/veh	24.7		12.1			5.9
Approach LOS	C		B			A
Timer - Assigned Phs	1	2				6
Phs Duration (G+Y+Rc), s	16.0	25.0				41.0
Change Period (Y+Rc), s	5.0	5.0				5.0
Max Green Setting (Gmax), s	11.0	35.0				35.0
Max Q Clear Time (g_c+I1), s	5.2	12.0				8.5
Green Ext Time (p_c), s	0.1	3.1				2.8
Green Ext Time (p_c), s						0.7
Intersection Summary						
HCM 6th Ctrl Delay			11.2			
HCM 6th LOS			B			

Intersection

Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	75	3	64	5	3	3	70	217	6	6	265	95
Future Vol, veh/h	75	3	64	5	3	3	70	217	6	6	265	95
Conflicting Peds, #/hr	6	0	2	2	0	6	26	0	26	26	0	26
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-7	-	-	0	-	-	4	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	15	0	14	0	0	0	11	13	0	0	9	20
Mvmt Flow	85	3	73	6	3	3	80	247	7	7	301	108

















Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	815	835	383	846	886	283	435	0	0	280	0	0
Stage 1	395	395	-	437	437	-	-	-	-	-	-	-
Stage 2	420	440	-	409	449	-	-	-	-	-	-	-
Critical Hdwy	5.85	5.1	5.64	7.1	6.5	6.2	4.21	-	-	4.1	-	-
Critical Hdwy Stg 1	4.85	4.1	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.85	4.1	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.635	4	3.426	3.5	4	3.3	2.299	-	-	2.2	-	-
Pot Cap-1 Maneuver	386	423	688	284	286	761	1078	-	-	1294	-	-
Stage 1	705	709	-	602	583	-	-	-	-	-	-	-
Stage 2	690	689	-	623	576	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	341	364	669	227	246	737	1051	-	-	1262	-	-
Mov Cap-2 Maneuver	341	364	-	227	246	-	-	-	-	-	-	-
Stage 1	626	686	-	535	518	-	-	-	-	-	-	-
Stage 2	617	612	-	547	558	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	17.9		18.1		2.1			0.1		
HCM LOS	C		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1051	-	-	438	287	1262	-	-
HCM Lane V/C Ratio	0.076	-	-	0.368	0.044	0.005	-	-
HCM Control Delay (s)	8.7	0	-	17.9	18.1	7.9	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.7	0.1	0	-	-




HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

16: Forest Rd & Drwy/Van Buren Dr
 2019 Existing_AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	57	98	69	80	66	70	108	107	149	140	33
Future Volume (veh/h)	37	57	98	69	80	66	70	108	107	149	140	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.93		0.89	0.93		0.89	0.98		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1900	1900	1900	1699	1699	1699	1804	1804	1804
Adj Flow Rate, veh/h	38	58	100	70	82	67	71	110	109	152	143	34
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	5	5	5	0	0	0	10	10	10	9	9	9
Cap, veh/h	144	203	280	226	255	174	202	294	250	373	328	70
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.46	0.46	0.46	0.77	0.77	0.77
Sat Flow, veh/h	176	545	750	375	683	467	261	635	540	599	708	151
Grp Volume(v), veh/h	196	0	0	219	0	0	290	0	0	329	0	0
Grp Sat Flow(s),veh/h/ln	1471	0	0	1525	0	0	1436	0	0	1457	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	0.0	5.0	0.0	0.0	6.8	0.0	0.0	3.5	0.0	0.0
Prop In Lane	0.19		0.51	0.32		0.31	0.24		0.38	0.46		0.10
Lane Grp Cap(c), veh/h	626	0	0	655	0	0	747	0	0	771	0	0
V/C Ratio(X)	0.31	0.00	0.00	0.33	0.00	0.00	0.39	0.00	0.00	0.43	0.00	0.00
Avail Cap(c_a), veh/h	626	0	0	655	0	0	747	0	0	771	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.4	0.0	0.0	12.4	0.0	0.0	9.7	0.0	0.0	3.7	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	1.4	0.0	0.0	1.5	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	1.9	0.0	0.0	2.2	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.7	0.0	0.0	13.8	0.0	0.0	11.2	0.0	0.0	5.4	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		196			219			290			329	
Approach Delay, s/veh		13.7			13.8			11.2			5.4	
Approach LOS		B			B			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		25.0		30.0		25.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		25.5		20.5		25.5		20.5				
Max Q Clear Time (g_c+I1), s		8.8		6.9		5.5		7.0				
Green Ext Time (p_c), s		1.7		1.0		2.1		1.1				
Intersection Summary												
HCM 6th Ctrl Delay				10.4								
HCM 6th LOS				B								

Intersection

Intersection Delay, s/veh 12.7
Intersection LOS B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	151	208	43	137	178	45
Future Vol, veh/h	151	208	43	137	178	45
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	16	14	16	18	6	9
Mvmt Flow	166	229	47	151	196	49
Number of Lanes	1	0	1	0	0	1
Approach	WB		NB		SB	
Opposing Approach			SB		NB	
Opposing Lanes	0		1		1	
Conflicting Approach Left	NB				WB	
Conflicting Lanes Left	1		0		1	
Conflicting Approach Right	SB		WB			
Conflicting Lanes Right	1		1		0	
HCM Control Delay	14.5		10.3		11.9	
HCM LOS	B		B		B	

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	42%	80%
Vol Thru, %	24%	0%	20%
Vol Right, %	76%	58%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	180	359	223
LT Vol	0	151	178
Through Vol	43	0	45
RT Vol	137	208	0
Lane Flow Rate	198	395	245
Geometry Grp	1	1	1
Degree of Util (X)	0.285	0.562	0.378
Departure Headway (Hd)	5.19	5.13	5.546
Convergence, Y/N	Yes	Yes	Yes
Cap	692	706	649
Service Time	3.226	3.13	3.579
HCM Lane V/C Ratio	0.286	0.559	0.378
HCM Control Delay	10.3	14.5	11.9
HCM Lane LOS	B	B	B
HCM 95th-tile Q	1.2	3.5	1.8

Intersection

Int Delay, s/veh 12.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	77	136	302	51	78	240
Future Vol, veh/h	77	136	302	51	78	240
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	17	5	5	4	9	10
Mvmt Flow	83	146	325	55	84	258

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	230
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.15
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.245
Pot Cap-1 Maneuver	-	-	1320
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1319
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.4	27
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	495	-	-	1319	-
HCM Lane V/C Ratio	0.691	-	-	0.246	-
HCM Control Delay (s)	27	-	-	8.6	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	5.3	-	-	1	-

Intersection

Int Delay, s/veh 3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	69	25	45	105	31	56
Future Vol, veh/h	69	25	45	105	31	56
Conflicting Peds, #/hr	0	19	19	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-2	4	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	10	16	31	3	13	27
Mvmt Flow	78	28	51	119	35	64

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	125
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.41
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.479
Pot Cap-1 Maneuver	-	-	1300
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1280
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	717	-	-	1280	-
HCM Lane V/C Ratio	0.138	-	-	0.04	-
HCM Control Delay (s)	10.8	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	7:45	7:45	7:45	7:45	7:45	7:45	7:45
End Time	9:00	9:00	9:00	9:00	9:00	9:00	9:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	7302	6704	8067	8115	8194	6368	8181
Vehs Exited	6255	5488	7952	7980	7975	4785	8063
Starting Vehs	342	340	343	384	323	377	366
Ending Vehs	1389	1556	458	519	542	1960	484
Travel Distance (mi)	5178	4327	6640	6823	6822	3701	6733
Travel Time (hr)	847.6	1215.8	398.9	445.7	427.7	1641.7	420.5
Total Delay (hr)	661.9	1059.7	161.1	200.8	183.5	1508.5	179.9
Total Stops	13635	11704	16751	17302	17162	10177	17039
Fuel Used (gal)	323.7	378.0	269.8	282.3	279.7	454.2	275.6

Summary of All Intervals

Run Number	7	8	9	new ints	Avg
Start Time	7:45	7:45	7:45	7:45	7:45
End Time	9:00	9:00	9:00	9:00	9:00
Total Time (min)	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60
# of Intervals	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1
Vehs Entered	8214	8130	8097	8178	7772
Vehs Exited	8056	8009	7980	8011	7325
Starting Vehs	351	367	336	393	326
Ending Vehs	509	488	453	560	786
Travel Distance (mi)	6865	6727	6755	6808	6125
Travel Time (hr)	437.5	406.6	401.0	507.6	650.0
Total Delay (hr)	191.1	165.9	158.6	263.4	430.4
Total Stops	17635	17172	16793	17813	15743
Fuel Used (gal)	284.4	274.2	272.3	295.9	308.2

Interval #0 Information Seeding

Start Time	7:45
End Time	8:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	7302	6704	8067	8115	8194	6368	8181
Vehs Exited	6255	5488	7952	7980	7975	4785	8063
Starting Vehs	342	340	343	384	323	377	366
Ending Vehs	1389	1556	458	519	542	1960	484
Travel Distance (mi)	5178	4327	6640	6823	6822	3701	6733
Travel Time (hr)	847.6	1215.8	398.9	445.7	427.7	1641.7	420.5
Total Delay (hr)	661.9	1059.7	161.1	200.8	183.5	1508.5	179.9
Total Stops	13635	11704	16751	17302	17162	10177	17039
Fuel Used (gal)	323.7	378.0	269.8	282.3	279.7	454.2	275.6

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	8	9	new ints	Avg
Vehs Entered	8214	8130	8097	8178	7772
Vehs Exited	8056	8009	7980	8011	7325
Starting Vehs	351	367	336	393	326
Ending Vehs	509	488	453	560	786
Travel Distance (mi)	6865	6727	6755	6808	6125
Travel Time (hr)	437.5	406.6	401.0	507.6	650.0
Total Delay (hr)	191.1	165.9	158.6	263.4	430.4
Total Stops	17635	17172	16793	17813	15743
Fuel Used (gal)	284.4	274.2	272.3	295.9	308.2

20: Prag Blvd & Daj Blvd/Dhrubich Way & Meron Dr Performance by lane

Lane	EB	WB	NB	SB	NE	All
Movements Served	LTR>	<LTR	<LTR	LTR>	<LR>	
Denied Del/Veh (s)						46.9
Total Del/Veh (s)	142.9	55.9	149.3	118.8	90.9	108.5

Intersection

Intersection Delay, s/veh 18.9
Intersection LOS C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	236	149	155	206	152	141
Future Vol, veh/h	236	149	155	206	152	141
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	265	167	174	231	171	158
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay	19.4		20.1		16.7	
HCM LOS	C		C		C	

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	52%	0%	43%
Vol Thru, %	0%	61%	57%
Vol Right, %	48%	39%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	293	385	361
LT Vol	152	0	155
Through Vol	0	236	206
RT Vol	141	149	0
Lane Flow Rate	329	433	406
Geometry Grp	1	1	1
Degree of Util (X)	0.559	0.671	0.666
Departure Headway (Hd)	6.117	5.584	5.912
Convergence, Y/N	Yes	Yes	Yes
Cap	586	645	608
Service Time	4.19	3.652	3.982
HCM Lane V/C Ratio	0.561	0.671	0.668
HCM Control Delay	16.7	19.4	20.1
HCM Lane LOS	C	C	C
HCM 95th-tile Q	3.4	5.1	5

Intersection

Intersection Delay, s/veh 10.5
 Intersection LOS B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	60	171	47	65	198	59
Future Vol, veh/h	60	171	47	65	198	59
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	12	3	6	17	13	19
Mvmt Flow	67	192	53	73	222	66
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay	9.9		9.4		11.5	
HCM LOS	A		A		B	

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	77%	0%	42%
Vol Thru, %	0%	26%	58%
Vol Right, %	23%	74%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	257	231	112
LT Vol	198	0	47
Through Vol	0	60	65
RT Vol	59	171	0
Lane Flow Rate	289	260	126
Geometry Grp	1	1	1
Degree of Util (X)	0.404	0.33	0.18
Departure Headway (Hd)	5.033	4.582	5.152
Convergence, Y/N	Yes	Yes	Yes
Cap	710	781	692
Service Time	3.095	2.635	3.216
HCM Lane V/C Ratio	0.407	0.333	0.182
HCM Control Delay	11.5	9.9	9.4
HCM Lane LOS	B	A	A
HCM 95th-tile Q	2	1.4	0.7

Intersection

Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	190	127	53	219	134	62
Future Vol, veh/h	190	127	53	219	134	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	207	138	58	238	146	67
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay	12		12.1		11.4	
HCM LOS	B		B		B	

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	68%	0%	19%
Vol Thru, %	0%	60%	81%
Vol Right, %	32%	40%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	196	317	272
LT Vol	134	0	53
Through Vol	0	190	219
RT Vol	62	127	0
Lane Flow Rate	213	345	296
Geometry Grp	1	1	1
Degree of Util (X)	0.332	0.459	0.428
Departure Headway (Hd)	5.604	4.901	5.213
Convergence, Y/N	Yes	Yes	Yes
Cap	643	741	695
Service Time	3.617	2.901	3.213
HCM Lane V/C Ratio	0.331	0.466	0.426
HCM Control Delay	11.4	12	12.1
HCM Lane LOS	B	B	B
HCM 95th-tile Q	1.5	2.4	2.2

Intersection

Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	206	14	68	228	37	20	5	75	34	9	35
Future Vol, veh/h	18	206	14	68	228	37	20	5	75	34	9	35
Conflicting Peds, #/hr	5	0	2	2	0	5	1	0	13	13	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	5	-	-	3	-	-	2	-	-	-8	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	18	17	17	11	22	14	5	60	19	15	55	0
Mvmt Flow	20	224	15	74	248	40	22	5	82	37	10	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	293	0	0	241	0	0	715	715	247	749	702	274
Stage 1	-	-	-	-	-	-	274	274	-	421	421	-
Stage 2	-	-	-	-	-	-	441	441	-	328	281	-
Critical Hdwy	4.28	-	-	4.21	-	-	7.55	7.5	6.59	5.65	5.45	5.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.55	6.5	-	4.65	4.45	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.55	6.5	-	4.65	4.45	-
Follow-up Hdwy	2.362	-	-	2.299	-	-	3.545	4.54	3.471	3.635	4.495	3.3
Pot Cap-1 Maneuver	1183	-	-	1275	-	-	316	271	742	436	415	818
Stage 1	-	-	-	-	-	-	704	572	-	706	612	-
Stage 2	-	-	-	-	-	-	561	466	-	762	671	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1176	-	-	1272	-	-	274	245	732	349	375	812
Mov Cap-2 Maneuver	-	-	-	-	-	-	274	245	-	349	375	-
Stage 1	-	-	-	-	-	-	689	559	-	688	565	-
Stage 2	-	-	-	-	-	-	488	431	-	650	656	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			1.6			13.9			14.2		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	511	1176	-	-	1272	-	-	474
HCM Lane V/C Ratio	0.213	0.017	-	-	0.058	-	-	0.179
HCM Control Delay (s)	13.9	8.1	0	-	8	0	-	14.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.2	-	-	0.6

Intersection

Int Delay, s/veh	3.3					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	47	102	14	111	23	62
Future Vol, veh/h	47	102	14	111	23	62
Conflicting Peds, #/hr	1	0	0	1	5	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	4	-4	-	-5	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	17	16	8	7	13	11
Mvmt Flow	50	109	15	118	24	66

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	134	0	0	289	79
Stage 1	-	-	-	75	-
Stage 2	-	-	-	214	-
Critical Hdwy	4.27	-	-	5.53	5.81
Critical Hdwy Stg 1	-	-	-	4.53	-
Critical Hdwy Stg 2	-	-	-	4.53	-
Follow-up Hdwy	2.353	-	-	3.617	3.399
Pot Cap-1 Maneuver	1363	-	-	736	968
Stage 1	-	-	-	940	-
Stage 2	-	-	-	845	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1361	-	-	706	963
Mov Cap-2 Maneuver	-	-	-	706	-
Stage 1	-	-	-	902	-
Stage 2	-	-	-	844	-

Approach	NB	SB	SE
HCM Control Delay, s	2.4	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	1361	-	877	-	-
HCM Lane V/C Ratio	0.037	-	0.103	-	-
HCM Control Delay (s)	7.7	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection

Int Delay, s/veh	5.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	277	228	26	231	170	26
Future Vol, veh/h	277	228	26	231	170	26
Conflicting Peds, #/hr	0	6	6	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	-3	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	10	27	34	21	22	11
Mvmt Flow	295	243	28	246	181	28

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	544	0	725 423
Stage 1	-	-	-	-	423 -
Stage 2	-	-	-	-	302 -
Critical Hdwy	-	-	4.44	-	6.62 6.31
Critical Hdwy Stg 1	-	-	-	-	5.62 -
Critical Hdwy Stg 2	-	-	-	-	5.62 -
Follow-up Hdwy	-	-	2.506	-	3.698 3.399
Pot Cap-1 Maneuver	-	-	882	-	364 612
Stage 1	-	-	-	-	620 -
Stage 2	-	-	-	-	707 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	877	-	348 609
Mov Cap-2 Maneuver	-	-	-	-	348 -
Stage 1	-	-	-	-	616 -
Stage 2	-	-	-	-	681 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	26.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	369	-	-	877	-
HCM Lane V/C Ratio	0.565	-	-	0.032	-
HCM Control Delay (s)	26.7	-	-	9.2	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	3.3	-	-	0.1	-

Intersection

Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	114	55	24	158	43	21
Future Vol, veh/h	114	55	24	158	43	21
Conflicting Peds, #/hr	0	12	12	0	1	8
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-9	3	-
Peak Hour Factor	88	88	88	88	88	92
Heavy Vehicles, %	20	7	33	14	21	24
Mvmt Flow	130	63	27	180	49	23










Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	205	0	409
Stage 1	-	-	-	-	174
Stage 2	-	-	-	-	235
Critical Hdwy	-	-	4.43	-	7.21
Critical Hdwy Stg 1	-	-	-	-	6.21
Critical Hdwy Stg 2	-	-	-	-	6.21
Follow-up Hdwy	-	-	2.497	-	3.689
Pot Cap-1 Maneuver	-	-	1202	-	527
Stage 1	-	-	-	-	789
Stage 2	-	-	-	-	732
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1188	-	508
Mov Cap-2 Maneuver	-	-	-	-	508
Stage 1	-	-	-	-	780
Stage 2	-	-	-	-	713

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	571	-	-	1188	-
HCM Lane V/C Ratio	0.126	-	-	0.023	-
HCM Control Delay (s)	12.2	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-










HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

28: Forest Rd & Mordeche Scher Blvd
 2019 Existing_AM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	38	54	27	163	354	41
Future Volume (veh/h)	38	54	27	163	354	41
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.97	0.99			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1970	1970	1475	1475	1949	1949
Adj Flow Rate, veh/h	40	56	28	170	369	43
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	13	13	7	7
Cap, veh/h	227	318	125	586	792	92
Arrive On Green	0.37	0.37	0.93	0.93	0.93	0.93
Sat Flow, veh/h	609	852	109	1264	1708	199
Grp Volume(v), veh/h	97	0	198	0	0	412
Grp Sat Flow(s),veh/h/ln	1477	0	1373	0	0	1907
Q Serve(g_s), s	2.4	0.0	0.0	0.0	0.0	1.5
Cycle Q Clear(g_c), s	2.4	0.0	0.7	0.0	0.0	1.5
Prop In Lane	0.41	0.58	0.14			0.10
Lane Grp Cap(c), veh/h	550	0	711	0	0	884
V/C Ratio(X)	0.18	0.00	0.28	0.00	0.00	0.47
Avail Cap(c_a), veh/h	550	0	711	0	0	884
HCM Platoon Ratio	1.00	1.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	11.6	0.0	1.1	0.0	0.0	1.1
Incr Delay (d2), s/veh	0.7	0.0	1.0	0.0	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.3	0.0	0.0	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.3	0.0	2.1	0.0	0.0	2.9
LnGrp LOS	B	A	A	A	A	A
Approach Vol, veh/h	97			198	412	
Approach Delay, s/veh	12.3			2.1	2.9	
Approach LOS	B			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		30.0		25.0		30.0
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		25.5		20.5		25.5
Max Q Clear Time (g_c+I1), s		2.7		4.4		3.5
Green Ext Time (p_c), s		1.2		0.2		2.6
Intersection Summary						
HCM 6th Ctrl Delay			4.0			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

29: Forest Rd & Hayes Ct
 2019 Existing_AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	143	150	143	58	80	254
Future Volume (veh/h)	143	150	143	58	80	254
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.96		0.98	0.98	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1676	1676	1616	1616	1922	1922
Adj Flow Rate, veh/h	147	155	147	60	82	262
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	17	17	9	9
Cap, veh/h	246	260	502	205	221	664
Arrive On Green	0.37	0.37	0.93	0.93	0.46	0.46
Sat Flow, veh/h	661	697	1082	442	302	1432
Grp Volume(v), veh/h	303	0	0	207	344	0
Grp Sat Flow(s),veh/h/ln	1363	0	0	1523	1735	0
Q Serve(g_s), s	9.9	0.0	0.0	0.7	0.3	0.0
Cycle Q Clear(g_c), s	9.9	0.0	0.0	0.7	6.5	0.0
Prop In Lane	0.49	0.51		0.29	0.24	
Lane Grp Cap(c), veh/h	508	0	0	706	885	0
V/C Ratio(X)	0.60	0.00	0.00	0.29	0.39	0.00
Avail Cap(c_a), veh/h	508	0	0	706	885	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.9	0.0	0.0	1.1	9.6	0.0
Incr Delay (d2), s/veh	5.1	0.0	0.0	1.1	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	0.4	2.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.0	0.0	0.0	2.2	10.9	0.0
LnGrp LOS	B	A	A	A	B	A
Approach Vol, veh/h	303		207		344	
Approach Delay, s/veh	19.0		2.2		10.9	
Approach LOS	B		A		B	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		30.0			30.0	25.0
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		25.5			25.5	20.5
Max Q Clear Time (g_c+I1), s		2.7			8.5	11.9
Green Ext Time (p_c), s		1.2			2.0	0.7
Intersection Summary						
HCM 6th Ctrl Delay			11.7			
HCM 6th LOS			B			

Intersection

Int Delay, s/veh	6.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	95	43	54	152	141	161
Future Vol, veh/h	95	43	54	152	141	161
Conflicting Peds, #/hr	0	15	15	0	17	11
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-7	-	-	2	5	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	16	0	2	8	8	4
Mvmt Flow	100	45	57	160	148	169

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	160	0	429
Stage 1	-	-	-	-	138
Stage 2	-	-	-	-	291
Critical Hdwy	-	-	4.12	-	7.48
Critical Hdwy Stg 1	-	-	-	-	6.48
Critical Hdwy Stg 2	-	-	-	-	6.48
Follow-up Hdwy	-	-	2.218	-	3.572
Pot Cap-1 Maneuver	-	-	1419	-	507
Stage 1	-	-	-	-	841
Stage 2	-	-	-	-	687
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1402	-	470
Mov Cap-2 Maneuver	-	-	-	-	470
Stage 1	-	-	-	-	831
Stage 2	-	-	-	-	646

Approach	EB	WB	NB
HCM Control Delay, s	0	2	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	470	855	-	-	1402	-
HCM Lane V/C Ratio	0.316	0.198	-	-	0.041	-
HCM Control Delay (s)	16.2	10.2	-	-	7.7	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	1.3	0.7	-	-	0.1	-

Intersection

Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	36	190	61	6	100
Future Vol, veh/h	29	36	190	61	6	100
Conflicting Peds, #/hr	40	23	0	21	21	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	1	-	4	-	-	-2
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	10	28	7	25	0	0
Mvmt Flow	32	40	211	68	7	111

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	431	289	0	0	300
Stage 1	266	-	-	-	-
Stage 2	165	-	-	-	-
Critical Hdwy	6.7	6.58	-	-	4.1
Critical Hdwy Stg 1	5.7	-	-	-	-
Critical Hdwy Stg 2	5.7	-	-	-	-
Follow-up Hdwy	3.59	3.552	-	-	2.2
Pot Cap-1 Maneuver	553	687	-	-	1273
Stage 1	749	-	-	-	-
Stage 2	838	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	524	664	-	-	1256
Mov Cap-2 Maneuver	524	-	-	-	-
Stage 1	739	-	-	-	-
Stage 2	804	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	593	1256
HCM Lane V/C Ratio	-	-	0.122	0.005
HCM Control Delay (s)	-	-	11.9	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Intersection

Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	41	26	251	267	30
Future Vol, veh/h	40	41	26	251	267	30
Conflicting Peds, #/hr	8	2	22	0	0	22
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-8	-	-	-8	-5	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	10	17	11	9	6	10
Mvmt Flow	42	43	27	264	281	32

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	645	321	335	0	0
Stage 1	319	-	-	-	-
Stage 2	326	-	-	-	-
Critical Hdwy	4.9	5.57	4.21	-	-
Critical Hdwy Stg 1	3.9	-	-	-	-
Critical Hdwy Stg 2	3.9	-	-	-	-
Follow-up Hdwy	3.59	3.453	2.299	-	-
Pot Cap-1 Maneuver	565	737	1176	-	-
Stage 1	829	-	-	-	-
Stage 2	825	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	531	723	1155	-	-
Mov Cap-2 Maneuver	531	-	-	-	-
Stage 1	793	-	-	-	-
Stage 2	811	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1155	-	613	-	-
HCM Lane V/C Ratio	0.024	-	0.139	-	-
HCM Control Delay (s)	8.2	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection

Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	12	305	337	39	51	16
Future Vol, veh/h	12	305	337	39	51	16
Conflicting Peds, #/hr	6	0	0	6	1	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	1	-	-2	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	332	366	42	55	17

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	414	0	0	752	396
Stage 1	-	-	-	393	-
Stage 2	-	-	-	359	-
Critical Hdwy	4.12	-	-	6.02	6.02
Critical Hdwy Stg 1	-	-	-	5.02	-
Critical Hdwy Stg 2	-	-	-	5.02	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1145	-	-	411	668
Stage 1	-	-	-	712	-
Stage 2	-	-	-	735	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1138	-	-	400	662
Mov Cap-2 Maneuver	-	-	-	400	-
Stage 1	-	-	-	698	-
Stage 2	-	-	-	731	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1138	-	-	-	442
HCM Lane V/C Ratio	0.011	-	-	-	0.165
HCM Control Delay (s)	8.2	0	-	-	14.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection

Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	6	340	5	23	390
Future Vol, veh/h	2	6	340	5	23	390
Conflicting Peds, #/hr	1	9	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	20	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	8
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	50	0	11	0	0	10
Mvmt Flow	2	7	378	6	26	433

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	652	391	0	0	385
Stage 1	382	-	-	-	-
Stage 2	270	-	-	-	-
Critical Hdwy	7.35	6.2	-	-	4.1
Critical Hdwy Stg 1	6.15	-	-	-	-
Critical Hdwy Stg 2	6.55	-	-	-	-
Follow-up Hdwy	3.975	3.3	-	-	2.2
Pot Cap-1 Maneuver	336	662	-	-	1185
Stage 1	578	-	-	-	-
Stage 2	641	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	326	656	-	-	1184
Mov Cap-2 Maneuver	326	-	-	-	-
Stage 1	577	-	-	-	-
Stage 2	622	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	326	656	1184	-
HCM Lane V/C Ratio	-	-	0.007	0.01	0.022	-
HCM Control Delay (s)	-	-	16.1	10.5	8.1	0.1
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	0.1	-

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	7:45	7:45	7:45	7:45	7:45	7:45	7:45
End Time	9:00	9:00	9:00	9:00	9:00	9:00	9:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	7302	6704	8067	8115	8194	6368	8181
Vehs Exited	6255	5488	7952	7980	7975	4785	8063
Starting Vehs	342	340	343	384	323	377	366
Ending Vehs	1389	1556	458	519	542	1960	484
Travel Distance (mi)	5178	4327	6640	6823	6822	3701	6733
Travel Time (hr)	847.6	1215.8	398.9	445.7	427.7	1641.7	420.5
Total Delay (hr)	661.9	1059.7	161.1	200.8	183.5	1508.5	179.9
Total Stops	13635	11704	16751	17302	17162	10177	17039
Fuel Used (gal)	323.7	378.0	269.8	282.3	279.7	454.2	275.6

Summary of All Intervals

Run Number	7	8	9	new ints	Avg
Start Time	7:45	7:45	7:45	7:45	7:45
End Time	9:00	9:00	9:00	9:00	9:00
Total Time (min)	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60
# of Intervals	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1
Vehs Entered	8214	8130	8097	8178	7772
Vehs Exited	8056	8009	7980	8011	7325
Starting Vehs	351	367	336	393	326
Ending Vehs	509	488	453	560	786
Travel Distance (mi)	6865	6727	6755	6808	6125
Travel Time (hr)	437.5	406.6	401.0	507.6	650.0
Total Delay (hr)	191.1	165.9	158.6	263.4	430.4
Total Stops	17635	17172	16793	17813	15743
Fuel Used (gal)	284.4	274.2	272.3	295.9	308.2

Interval #0 Information Seeding

Start Time	7:45
End Time	8:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	7302	6704	8067	8115	8194	6368	8181
Vehs Exited	6255	5488	7952	7980	7975	4785	8063
Starting Vehs	342	340	343	384	323	377	366
Ending Vehs	1389	1556	458	519	542	1960	484
Travel Distance (mi)	5178	4327	6640	6823	6822	3701	6733
Travel Time (hr)	847.6	1215.8	398.9	445.7	427.7	1641.7	420.5
Total Delay (hr)	661.9	1059.7	161.1	200.8	183.5	1508.5	179.9
Total Stops	13635	11704	16751	17302	17162	10177	17039
Fuel Used (gal)	323.7	378.0	269.8	282.3	279.7	454.2	275.6

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	8	9	new ints	Avg
Vehs Entered	8214	8130	8097	8178	7772
Vehs Exited	8056	8009	7980	8011	7325
Starting Vehs	351	367	336	393	326
Ending Vehs	509	488	453	560	786
Travel Distance (mi)	6865	6727	6755	6808	6125
Travel Time (hr)	437.5	406.6	401.0	507.6	650.0
Total Delay (hr)	191.1	165.9	158.6	263.4	430.4
Total Stops	17635	17172	16793	17813	15743
Fuel Used (gal)	284.4	274.2	272.3	295.9	308.2

35: Bakertown Rd & Driveway & Hamaspik Way Performance by lane

Lane	WB	NB	SB	NW	All
Movements Served	LR	TR>	<LT	LR	
Denied Del/Veh (s)					26.1
Total Del/Veh (s)	299.6	35.5	37.4	375.8	70.6

Intersection

Int Delay, s/veh	4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT		TT	TT
Traffic Vol, veh/h	81	60	119	50	54	138
Future Vol, veh/h	81	60	119	50	54	138
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-7	-	3	-	-	-6
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	10	9	12	11	10
Mvmt Flow	91	67	134	56	61	155

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	440	163	0	0	191
Stage 1	163	-	-	-	-
Stage 2	277	-	-	-	-
Critical Hdwy	5.11	5.6	-	-	4.21
Critical Hdwy Stg 1	4.11	-	-	-	-
Critical Hdwy Stg 2	4.11	-	-	-	-
Follow-up Hdwy	3.599	3.39	-	-	2.299
Pot Cap-1 Maneuver	662	889	-	-	1330
Stage 1	900	-	-	-	-
Stage 2	835	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	628	888	-	-	1329
Mov Cap-2 Maneuver	628	-	-	-	-
Stage 1	899	-	-	-	-
Stage 2	793	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	2.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	717	1329
HCM Lane V/C Ratio	-	-	0.221	0.046
HCM Control Delay (s)	-	-	11.4	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1

Intersection

Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	147	38	29	159	24	18
Future Vol, veh/h	147	38	29	159	24	18
Conflicting Peds, #/hr	0	14	14	0	4	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-7	-	-	7	1	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	16	10	17	17	21	17
Mvmt Flow	163	42	32	177	27	20

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	219	0	443
Stage 1	-	-	-	-	198
Stage 2	-	-	-	-	245
Critical Hdwy	-	-	4.27	-	6.81
Critical Hdwy Stg 1	-	-	-	-	5.81
Critical Hdwy Stg 2	-	-	-	-	5.81
Follow-up Hdwy	-	-	2.353	-	3.689
Pot Cap-1 Maneuver	-	-	1266	-	525
Stage 1	-	-	-	-	783
Stage 2	-	-	-	-	743
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1252	-	502
Mov Cap-2 Maneuver	-	-	-	-	502
Stage 1	-	-	-	-	774
Stage 2	-	-	-	-	719

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	595	-	-	1252	-
HCM Lane V/C Ratio	0.078	-	-	0.026	-
HCM Control Delay (s)	11.6	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	31	102	129	34	29	37
Future Vol, veh/h	31	102	129	34	29	37
Conflicting Peds, #/hr	9	0	0	9	16	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	7	-3	-	-9	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	26	17	18	12	31	11
Mvmt Flow	33	107	136	36	31	39

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	181	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.36	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.434	-	-
Pot Cap-1 Maneuver	1262	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1252	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1252	-	-	-	775
HCM Lane V/C Ratio	0.026	-	-	-	0.09
HCM Control Delay (s)	8	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection

Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	53	193	63	31	146
Future Vol, veh/h	70	53	193	63	31	146
Conflicting Peds, #/hr	0	15	0	28	28	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-5	-	7	-	-	-7
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	7	19	9	8	29	7
Mvmt Flow	78	59	214	70	34	162

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	507	292	0	0	312
Stage 1	277	-	-	-	-
Stage 2	230	-	-	-	-
Critical Hdwy	5.47	5.89	-	-	4.39
Critical Hdwy Stg 1	4.47	-	-	-	-
Critical Hdwy Stg 2	4.47	-	-	-	-
Follow-up Hdwy	3.563	3.471	-	-	2.461
Pot Cap-1 Maneuver	595	738	-	-	1110
Stage 1	819	-	-	-	-
Stage 2	849	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	559	708	-	-	1080
Mov Cap-2 Maneuver	559	-	-	-	-
Stage 1	797	-	-	-	-
Stage 2	819	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	1.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	615	1080
HCM Lane V/C Ratio	-	-	0.222	0.032
HCM Control Delay (s)	-	-	12.5	8.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1

Intersection

Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	5	21	51	115	33	9	60	12	174	5	9	7
Future Vol, veh/h	5	21	51	115	33	9	60	12	174	5	9	7
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	20	9	6	9	24	33	8	17	11	20	33	57
Mvmt Flow	6	24	59	132	38	10	69	14	200	6	10	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	8.5			9.7			9.7			8.3		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	6%	73%	24%
Vol Thru, %	5%	27%	21%	43%
Vol Right, %	71%	66%	6%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	246	77	157	21
LT Vol	60	5	115	5
Through Vol	12	21	33	9
RT Vol	174	51	9	7
Lane Flow Rate	283	89	180	24
Geometry Grp	1	1	1	1
Degree of Util (X)	0.343	0.118	0.249	0.034
Departure Headway (Hd)	4.361	4.786	4.971	5.088
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	823	745	720	701
Service Time	2.393	2.837	3.017	3.139
HCM Lane V/C Ratio	0.344	0.119	0.25	0.034
HCM Control Delay	9.7	8.5	9.7	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.5	0.4	1	0.1

Intersection

Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	329	43	15	301	61	35
Future Vol, veh/h	329	43	15	301	61	35
Conflicting Peds, #/hr	0	31	31	0	0	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	2	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	24	12	20	24	20	20
Mvmt Flow	354	46	16	324	66	38

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	431	0	764
Stage 1	-	-	-	-	408
Stage 2	-	-	-	-	356
Critical Hdwy	-	-	4.3	-	6.6
Critical Hdwy Stg 1	-	-	-	-	5.6
Critical Hdwy Stg 2	-	-	-	-	5.6
Follow-up Hdwy	-	-	2.38	-	3.68
Pot Cap-1 Maneuver	-	-	1039	-	347
Stage 1	-	-	-	-	634
Stage 2	-	-	-	-	671
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1016	-	333
Mov Cap-2 Maneuver	-	-	-	-	333
Stage 1	-	-	-	-	620
Stage 2	-	-	-	-	658

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	17.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	396	-	-	1016	-
HCM Lane V/C Ratio	0.261	-	-	0.016	-
HCM Control Delay (s)	17.3	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0	-

Intersection

Int Delay, s/veh 6.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	88	27	24	34	25	92
Future Vol, veh/h	88	27	24	34	25	92
Conflicting Peds, #/hr	32	0	0	32	3	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-7	5	-	-4	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	14	29	29	26	44	13
Mvmt Flow	94	29	26	36	27	98

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	94	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.24	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.326	-	-
Pot Cap-1 Maneuver	1428	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1392	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	5.9	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1392	-	-	-	830
HCM Lane V/C Ratio	0.067	-	-	-	0.15
HCM Control Delay (s)	7.8	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Intersection

Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	37	3	24	81	3	42
Future Vol, veh/h	37	3	24	81	3	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-6	-	-	-1	4	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	8	0	4	17	0	10
Mvmt Flow	41	3	27	90	3	47

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	44	0	187
Stage 1	-	-	-	-	43
Stage 2	-	-	-	-	144
Critical Hdwy	-	-	4.14	-	7.2
Critical Hdwy Stg 1	-	-	-	-	6.2
Critical Hdwy Stg 2	-	-	-	-	6.2
Follow-up Hdwy	-	-	2.236	-	3.5
Pot Cap-1 Maneuver	-	-	1552	-	774
Stage 1	-	-	-	-	975
Stage 2	-	-	-	-	860
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1552	-	760
Mov Cap-2 Maneuver	-	-	-	-	760
Stage 1	-	-	-	-	975
Stage 2	-	-	-	-	845

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	979	-	-	1552	-
HCM Lane V/C Ratio	0.051	-	-	0.017	-
HCM Control Delay (s)	8.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	146	167	105	158	64	52
Future Vol, veh/h	146	167	105	158	64	52
Conflicting Peds, #/hr	25	0	0	25	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	60
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	-8	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	159	182	114	172	70	57

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	311	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1249	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1224	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3.9	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1224	-	-	-	441	824
HCM Lane V/C Ratio	0.13	-	-	-	0.158	0.069
HCM Control Delay (s)	8.4	0	-	-	14.7	9.7
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.6	0.2

Intersection

Int Delay, s/veh	5.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	103	64	42	90	52	46
Future Vol, veh/h	103	64	42	90	52	46
Conflicting Peds, #/hr	59	7	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	10	-	3	-	-	-11
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	13	37	17	22	44	19
Mvmt Flow	116	72	47	101	58	52

Major/Minor	Minor2	Major2		
Conflicting Flow All	168	52	0	0
Stage 1	168	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.27	6.72	4.54	-
Critical Hdwy Stg 1	6.27	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.153	3.498	2.596	-
Pot Cap-1 Maneuver	679	958	-	-
Stage 1	712	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	958	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	NB	SB
HCM Control Delay, s	9.4	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	958	-	-
HCM Lane V/C Ratio	0.155	-	-
HCM Control Delay (s)	9.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-

Intersection

Int Delay, s/veh	10.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	88	110	922	257	120	408
Future Vol, veh/h	88	110	922	257	120	408
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-8	-	2	-	-	-6
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	7	1	1	6	1
Mvmt Flow	90	112	941	262	122	416

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1732	1072	0	0	1203
Stage 1	1072	-	-	-	-
Stage 2	660	-	-	-	-
Critical Hdwy	4.82	5.47	-	-	4.16
Critical Hdwy Stg 1	3.82	-	-	-	-
Critical Hdwy Stg 2	3.82	-	-	-	-
Follow-up Hdwy	3.518	3.363	-	-	2.254
Pot Cap-1 Maneuver	209	332	-	-	566
Stage 1	529	-	-	-	-
Stage 2	689	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	150	332	-	-	566
Mov Cap-2 Maneuver	150	-	-	-	-
Stage 1	529	-	-	-	-
Stage 2	496	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	92.1	0	3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	216	566
HCM Lane V/C Ratio	-	-	0.935	0.216
HCM Control Delay (s)	-	-	92.1	13.1
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	7.9	0.8

Intersection

Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	282	28	36	174	7	30	6	41	7	6	3
Future Vol, veh/h	3	282	28	36	174	7	30	6	41	7	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	1	-	-	2	-	-	-3	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	4	11	6	0	10	0	5	0	17	0
Mvmt Flow	3	307	30	39	189	8	33	7	45	8	7	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	197	0	0	337	0	0	604	603	322	625	614	193
Stage 1	-	-	-	-	-	-	328	328	-	271	271	-
Stage 2	-	-	-	-	-	-	276	275	-	354	343	-
Critical Hdwy	4.1	-	-	4.21	-	-	7.6	6.9	6.45	6.5	6.07	5.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.9	-	5.5	5.07	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.9	-	5.5	5.07	-
Follow-up Hdwy	2.2	-	-	2.299	-	-	3.59	4	3.345	3.5	4.153	3.3
Pot Cap-1 Maneuver	1388	-	-	1174	-	-	373	389	699	444	430	868
Stage 1	-	-	-	-	-	-	644	627	-	773	689	-
Stage 2	-	-	-	-	-	-	692	666	-	708	648	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1388	-	-	1174	-	-	356	373	699	398	413	868
Mov Cap-2 Maneuver	-	-	-	-	-	-	356	373	-	398	413	-
Stage 1	-	-	-	-	-	-	642	625	-	771	664	-
Stage 2	-	-	-	-	-	-	657	641	-	654	646	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1.4			14			13.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	484	1388	-	-	1174	-	-	450
HCM Lane V/C Ratio	0.173	0.002	-	-	0.033	-	-	0.039
HCM Control Delay (s)	14	7.6	0	-	8.2	0	-	13.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	0.1

Intersection

Int Delay, s/veh	9.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	316	58	159	270	88	112
Future Vol, veh/h	316	58	159	270	88	112
Conflicting Peds, #/hr	0	16	16	0	3	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	0	3	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	9	8	4	4	3
Mvmt Flow	329	60	166	281	92	117

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	405	0	991
Stage 1	-	-	-	-	375
Stage 2	-	-	-	-	616
Critical Hdwy	-	-	4.18	-	7.04
Critical Hdwy Stg 1	-	-	-	-	6.04
Critical Hdwy Stg 2	-	-	-	-	6.04
Follow-up Hdwy	-	-	2.272	-	3.536
Pot Cap-1 Maneuver	-	-	1122	-	229
Stage 1	-	-	-	-	649
Stage 2	-	-	-	-	483
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1105	-	185
Mov Cap-2 Maneuver	-	-	-	-	185
Stage 1	-	-	-	-	639
Stage 2	-	-	-	-	396

Approach	EB	WB	NB
HCM Control Delay, s	0	3.3	38.6
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	306	-	-	1105	-
HCM Lane V/C Ratio	0.681	-	-	0.15	-
HCM Control Delay (s)	38.6	-	-	8.8	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	4.6	-	-	0.5	-

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	299	298	98	73	0
Future Vol, veh/h	0	299	298	98	73	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-4	5	-	-7	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	3	5	9	4	6
Mvmt Flow	0	311	310	102	76	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	543
HCM Lane V/C Ratio	-	-	-	0.14
HCM Control Delay (s)	-	-	-	12.7
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.5

Intersection

Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	60	343	369	42	31	68
Future Vol, veh/h	60	343	369	42	31	68
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	3	4	3	0	0	1
Mvmt Flow	66	377	405	46	34	75
Number of Lanes	0	1	1	0	1	0
Approach	EB		WB		SB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left	SB				WB	
Conflicting Lanes Left	1		0		1	
Conflicting Approach Right			SB		EB	
Conflicting Lanes Right	0		1		1	
HCM Control Delay	14.5		14.3		9.7	
HCM LOS	B		B		A	

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	0%	31%
Vol Thru, %	85%	90%	0%
Vol Right, %	0%	10%	69%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	403	411	99
LT Vol	60	0	31
Through Vol	343	369	0
RT Vol	0	42	68
Lane Flow Rate	443	452	109
Geometry Grp	1	1	1
Degree of Util (X)	0.588	0.588	0.169
Departure Headway (Hd)	4.777	4.686	5.605
Convergence, Y/N	Yes	Yes	Yes
Cap	748	763	644
Service Time	2.847	2.755	3.605
HCM Lane V/C Ratio	0.592	0.592	0.169
HCM Control Delay	14.5	14.3	9.7
HCM Lane LOS	B	B	A
HCM 95th-tile Q	3.9	3.9	0.6

Intersection

Int Delay, s/veh	14											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	275	44	126	625	5	47	1	160	0	1	4
Future Vol, veh/h	2	275	44	126	625	5	47	1	160	0	1	4
Conflicting Peds, #/hr	1	0	8	8	0	1	14	0	8	8	0	14
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	-4	-	-	7	-	-	-13	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	2	11	6	3	0	4	0	7	0	0	0
Mvmt Flow	2	286	46	131	651	5	49	1	167	0	1	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	657	0	0	340	0	0	1253	1240	325	1322	1261	669
Stage 1	-	-	-	-	-	-	321	321	-	917	917	-
Stage 2	-	-	-	-	-	-	932	919	-	405	344	-
Critical Hdwy	4.1	-	-	4.16	-	-	8.54	7.9	6.97	4.5	3.9	4.9
Critical Hdwy Stg 1	-	-	-	-	-	-	7.54	6.9	-	3.5	2.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.54	6.9	-	3.5	2.9	-
Follow-up Hdwy	2.2	-	-	2.254	-	-	3.536	4	3.363	3.5	4	3.3
Pot Cap-1 Maneuver	940	-	-	1197	-	-	91	109	662	350	427	587
Stage 1	-	-	-	-	-	-	606	578	-	637	686	-
Stage 2	-	-	-	-	-	-	221	247	-	839	821	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	939	-	-	1189	-	-	76	89	652	221	349	578
Mov Cap-2 Maneuver	-	-	-	-	-	-	76	89	-	221	349	-
Stage 1	-	-	-	-	-	-	600	572	-	634	566	-
Stage 2	-	-	-	-	-	-	178	204	-	617	813	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1.4			81.2			12.1		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	238	939	-	-	1189	-	-	511
HCM Lane V/C Ratio	0.91	0.002	-	-	0.11	-	-	0.01
HCM Control Delay (s)	81.2	8.8	0	-	8.4	0	-	12.1
HCM Lane LOS	F	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	7.8	0	-	-	0.4	-	-	0

Intersection

Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	9	35	215	21	24	11	279	41	13	2	50	13
Future Vol, veh/h	9	35	215	21	24	11	279	41	13	2	50	13
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	6	3	0	0	0	2	2	0	0	6	8
Mvmt Flow	10	38	231	23	26	12	300	44	14	2	54	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	10.1			8.9			12.8			8.7		
HCM LOS	B			A			B			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	84%	3%	38%	3%
Vol Thru, %	12%	14%	43%	77%
Vol Right, %	4%	83%	20%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	333	259	56	65
LT Vol	279	9	21	2
Through Vol	41	35	24	50
RT Vol	13	215	11	13
Lane Flow Rate	358	278	60	70
Geometry Grp	1	1	1	1
Degree of Util (X)	0.492	0.353	0.088	0.1
Departure Headway (Hd)	4.949	4.564	5.289	5.147
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	720	783	670	700
Service Time	3.028	2.63	3.385	3.147
HCM Lane V/C Ratio	0.497	0.355	0.09	0.1
HCM Control Delay	12.8	10.1	8.9	8.7
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	2.7	1.6	0.3	0.3

Intersection

Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	16	25	270	234	31
Future Vol, veh/h	34	16	25	270	234	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	8	-	-	6	-1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	9	19	20	1	2	6
Mvmt Flow	36	17	26	284	246	33

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	599	263	279	0	0
Stage 1	263	-	-	-	-
Stage 2	336	-	-	-	-
Critical Hdwy	8.09	7.19	4.3	-	-
Critical Hdwy Stg 1	7.09	-	-	-	-
Critical Hdwy Stg 2	7.09	-	-	-	-
Follow-up Hdwy	3.581	3.471	2.38	-	-
Pot Cap-1 Maneuver	347	694	1187	-	-
Stage 1	681	-	-	-	-
Stage 2	610	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	338	694	1187	-	-
Mov Cap-2 Maneuver	338	-	-	-	-
Stage 1	663	-	-	-	-
Stage 2	610	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.2	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1187	-	404	-	-
HCM Lane V/C Ratio	0.022	-	0.13	-	-
HCM Control Delay (s)	8.1	0	15.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection

Int Delay, s/veh	2.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	106	37	27	72	32	33
Future Vol, veh/h	106	37	27	72	32	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	3	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	0	0	1	6	6
Mvmt Flow	118	41	30	80	36	37

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	159	0	279
Stage 1	-	-	-	-	139
Stage 2	-	-	-	-	140
Critical Hdwy	-	-	4.1	-	7.06
Critical Hdwy Stg 1	-	-	-	-	6.06
Critical Hdwy Stg 2	-	-	-	-	6.06
Follow-up Hdwy	-	-	2.2	-	3.554
Pot Cap-1 Maneuver	-	-	1433	-	671
Stage 1	-	-	-	-	858
Stage 2	-	-	-	-	857
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1433	-	656
Mov Cap-2 Maneuver	-	-	-	-	656
Stage 1	-	-	-	-	858
Stage 2	-	-	-	-	838

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	756	-	-	1433	-
HCM Lane V/C Ratio	0.096	-	-	0.021	-
HCM Control Delay (s)	10.3	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection

Intersection Delay, s/veh	19.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	6	47	90	101	39	88	66	239	164	71	214	1
Future Vol, veh/h	6	47	90	101	39	88	66	239	164	71	214	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	17	8	6	7	13	8	6	2	7	3	2	0
Mvmt Flow	6	49	94	105	41	92	69	249	171	74	223	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	12.5			14.6			26.2			15.8		
HCM LOS	B			B			D			C		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	4%	44%	25%
Vol Thru, %	51%	33%	17%	75%
Vol Right, %	35%	63%	39%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	469	143	228	286
LT Vol	66	6	101	71
Through Vol	239	47	39	214
RT Vol	164	90	88	1
Lane Flow Rate	489	149	238	298
Geometry Grp	1	1	1	1
Degree of Util (X)	0.779	0.281	0.434	0.517
Departure Headway (Hd)	5.743	6.789	6.583	6.248
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	630	527	546	575
Service Time	3.788	4.854	4.639	4.301
HCM Lane V/C Ratio	0.776	0.283	0.436	0.518
HCM Control Delay	26.2	12.5	14.6	15.8
HCM Lane LOS	D	B	B	C
HCM 95th-tile Q	7.4	1.1	2.2	3

Intersection

Intersection Delay, s/veh	18.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	142	39	135	16	35	3	158	225	21	8	189	126
Future Vol, veh/h	142	39	135	16	35	3	158	225	21	8	189	126
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	0	1	0	0	0	2	3	0	0	3	5
Mvmt Flow	153	42	145	17	38	3	170	242	23	9	203	135
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	17.4			11.1			22.9			16		
HCM LOS	C			B			C			C		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	39%	45%	30%	2%
Vol Thru, %	56%	12%	65%	59%
Vol Right, %	5%	43%	6%	39%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	404	316	54	323
LT Vol	158	142	16	8
Through Vol	225	39	35	189
RT Vol	21	135	3	126
Lane Flow Rate	434	340	58	347
Geometry Grp	1	1	1	1
Degree of Util (X)	0.721	0.58	0.115	0.56
Departure Headway (Hd)	5.971	6.15	7.115	5.8
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	608	584	502	622
Service Time	3.971	4.201	5.19	3.848
HCM Lane V/C Ratio	0.714	0.582	0.116	0.558
HCM Control Delay	22.9	17.4	11.1	16
HCM Lane LOS	C	C	B	C
HCM 95th-tile Q	6	3.7	0.4	3.5

Intersection

Int Delay, s/veh	7.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↗		↘	↗
Traffic Vol, veh/h	319	279	226	44	26	314
Future Vol, veh/h	319	279	226	44	26	314
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	9	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	7	2	2	13	11	4
Mvmt Flow	332	291	235	46	27	327













Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	281	0	-	0	1214 258
Stage 1	-	-	-	-	258 -
Stage 2	-	-	-	-	956 -
Critical Hdwy	4.17	-	-	-	8.31 7.14
Critical Hdwy Stg 1	-	-	-	-	7.31 -
Critical Hdwy Stg 2	-	-	-	-	7.31 -
Follow-up Hdwy	2.263	-	-	-	3.599 3.336
Pot Cap-1 Maneuver	1253	-	-	-	105 727
Stage 1	-	-	-	-	672 -
Stage 2	-	-	-	-	223 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1253	-	-	-	77 727
Mov Cap-2 Maneuver	-	-	-	-	77 -
Stage 1	-	-	-	-	494 -
Stage 2	-	-	-	-	223 -

Approach	EB	WB	SB
HCM Control Delay, s	4.8	0	18.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1253	-	-	-	77	727
HCM Lane V/C Ratio	0.265	-	-	-	0.352	0.45
HCM Control Delay (s)	8.9	-	-	-	75.2	13.9
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	1.1	-	-	-	1.3	2.3













HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

13: CR 105 & Dunderberg Rd (CR 64)
 2019 Existing_PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	241	148	450	321	140	400
Future Volume (veh/h)	241	148	450	321	140	400
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	2012	1997	1803	1847	1919	1949
Adj Flow Rate, veh/h	259	100	484	263	151	430
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	4	3	0	4	2
Cap, veh/h	387	342	637	869	375	1080
Arrive On Green	0.20	0.20	0.35	0.35	0.08	0.55
Sat Flow, veh/h	1916	1693	1803	1565	1827	1949
Grp Volume(v), veh/h	259	100	484	263	151	430
Grp Sat Flow(s),veh/h/ln	1916	1693	1803	1565	1827	1949
Q Serve(g_s), s	6.1	2.5	11.7	4.4	2.3	6.2
Cycle Q Clear(g_c), s	6.1	2.5	11.7	4.4	2.3	6.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	387	342	637	869	375	1080
V/C Ratio(X)	0.67	0.29	0.76	0.30	0.40	0.40
Avail Cap(c_a), veh/h	1325	1171	1247	1398	603	1348
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	16.6	14.0	5.8	9.8	6.3
Incr Delay (d2), s/veh	2.0	0.5	1.9	0.2	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.8	4.0	1.8	0.7	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.1	17.1	15.9	6.0	10.1	6.5
LnGrp LOS	C	B	B	A	B	A
Approach Vol, veh/h	359		747			581
Approach Delay, s/veh	19.3		12.5			7.4
Approach LOS	B		B			A
Timer - Assigned Phs	1	2				6
Phs Duration (G+Y+Rc), s	9.9	23.4				33.2
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	10.0	34.0				34.0
Max Q Clear Time (g_c+I1), s	4.3	13.7				8.2
Green Ext Time (p_c), s	0.1	3.7				2.5
Green Ext Time (p_c), s						1.1
Intersection Summary						
HCM 6th Ctrl Delay			12.2			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

14: CR 105 & Larkin Dr
 2019 Existing_PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	399	194	574	279	147	494
Future Volume (veh/h)	399	194	574	279	147	494
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1862	1773	1879	1879	1717	1761
Adj Flow Rate, veh/h	407	157	586	177	150	504
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	7	1	1	6	3
Cap, veh/h	479	406	685	1010	403	1038
Arrive On Green	0.27	0.27	0.36	0.36	0.15	0.59
Sat Flow, veh/h	1773	1502	1879	1593	1635	1761
Grp Volume(v), veh/h	407	157	586	177	150	504
Grp Sat Flow(s),veh/h/ln	1773	1502	1879	1593	1635	1761
Q Serve(g_s), s	15.5	6.1	20.5	3.3	3.3	11.7
Cycle Q Clear(g_c), s	15.5	6.1	20.5	3.3	3.3	11.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	479	406	685	1010	403	1038
V/C Ratio(X)	0.85	0.39	0.86	0.18	0.37	0.49
Avail Cap(c_a), veh/h	873	739	925	1214	403	1038
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	21.2	20.9	5.3	12.6	8.4
Incr Delay (d2), s/veh	4.3	0.6	6.1	0.1	2.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	2.1	9.0	1.9	1.2	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.9	21.8	26.9	5.4	15.2	10.0
LnGrp LOS	C	C	C	A	B	B
Approach Vol, veh/h	564		763			654
Approach Delay, s/veh	26.9		22.0			11.2
Approach LOS	C		C			B
Timer - Assigned Phs	1	2				6
Phs Duration (G+Y+Rc), s	16.0	30.9				46.9
Change Period (Y+Rc), s	5.0	5.0				5.0
Max Green Setting (Gmax), s	11.0	35.0				35.0
Max Q Clear Time (g_c+I1), s	5.3	22.5				13.7
Green Ext Time (p_c), s	0.1	3.4				3.0
Green Ext Time (p_c), s						1.7
Intersection Summary						
HCM 6th Ctrl Delay			19.8			
HCM 6th LOS			B			

Intersection

Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	81	1	53	14	4	15	86	339	19	5	281	86
Future Vol, veh/h	81	1	53	14	4	15	86	339	19	5	281	86
Conflicting Peds, #/hr	6	0	2	2	0	6	26	0	26	26	0	26
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-7	-	-	0	-	-	4	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	5	0	4	0	0	0	12	5	0	0	3	8
Mvmt Flow	89	1	58	15	4	16	95	373	21	5	309	95

















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	983	1003	385	998	1040	416	430	0	0	420	0	0
Stage 1	393	393	-	600	600	-	-	-	-	-	-	-
Stage 2	590	610	-	398	440	-	-	-	-	-	-	-
Critical Hdwy	5.75	5.1	5.54	7.1	6.5	6.2	4.22	-	-	4.1	-	-
Critical Hdwy Stg 1	4.75	4.1	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.75	4.1	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4	3.336	3.5	4	3.3	2.308	-	-	2.2	-	-
Pot Cap-1 Maneuver	330	360	709	224	232	641	1078	-	-	1150	-	-
Stage 1	729	710	-	491	493	-	-	-	-	-	-	-
Stage 2	615	619	-	632	581	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	277	301	690	181	194	621	1051	-	-	1122	-	-
Mov Cap-2 Maneuver	277	301	-	181	194	-	-	-	-	-	-	-
Stage 1	628	688	-	423	425	-	-	-	-	-	-	-
Stage 2	520	534	-	573	563	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	21.7		20.4		1.7		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1051	-	-	362	270	1122	-	-
HCM Lane V/C Ratio	0.09	-	-	0.41	0.134	0.005	-	-
HCM Control Delay (s)	8.8	0	-	21.7	20.4	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	1.9	0.5	0	-	-

HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

16: Forest Rd & Drwy/Van Buren Dr
2019 Existing_PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	99	81	68	67	94	58	148	123	167	144	40
Future Volume (veh/h)	57	99	81	68	67	94	58	148	123	167	144	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.93		0.89	0.94		0.89	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1788	1788	1788	1849	1849	1849
Adj Flow Rate, veh/h	63	109	89	75	74	103	64	163	135	184	158	44
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	4	4	4	6	6	6
Cap, veh/h	177	287	198	211	207	230	159	371	269	373	301	74
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.46	0.46	0.46	0.77	0.77	0.77
Sat Flow, veh/h	257	770	531	338	556	618	177	800	581	595	649	160
Grp Volume(v), veh/h	261	0	0	252	0	0	362	0	0	386	0	0
Grp Sat Flow(s),veh/h/ln	1558	0	0	1511	0	0	1558	0	0	1404	0	0
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.3	0.0	0.0	6.0	0.0	0.0	8.2	0.0	0.0	5.0	0.0	0.0
Prop In Lane	0.24		0.34	0.30		0.41	0.18		0.37	0.48		0.11
Lane Grp Cap(c), veh/h	662	0	0	648	0	0	799	0	0	748	0	0
V/C Ratio(X)	0.39	0.00	0.00	0.39	0.00	0.00	0.45	0.00	0.00	0.52	0.00	0.00
Avail Cap(c_a), veh/h	662	0	0	648	0	0	799	0	0	748	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.8	0.0	0.0	12.7	0.0	0.0	10.1	0.0	0.0	3.8	0.0	0.0
Incr Delay (d2), s/veh	1.8	0.0	0.0	1.8	0.0	0.0	1.9	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.0	2.3	0.0	0.0	2.9	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.5	0.0	0.0	14.5	0.0	0.0	12.0	0.0	0.0	6.4	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		261			252			362			386	
Approach Delay, s/veh		14.5			14.5			12.0			6.4	
Approach LOS		B			B			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		25.0		30.0		25.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		25.5		20.5		25.5		20.5				
Max Q Clear Time (g_c+I1), s		10.2		8.3		7.0		8.0				
Green Ext Time (p_c), s		2.1		1.3		2.6		1.3				
Intersection Summary												
HCM 6th Ctrl Delay				11.3								
HCM 6th LOS				B								

Intersection

Intersection Delay, s/veh	13.1
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	139	203	72	124	179	41
Future Vol, veh/h	139	203	72	124	179	41
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	9	5	7	1	2	5
Mvmt Flow	165	242	86	148	213	49
Number of Lanes	1	0	1	0	0	1
Approach	WB		NB		SB	
Opposing Approach			SB		NB	
Opposing Lanes	0		1		1	
Conflicting Approach Left	NB				WB	
Conflicting Lanes Left	1		0		1	
Conflicting Approach Right	SB		WB			
Conflicting Lanes Right	1		1		0	
HCM Control Delay	14.9		10.8		12.4	
HCM LOS	B		B		B	

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	41%	81%
Vol Thru, %	37%	0%	19%
Vol Right, %	63%	59%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	196	342	220
LT Vol	0	139	179
Through Vol	72	0	41
RT Vol	124	203	0
Lane Flow Rate	233	407	262
Geometry Grp	1	1	1
Degree of Util (X)	0.335	0.577	0.405
Departure Headway (Hd)	5.175	5.1	5.565
Convergence, Y/N	Yes	Yes	Yes
Cap	695	708	647
Service Time	3.21	3.129	3.599
HCM Lane V/C Ratio	0.335	0.575	0.405
HCM Control Delay	10.8	14.9	12.4
HCM Lane LOS	B	B	B
HCM 95th-tile Q	1.5	3.7	2

Intersection

Int Delay, s/veh	10.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	104	105	214	93	85	285
Future Vol, veh/h	104	105	214	93	85	285
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	7	8	5	3	5	2
Mvmt Flow	108	109	223	97	89	297

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	218	0	707
Stage 1	-	-	-	-	164
Stage 2	-	-	-	-	543
Critical Hdwy	-	-	4.15	-	6.85
Critical Hdwy Stg 1	-	-	-	-	5.85
Critical Hdwy Stg 2	-	-	-	-	5.85
Follow-up Hdwy	-	-	2.245	-	3.545
Pot Cap-1 Maneuver	-	-	1334	-	367
Stage 1	-	-	-	-	842
Stage 2	-	-	-	-	543
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1333	-	302
Mov Cap-2 Maneuver	-	-	-	-	302
Stage 1	-	-	-	-	841
Stage 2	-	-	-	-	447

Approach	EB	WB	NB
HCM Control Delay, s	0	5.7	20.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	608	-	-	1333	-
HCM Lane V/C Ratio	0.634	-	-	0.167	-
HCM Control Delay (s)	20.6	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	4.5	-	-	0.6	-

Intersection

Int Delay, s/veh	2.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	95	23	36	110	26	34
Future Vol, veh/h	95	23	36	110	26	34
Conflicting Peds, #/hr	0	19	19	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-2	4	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	8	9	8	7	23	23
Mvmt Flow	107	26	40	124	29	38

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	152	0	345
Stage 1	-	-	-	-	139
Stage 2	-	-	-	-	206
Critical Hdwy	-	-	4.18	-	7.43
Critical Hdwy Stg 1	-	-	-	-	6.43
Critical Hdwy Stg 2	-	-	-	-	6.43
Follow-up Hdwy	-	-	2.272	-	3.707
Pot Cap-1 Maneuver	-	-	1393	-	566
Stage 1	-	-	-	-	813
Stage 2	-	-	-	-	746
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1372	-	539
Mov Cap-2 Maneuver	-	-	-	-	539
Stage 1	-	-	-	-	801
Stage 2	-	-	-	-	721

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	672	-	-	1372	-
HCM Lane V/C Ratio	0.1	-	-	0.029	-
HCM Control Delay (s)	11	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	7:45	7:45	7:45	7:45	7:45	7:45	7:45
End Time	9:00	9:00	9:00	9:00	9:00	9:00	9:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	9138	8979	9010	9045	9085	8929	9095
Vehs Exited	8838	8728	8584	8800	8828	8707	8840
Starting Vehs	364	400	410	419	387	402	426
Ending Vehs	664	651	836	664	644	624	681
Travel Distance (mi)	7479	7327	7246	7406	7370	7369	7339
Travel Time (hr)	567.6	568.5	686.4	660.1	594.4	639.8	572.8
Total Delay (hr)	302.7	308.7	430.0	396.9	333.6	378.5	312.0
Total Stops	19021	18529	18577	18664	18480	18704	18567
Fuel Used (gal)	329.1	325.2	348.7	348.6	333.9	341.5	326.0

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	7:45	7:45	7:45	7:45
End Time	9:00	9:00	9:00	9:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	8999	9034	8877	9009
Vehs Exited	8841	8818	8634	8759
Starting Vehs	429	414	402	377
Ending Vehs	587	630	645	627
Travel Distance (mi)	7394	7490	7320	7374
Travel Time (hr)	603.5	648.0	654.5	619.6
Total Delay (hr)	341.7	382.3	395.4	358.2
Total Stops	18522	19523	18713	18724
Fuel Used (gal)	336.6	347.2	343.7	338.0

Interval #0 Information Seeding

Start Time	7:45
End Time	8:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	9138	8979	9010	9045	9085	8929	9095
Vehs Exited	8838	8728	8584	8800	8828	8707	8840
Starting Vehs	364	400	410	419	387	402	426
Ending Vehs	664	651	836	664	644	624	681
Travel Distance (mi)	7479	7327	7246	7406	7370	7369	7339
Travel Time (hr)	567.6	568.5	686.4	660.1	594.4	639.8	572.8
Total Delay (hr)	302.7	308.7	430.0	396.9	333.6	378.5	312.0
Total Stops	19021	18529	18577	18664	18480	18704	18567
Fuel Used (gal)	329.1	325.2	348.7	348.6	333.9	341.5	326.0

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	8999	9034	8877	9009
Vehs Exited	8841	8818	8634	8759
Starting Vehs	429	414	402	377
Ending Vehs	587	630	645	627
Travel Distance (mi)	7394	7490	7320	7374
Travel Time (hr)	603.5	648.0	654.5	619.6
Total Delay (hr)	341.7	382.3	395.4	358.2
Total Stops	18522	19523	18713	18724
Fuel Used (gal)	336.6	347.2	343.7	338.0

20: Prag Blvd & Daj Blvd/Dhrubich Way & Meron Dr Performance by lane

Lane	EB	WB	NB	SB	NE	All
Movements Served	LTR>	<LTR	<LTR	LTR>	<LR>	
Denied Del/Veh (s)						0.1
Total Del/Veh (s)	10.3	22.9	17.8	9.8	10.8	17.6

Intersection

Intersection Delay, s/veh	28.5
Intersection LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	190	152	220	217	214	213
Future Vol, veh/h	190	152	220	217	214	213
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	207	165	239	236	233	232
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay	19.7		34		29.9	
HCM LOS	C		D		D	

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	50%	0%	50%
Vol Thru, %	0%	56%	50%
Vol Right, %	50%	44%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	427	342	437
LT Vol	214	0	220
Through Vol	0	190	217
RT Vol	213	152	0
Lane Flow Rate	464	372	475
Geometry Grp	1	1	1
Degree of Util (X)	0.802	0.64	0.837
Departure Headway (Hd)	6.223	6.195	6.343
Convergence, Y/N	Yes	Yes	Yes
Cap	580	584	570
Service Time	4.267	4.244	4.389
HCM Lane V/C Ratio	0.8	0.637	0.833
HCM Control Delay	29.9	19.7	34
HCM Lane LOS	D	C	D
HCM 95th-tile Q	7.8	4.5	8.7

Intersection

Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	48	220	30	53	252	36
Future Vol, veh/h	48	220	30	53	252	36
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	4	0	0	3	0
Mvmt Flow	51	234	32	56	268	38
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay	9.6		8.9		11.4	
HCM LOS	A		A		B	

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	88%	0%	36%
Vol Thru, %	0%	18%	64%
Vol Right, %	12%	82%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	288	268	83
LT Vol	252	0	30
Through Vol	0	48	53
RT Vol	36	220	0
Lane Flow Rate	306	285	88
Geometry Grp	1	1	1
Degree of Util (X)	0.415	0.341	0.125
Departure Headway (Hd)	4.874	4.306	5.079
Convergence, Y/N	Yes	Yes	Yes
Cap	735	833	702
Service Time	2.933	2.348	3.136
HCM Lane V/C Ratio	0.416	0.342	0.125
HCM Control Delay	11.4	9.6	8.9
HCM Lane LOS	B	A	A
HCM 95th-tile Q	2	1.5	0.4

Intersection

Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	233	156	40	173	134	46
Future Vol, veh/h	233	156	40	173	134	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	253	170	43	188	146	50
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay	12.9		10.6		10.9	
HCM LOS	B		B		B	

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	74%	0%	19%
Vol Thru, %	0%	60%	81%
Vol Right, %	26%	40%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	180	389	213
LT Vol	134	0	40
Through Vol	0	233	173
RT Vol	46	156	0
Lane Flow Rate	196	423	232
Geometry Grp	1	1	1
Degree of Util (X)	0.296	0.537	0.324
Departure Headway (Hd)	5.45	4.573	5.043
Convergence, Y/N	Yes	Yes	Yes
Cap	652	782	706
Service Time	3.544	2.637	3.123
HCM Lane V/C Ratio	0.301	0.541	0.329
HCM Control Delay	10.9	12.9	10.6
HCM Lane LOS	B	B	B
HCM 95th-tile Q	1.2	3.2	1.4

Intersection

Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	269	39	84	187	27	16	7	74	31	7	14
Future Vol, veh/h	22	269	39	84	187	27	16	7	74	31	7	14
Conflicting Peds, #/hr	4	0	4	4	0	4	4	0	3	3	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	5	-	-	3	-	-	2	-	-	-8	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	4	0	5	4	7	0	0	10	11	43	8
Mvmt Flow	25	302	44	94	210	30	18	8	83	35	8	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	244	0	0	350	0	0	807	810	331	840	817	233
Stage 1	-	-	-	-	-	-	378	378	-	417	417	-
Stage 2	-	-	-	-	-	-	429	432	-	423	400	-
Critical Hdwy	4.1	-	-	4.15	-	-	7.5	6.9	6.5	5.61	5.33	5.48
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.9	-	4.61	4.33	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.9	-	4.61	4.33	-
Follow-up Hdwy	2.2	-	-	2.245	-	-	3.5	4	3.39	3.599	4.387	3.372
Pot Cap-1 Maneuver	1334	-	-	1192	-	-	276	289	680	399	387	834
Stage 1	-	-	-	-	-	-	621	593	-	717	634	-
Stage 2	-	-	-	-	-	-	580	558	-	714	641	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1328	-	-	1186	-	-	241	254	675	310	340	827
Mov Cap-2 Maneuver	-	-	-	-	-	-	241	254	-	310	340	-
Stage 1	-	-	-	-	-	-	604	576	-	697	573	-
Stage 2	-	-	-	-	-	-	508	504	-	602	623	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			2.3			14.8			16.3		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	476	1328	-	-	1186	-	-	378
HCM Lane V/C Ratio	0.229	0.019	-	-	0.08	-	-	0.155
HCM Control Delay (s)	14.8	7.8	0	-	8.3	0	-	16.3
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.3	-	-	0.5

Intersection

Int Delay, s/veh 3.4

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	70	108	101	17	12	67
Future Vol, veh/h	70	108	101	17	12	67
Conflicting Peds, #/hr	2	0	0	2	5	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	4	-4	-	-5	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	13	4	5	0	16	3
Mvmt Flow	77	119	111	19	13	74

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	132	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.23	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.317	-	-
Pot Cap-1 Maneuver	1388	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1385	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	NB	SB	SE
HCM Control Delay, s	3	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	1385	-	865	-	-
HCM Lane V/C Ratio	0.056	-	0.1	-	-
HCM Control Delay (s)	7.8	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

Intersection

Int Delay, s/veh	5.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	335	226	16	305	160	22
Future Vol, veh/h	335	226	16	305	160	22
Conflicting Peds, #/hr	0	11	11	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	-3	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	8	4	19	5	10	4
Mvmt Flow	353	238	17	321	168	23

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	602	0	838 484
Stage 1	-	-	-	-	483 -
Stage 2	-	-	-	-	355 -
Critical Hdwy	-	-	4.29	-	6.5 6.24
Critical Hdwy Stg 1	-	-	-	-	5.5 -
Critical Hdwy Stg 2	-	-	-	-	5.5 -
Follow-up Hdwy	-	-	2.371	-	3.59 3.336
Pot Cap-1 Maneuver	-	-	898	-	326 579
Stage 1	-	-	-	-	604 -
Stage 2	-	-	-	-	692 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	889	-	315 572
Mov Cap-2 Maneuver	-	-	-	-	315 -
Stage 1	-	-	-	-	598 -
Stage 2	-	-	-	-	676 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	29.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	333	-	-	889	-
HCM Lane V/C Ratio	0.575	-	-	0.019	-
HCM Control Delay (s)	29.5	-	-	9.1	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	3.4	-	-	0.1	-

Intersection

Int Delay, s/veh 3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	112	61	27	136	62	28
Future Vol, veh/h	112	61	27	136	62	28
Conflicting Peds, #/hr	0	17	17	0	1	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-9	3	-
Peak Hour Factor	88	88	88	88	88	92
Heavy Vehicles, %	7	11	15	9	1	11
Mvmt Flow	127	69	31	155	70	30










Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	213	0	397
Stage 1	-	-	-	-	179
Stage 2	-	-	-	-	218
Critical Hdwy	-	-	4.25	-	7.01
Critical Hdwy Stg 1	-	-	-	-	6.01
Critical Hdwy Stg 2	-	-	-	-	6.01
Follow-up Hdwy	-	-	2.335	-	3.509
Pot Cap-1 Maneuver	-	-	1284	-	571
Stage 1	-	-	-	-	829
Stage 2	-	-	-	-	791
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1263	-	546
Mov Cap-2 Maneuver	-	-	-	-	546
Stage 1	-	-	-	-	816
Stage 2	-	-	-	-	769

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	604	-	-	1263	-
HCM Lane V/C Ratio	0.167	-	-	0.024	-
HCM Control Delay (s)	12.2	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-










HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

28: Forest Rd & Mordeche Scher Blvd
 2019 Existing_PM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	77	82	43	313	342	47
Future Volume (veh/h)	77	82	43	313	342	47
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.85	0.86			0.74
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1970	1970	1630	1630	2011	2011
Adj Flow Rate, veh/h	81	86	45	329	360	49
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	3	3	3	3
Cap, veh/h	280	298	119	655	766	104
Arrive On Green	0.37	0.37	0.93	0.93	0.93	0.93
Sat Flow, veh/h	752	799	98	1413	1653	225
Grp Volume(v), veh/h	168	0	374	0	0	409
Grp Sat Flow(s),veh/h/ln	1560	0	1511	0	0	1878
Q Serve(g_s), s	4.2	0.0	0.0	0.0	0.0	1.5
Cycle Q Clear(g_c), s	4.2	0.0	1.7	0.0	0.0	1.5
Prop In Lane	0.48	0.51	0.12			0.12
Lane Grp Cap(c), veh/h	582	0	774	0	0	871
V/C Ratio(X)	0.29	0.00	0.48	0.00	0.00	0.47
Avail Cap(c_a), veh/h	582	0	774	0	0	871
HCM Platoon Ratio	1.00	1.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	12.1	0.0	1.1	0.0	0.0	1.1
Incr Delay (d2), s/veh	1.3	0.0	2.2	0.0	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.7	0.0	0.0	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.4	0.0	3.3	0.0	0.0	2.9
LnGrp LOS	B	A	A	A	A	A
Approach Vol, veh/h	168			374	409	
Approach Delay, s/veh	13.4			3.3	2.9	
Approach LOS	B			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		30.0		25.0		30.0
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		25.5		20.5		25.5
Max Q Clear Time (g_c+I1), s		3.7		6.2		3.5
Green Ext Time (p_c), s		2.4		0.4		2.7
Intersection Summary						
HCM 6th Ctrl Delay			4.9			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

29: Forest Rd & Hayes Ct
 2019 Existing_PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	155	187	256	105	60	288
Future Volume (veh/h)	155	187	256	105	60	288
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.97		0.91	0.95	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1676	1676	1832	1832	1997	1997
Adj Flow Rate, veh/h	172	208	284	117	67	320
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	3	3	4	4
Cap, veh/h	243	294	554	228	167	746
Arrive On Green	0.37	0.37	0.93	0.93	0.46	0.46
Sat Flow, veh/h	651	787	1196	493	195	1609
Grp Volume(v), veh/h	381	0	0	401	387	0
Grp Sat Flow(s),veh/h/ln	1442	0	0	1688	1804	0
Q Serve(g_s), s	12.4	0.0	0.0	1.8	0.0	0.0
Cycle Q Clear(g_c), s	12.4	0.0	0.0	1.8	7.1	0.0
Prop In Lane	0.45	0.55		0.29	0.17	
Lane Grp Cap(c), veh/h	538	0	0	783	913	0
V/C Ratio(X)	0.71	0.00	0.00	0.51	0.42	0.00
Avail Cap(c_a), veh/h	538	0	0	783	913	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.7	0.0	0.0	1.1	9.8	0.0
Incr Delay (d2), s/veh	7.7	0.0	0.0	2.4	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	0.0	0.8	2.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.4	0.0	0.0	3.5	11.3	0.0
LnGrp LOS	C	A	A	A	B	A
Approach Vol, veh/h	381		401		387	
Approach Delay, s/veh	22.4		3.5		11.3	
Approach LOS	C		A		B	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		30.0			30.0	25.0
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		25.5			25.5	20.5
Max Q Clear Time (g_c+I1), s		3.8			9.1	14.4
Green Ext Time (p_c), s		2.6			2.3	0.7
Intersection Summary						
HCM 6th Ctrl Delay			12.2			
HCM 6th LOS			B			

Intersection

Int Delay, s/veh	9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	134	31	45	173	184	191
Future Vol, veh/h	134	31	45	173	184	191
Conflicting Peds, #/hr	0	35	35	0	29	25
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-7	-	-	2	5	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	0	6	4	4	6
Mvmt Flow	149	34	50	192	204	212

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	218	0	522
Stage 1	-	-	-	-	201
Stage 2	-	-	-	-	321
Critical Hdwy	-	-	4.16	-	7.44
Critical Hdwy Stg 1	-	-	-	-	6.44
Critical Hdwy Stg 2	-	-	-	-	6.44
Follow-up Hdwy	-	-	2.254	-	3.536
Pot Cap-1 Maneuver	-	-	1328	-	442
Stage 1	-	-	-	-	783
Stage 2	-	-	-	-	668
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1291	-	400
Mov Cap-2 Maneuver	-	-	-	-	400
Stage 1	-	-	-	-	761
Stage 2	-	-	-	-	622

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	17.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	400	739	-	-	1291	-
HCM Lane V/C Ratio	0.511	0.287	-	-	0.039	-
HCM Control Delay (s)	23	11.8	-	-	7.9	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	2.8	1.2	-	-	0.1	-

Intersection

Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	27	29	240	46	20	94
Future Vol, veh/h	27	29	240	46	20	94
Conflicting Peds, #/hr	106	23	0	55	55	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	1	-	4	-	-	-2
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	0	5	2	0	0
Mvmt Flow	30	32	264	51	22	103

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	598	368	0	0	370
Stage 1	345	-	-	-	-
Stage 2	253	-	-	-	-
Critical Hdwy	6.64	6.3	-	-	4.1
Critical Hdwy Stg 1	5.64	-	-	-	-
Critical Hdwy Stg 2	5.64	-	-	-	-
Follow-up Hdwy	3.536	3.3	-	-	2.2
Pot Cap-1 Maneuver	447	675	-	-	1200
Stage 1	699	-	-	-	-
Stage 2	774	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	384	638	-	-	1158
Mov Cap-2 Maneuver	384	-	-	-	-
Stage 1	675	-	-	-	-
Stage 2	688	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	484	1158
HCM Lane V/C Ratio	-	-	0.127	0.019
HCM Control Delay (s)	-	-	13.5	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Intersection

Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	30	18	280	274	35
Future Vol, veh/h	29	30	18	280	274	35
Conflicting Peds, #/hr	3	4	58	0	0	58
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-8	-	-	-8	-5	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	24	13	5	4	9	11
Mvmt Flow	32	33	20	308	301	38

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	729	382	397	0	0
Stage 1	378	-	-	-	-
Stage 2	351	-	-	-	-
Critical Hdwy	5.04	5.53	4.15	-	-
Critical Hdwy Stg 1	4.04	-	-	-	-
Critical Hdwy Stg 2	4.04	-	-	-	-
Follow-up Hdwy	3.716	3.417	2.245	-	-
Pot Cap-1 Maneuver	497	699	1145	-	-
Stage 1	766	-	-	-	-
Stage 2	779	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	442	664	1092	-	-
Mov Cap-2 Maneuver	442	-	-	-	-
Stage 1	715	-	-	-	-
Stage 2	743	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1092	-	533	-	-
HCM Lane V/C Ratio	0.018	-	0.122	-	-
HCM Control Delay (s)	8.4	0	12.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection

Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	10	379	294	51	40	13
Future Vol, veh/h	10	379	294	51	40	13
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	1	-	-2	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	25	5	7	21	7	15
Mvmt Flow	11	416	323	56	44	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	382	0	0	792	354
Stage 1	-	-	-	354	-
Stage 2	-	-	-	438	-
Critical Hdwy	4.35	-	-	6.07	6.15
Critical Hdwy Stg 1	-	-	-	5.07	-
Critical Hdwy Stg 2	-	-	-	5.07	-
Follow-up Hdwy	2.425	-	-	3.563	3.435
Pot Cap-1 Maneuver	1061	-	-	383	675
Stage 1	-	-	-	727	-
Stage 2	-	-	-	672	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1058	-	-	375	673
Mov Cap-2 Maneuver	-	-	-	375	-
Stage 1	-	-	-	715	-
Stage 2	-	-	-	670	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1058	-	-	-	421
HCM Lane V/C Ratio	0.01	-	-	-	0.138
HCM Control Delay (s)	8.4	0	-	-	14.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Intersection

Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	43	361	2	9	331
Future Vol, veh/h	9	43	361	2	9	331
Conflicting Peds, #/hr	4	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	20	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	8
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	4	0	0	5
Mvmt Flow	10	50	420	2	10	385

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	638	421	0	0	422
Stage 1	421	-	-	-	-
Stage 2	217	-	-	-	-
Critical Hdwy	6.6	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	429	637	-	-	1148
Stage 1	667	-	-	-	-
Stage 2	804	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	423	637	-	-	1148
Mov Cap-2 Maneuver	423	-	-	-	-
Stage 1	667	-	-	-	-
Stage 2	792	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	423	637	1148
HCM Lane V/C Ratio	-	-	0.025	0.078	0.009
HCM Control Delay (s)	-	-	13.7	11.1	8.2
HCM Lane LOS	-	-	B	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.3	0

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	7:45	7:45	7:45	7:45	7:45	7:45	7:45
End Time	9:00	9:00	9:00	9:00	9:00	9:00	9:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	9138	8979	9010	9045	9085	8929	9095
Vehs Exited	8838	8728	8584	8800	8828	8707	8840
Starting Vehs	364	400	410	419	387	402	426
Ending Vehs	664	651	836	664	644	624	681
Travel Distance (mi)	7479	7327	7246	7406	7370	7369	7339
Travel Time (hr)	567.6	568.5	686.4	660.1	594.4	639.8	572.8
Total Delay (hr)	302.7	308.7	430.0	396.9	333.6	378.5	312.0
Total Stops	19021	18529	18577	18664	18480	18704	18567
Fuel Used (gal)	329.1	325.2	348.7	348.6	333.9	341.5	326.0

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	7:45	7:45	7:45	7:45
End Time	9:00	9:00	9:00	9:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	8999	9034	8877	9009
Vehs Exited	8841	8818	8634	8759
Starting Vehs	429	414	402	377
Ending Vehs	587	630	645	627
Travel Distance (mi)	7394	7490	7320	7374
Travel Time (hr)	603.5	648.0	654.5	619.6
Total Delay (hr)	341.7	382.3	395.4	358.2
Total Stops	18522	19523	18713	18724
Fuel Used (gal)	336.6	347.2	343.7	338.0

Interval #0 Information Seeding

Start Time	7:45
End Time	8:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	9138	8979	9010	9045	9085	8929	9095
Vehs Exited	8838	8728	8584	8800	8828	8707	8840
Starting Vehs	364	400	410	419	387	402	426
Ending Vehs	664	651	836	664	644	624	681
Travel Distance (mi)	7479	7327	7246	7406	7370	7369	7339
Travel Time (hr)	567.6	568.5	686.4	660.1	594.4	639.8	572.8
Total Delay (hr)	302.7	308.7	430.0	396.9	333.6	378.5	312.0
Total Stops	19021	18529	18577	18664	18480	18704	18567
Fuel Used (gal)	329.1	325.2	348.7	348.6	333.9	341.5	326.0

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60




Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	8999	9034	8877	9009
Vehs Exited	8841	8818	8634	8759
Starting Vehs	429	414	402	377
Ending Vehs	587	630	645	627
Travel Distance (mi)	7394	7490	7320	7374
Travel Time (hr)	603.5	648.0	654.5	619.6
Total Delay (hr)	341.7	382.3	395.4	358.2
Total Stops	18522	19523	18713	18724
Fuel Used (gal)	336.6	347.2	343.7	338.0

35: Bakertown Rd & Driveway & Hamaspik Way Performance by lane

Lane	WB	NB	SB	NW	All
Movements Served	LR	TR>	LT	LR	
Denied Del/Veh (s)					0.6
Total Del/Veh (s)	31.2	20.0	3.0	120.8	17.2

Intersection

Int Delay, s/veh	4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	58	64	126	40	47	107
Future Vol, veh/h	58	64	126	40	47	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-7	-	3	-	-	-6
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	5	5	7	10	15	4
Mvmt Flow	81	89	175	56	65	149

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	482	203	0	0	231
Stage 1	203	-	-	-	-
Stage 2	279	-	-	-	-
Critical Hdwy	5.05	5.55	-	-	4.25
Critical Hdwy Stg 1	4.05	-	-	-	-
Critical Hdwy Stg 2	4.05	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.335
Pot Cap-1 Maneuver	649	864	-	-	1264
Stage 1	892	-	-	-	-
Stage 2	849	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	613	864	-	-	1264
Mov Cap-2 Maneuver	613	-	-	-	-
Stage 1	892	-	-	-	-
Stage 2	801	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	2.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	723	1264
HCM Lane V/C Ratio	-	-	0.234	0.052
HCM Control Delay (s)	-	-	11.5	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.9	0.2

Intersection

Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	104	26	31	145	9	21
Future Vol, veh/h	104	26	31	145	9	21
Conflicting Peds, #/hr	0	10	10	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-7	-	-	7	1	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	7	11	10	7	11	9
Mvmt Flow	118	30	35	165	10	24

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	158	0	378
Stage 1	-	-	-	-	143
Stage 2	-	-	-	-	235
Critical Hdwy	-	-	4.2	-	6.71
Critical Hdwy Stg 1	-	-	-	-	5.71
Critical Hdwy Stg 2	-	-	-	-	5.71
Follow-up Hdwy	-	-	2.29	-	3.599
Pot Cap-1 Maneuver	-	-	1374	-	594
Stage 1	-	-	-	-	856
Stage 2	-	-	-	-	773
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1363	-	573
Mov Cap-2 Maneuver	-	-	-	-	573
Stage 1	-	-	-	-	849
Stage 2	-	-	-	-	751

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	756	-	-	1363	-
HCM Lane V/C Ratio	0.045	-	-	0.026	-
HCM Control Delay (s)	10	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	↙
Traffic Vol, veh/h	32	107	138	58	33	30
Future Vol, veh/h	32	107	138	58	33	30
Conflicting Peds, #/hr	4	0	0	4	7	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	7	-3	-	-9	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	12	6	10	8	6	16
Mvmt Flow	39	129	166	70	40	36

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	240	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.22	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.308	-	-
Pot Cap-1 Maneuver	1270	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1266	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1266	-	-	-	754
HCM Lane V/C Ratio	0.03	-	-	-	0.101
HCM Control Delay (s)	7.9	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection

Int Delay, s/veh	3.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	72	53	214	111	55	149
Future Vol, veh/h	72	53	214	111	55	149
Conflicting Peds, #/hr	3	2	0	71	71	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-5	-	7	-	-	-7
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	10	6	3	5	9	3
Mvmt Flow	85	62	252	131	65	175

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	697	391	0	0	454
Stage 1	389	-	-	-	-
Stage 2	308	-	-	-	-
Critical Hdwy	5.5	5.76	-	-	4.19
Critical Hdwy Stg 1	4.5	-	-	-	-
Critical Hdwy Stg 2	4.5	-	-	-	-
Follow-up Hdwy	3.59	3.354	-	-	2.281
Pot Cap-1 Maneuver	480	685	-	-	1071
Stage 1	744	-	-	-	-
Stage 2	792	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	414	637	-	-	999
Mov Cap-2 Maneuver	414	-	-	-	-
Stage 1	693	-	-	-	-
Stage 2	733	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.6	0	2.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	486	999
HCM Lane V/C Ratio	-	-	0.303	0.065
HCM Control Delay (s)	-	-	15.6	8.9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.3	0.2

Intersection

Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	40	62	126	32	9	73	11	183	11	12	8
Future Vol, veh/h	2	40	62	126	32	9	73	11	183	11	12	8
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	10	8	3	25	0	3	9	5	9	0	12
Mvmt Flow	2	47	73	148	38	11	86	13	215	13	14	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	8.5			10			10.2			8.5		
HCM LOS	A			A			B			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	2%	75%	35%
Vol Thru, %	4%	38%	19%	39%
Vol Right, %	69%	60%	5%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	267	104	167	31
LT Vol	73	2	126	11
Through Vol	11	40	32	12
RT Vol	183	62	9	8
Lane Flow Rate	314	122	196	36
Geometry Grp	1	1	1	1
Degree of Util (X)	0.385	0.157	0.274	0.052
Departure Headway (Hd)	4.416	4.607	5.018	5.124
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	810	772	711	694
Service Time	2.462	2.671	3.078	3.194
HCM Lane V/C Ratio	0.388	0.158	0.276	0.052
HCM Control Delay	10.2	8.5	10	8.5
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.8	0.6	1.1	0.2

Intersection

Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	326	54	20	346	50	39
Future Vol, veh/h	326	54	20	346	50	39
Conflicting Peds, #/hr	0	18	18	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	2	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	7	10	4	4	8
Mvmt Flow	343	57	21	364	53	41

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	418	0	796
Stage 1	-	-	-	-	390
Stage 2	-	-	-	-	406
Critical Hdwy	-	-	4.2	-	6.44
Critical Hdwy Stg 1	-	-	-	-	5.44
Critical Hdwy Stg 2	-	-	-	-	5.44
Follow-up Hdwy	-	-	2.29	-	3.536
Pot Cap-1 Maneuver	-	-	1099	-	353
Stage 1	-	-	-	-	680
Stage 2	-	-	-	-	668
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1085	-	340
Mov Cap-2 Maneuver	-	-	-	-	340
Stage 1	-	-	-	-	671
Stage 2	-	-	-	-	652

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	427	-	-	1085	-
HCM Lane V/C Ratio	0.219	-	-	0.019	-
HCM Control Delay (s)	15.8	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Intersection

Int Delay, s/veh 6.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	130	36	21	30	31	91
Future Vol, veh/h	130	36	21	30	31	91
Conflicting Peds, #/hr	25	0	0	25	8	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-7	5	-	-4	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	3	24	3	16	11
Mvmt Flow	146	40	24	34	35	102

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	83	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.15	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.245	-	-
Pot Cap-1 Maneuver	1495	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1465	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	6.1	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1465	-	-	-	802
HCM Lane V/C Ratio	0.1	-	-	-	0.171
HCM Control Delay (s)	7.7	0	-	-	10.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.6

Intersection

Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	72	1	20	74	1	45
Future Vol, veh/h	72	1	20	74	1	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-6	-	-	-1	4	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	4	0	15	8	0	4
Mvmt Flow	94	1	26	96	1	58

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	95	0	243
Stage 1	-	-	-	-	95
Stage 2	-	-	-	-	148
Critical Hdwy	-	-	4.25	-	7.2
Critical Hdwy Stg 1	-	-	-	-	6.2
Critical Hdwy Stg 2	-	-	-	-	6.2
Follow-up Hdwy	-	-	2.335	-	3.5
Pot Cap-1 Maneuver	-	-	1421	-	710
Stage 1	-	-	-	-	914
Stage 2	-	-	-	-	856
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1421	-	697
Mov Cap-2 Maneuver	-	-	-	-	697
Stage 1	-	-	-	-	914
Stage 2	-	-	-	-	840

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	939	-	-	1421	-
HCM Lane V/C Ratio	0.064	-	-	0.018	-
HCM Control Delay (s)	9.1	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection

Int Delay, s/veh 4.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↖	↗
Traffic Vol, veh/h	181	208	168	105	60	61
Future Vol, veh/h	181	208	168	105	60	61
Conflicting Peds, #/hr	60	0	0	60	20	20
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	60
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	-8	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	197	226	183	114	65	66

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	357	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1202	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1145	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	4.1	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1145	-	-	-	323	725
HCM Lane V/C Ratio	0.172	-	-	-	0.202	0.091
HCM Control Delay (s)	8.8	0	-	-	18.9	10.5
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.6	-	-	-	0.7	0.3

Intersection

Int Delay, s/veh	7.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	119	52	62	118	51	63
Future Vol, veh/h	119	52	62	118	51	63
Conflicting Peds, #/hr	26	2	0	5	5	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	10	-	3	-	-	-11
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	0	3	2	6	9
Mvmt Flow	127	55	66	126	54	67

Major/Minor	Minor2	Major2		
Conflicting Flow All	180	72	5	0
Stage 1	175	-	-	-
Stage 2	5	-	-	-
Critical Hdwy	7.13	6.52	4.16	-
Critical Hdwy Stg 1	6.13	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.027	3.318	2.254	-
Pot Cap-1 Maneuver	691	984	1590	-
Stage 1	731	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	984	1590	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	NB	SB
HCM Control Delay, s	9.5	3.3
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	984	1590	-
HCM Lane V/C Ratio	0.195	0.034	-
HCM Control Delay (s)	9.5	7.3	0
HCM Lane LOS	A	A	A
HCM 95th %tile Q(veh)	0.7	0.1	-

Intersection

Int Delay, s/veh	11.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	141	118	622	211	90	522
Future Vol, veh/h	141	118	622	211	90	522
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-8	-	2	-	-	-6
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	11	2	3	6	9	4
Mvmt Flow	144	120	635	215	92	533

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1460	743	0	0	850
Stage 1	743	-	-	-	-
Stage 2	717	-	-	-	-
Critical Hdwy	4.91	5.42	-	-	4.19
Critical Hdwy Stg 1	3.91	-	-	-	-
Critical Hdwy Stg 2	3.91	-	-	-	-
Follow-up Hdwy	3.599	3.318	-	-	2.281
Pot Cap-1 Maneuver	260	490	-	-	759
Stage 1	632	-	-	-	-
Stage 2	643	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	215	490	-	-	759
Mov Cap-2 Maneuver	215	-	-	-	-
Stage 1	632	-	-	-	-
Stage 2	532	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	72.4	0	1.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	289	759
HCM Lane V/C Ratio	-	-	0.914	0.121
HCM Control Delay (s)	-	-	72.4	10.4
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	8.5	0.4

Intersection

Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	2	251	48	41	239	14	25	6	59	4	7	4
Future Vol, veh/h	2	251	48	41	239	14	25	6	59	4	7	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	1	-	-	2	-	-	-3	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	6	4	17	5	0	8	0	5	0	0	0
Mvmt Flow	2	264	51	43	252	15	26	6	62	4	7	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	267	0	0	315	0	0	645	647	290	674	665	260
Stage 1	-	-	-	-	-	-	294	294	-	346	346	-
Stage 2	-	-	-	-	-	-	351	353	-	328	319	-
Critical Hdwy	4.1	-	-	4.27	-	-	7.58	6.9	6.45	6.5	5.9	5.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.9	-	5.5	4.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.9	-	5.5	4.9	-
Follow-up Hdwy	2.2	-	-	2.353	-	-	3.572	4	3.345	3.5	4	3.3
Pot Cap-1 Maneuver	1308	-	-	1165	-	-	351	365	730	415	428	801
Stage 1	-	-	-	-	-	-	679	652	-	714	677	-
Stage 2	-	-	-	-	-	-	628	610	-	728	692	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1308	-	-	1165	-	-	333	349	730	361	409	801
Mov Cap-2 Maneuver	-	-	-	-	-	-	333	349	-	361	409	-
Stage 1	-	-	-	-	-	-	678	651	-	713	648	-
Stage 2	-	-	-	-	-	-	591	584	-	658	691	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1.1			13.5			13.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	520	1308	-	-	1165	-	-	452
HCM Lane V/C Ratio	0.182	0.002	-	-	0.037	-	-	0.035
HCM Control Delay (s)	13.5	7.8	0	-	8.2	0	-	13.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0.1

Intersection

Int Delay, s/veh	8.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	313	68	161	308	68	143
Future Vol, veh/h	313	68	161	308	68	143
Conflicting Peds, #/hr	0	16	16	0	3	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	0	3	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	6	6	5	7	6	1
Mvmt Flow	326	71	168	321	71	149

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	413	0	1038
Stage 1	-	-	-	-	378
Stage 2	-	-	-	-	660
Critical Hdwy	-	-	4.15	-	7.06
Critical Hdwy Stg 1	-	-	-	-	6.06
Critical Hdwy Stg 2	-	-	-	-	6.06
Follow-up Hdwy	-	-	2.245	-	3.554
Pot Cap-1 Maneuver	-	-	1130	-	211
Stage 1	-	-	-	-	642
Stage 2	-	-	-	-	454
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1113	-	169
Mov Cap-2 Maneuver	-	-	-	-	169
Stage 1	-	-	-	-	632
Stage 2	-	-	-	-	370

Approach	EB	WB	NB
HCM Control Delay, s	0	3	34.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	335	-	-	1113	-
HCM Lane V/C Ratio	0.656	-	-	0.151	-
HCM Control Delay (s)	34.1	-	-	8.8	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	4.4	-	-	0.5	-

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	316	329	89	65	0
Future Vol, veh/h	0	316	329	89	65	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-4	5	-	-7	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	5	0	5	4	3	6
Mvmt Flow	0	329	343	93	68	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	521
HCM Lane V/C Ratio	-	-	-	0.13
HCM Control Delay (s)	-	-	-	12.9
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.4

Intersection

Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	59	343	387	40	35	80
Future Vol, veh/h	59	343	387	40	35	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	6	5	0	0	1
Mvmt Flow	63	365	412	43	37	85
Number of Lanes	0	1	1	0	1	0
Approach	EB		WB		SB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left	SB				WB	
Conflicting Lanes Left	1		0		1	
Conflicting Approach Right			SB		EB	
Conflicting Lanes Right	0		1		1	
HCM Control Delay	14		14.8		9.9	
HCM LOS	B		B		A	

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	0%	30%
Vol Thru, %	85%	91%	0%
Vol Right, %	0%	9%	70%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	402	427	115
LT Vol	59	0	35
Through Vol	343	387	0
RT Vol	0	40	80
Lane Flow Rate	428	454	122
Geometry Grp	1	1	1
Degree of Util (X)	0.567	0.599	0.19
Departure Headway (Hd)	4.774	4.746	5.582
Convergence, Y/N	Yes	Yes	Yes
Cap	748	754	647
Service Time	2.852	2.822	3.582
HCM Lane V/C Ratio	0.572	0.602	0.189
HCM Control Delay	14	14.8	9.9
HCM Lane LOS	B	B	A
HCM 95th-tile Q	3.6	4	0.7

Intersection

Int Delay, s/veh	46.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	3	326	63	164	357	3	65	1	256	4	3	3
Future Vol, veh/h	3	326	63	164	357	3	65	1	256	4	3	3
Conflicting Peds, #/hr	1	0	8	8	0	1	14	0	8	8	0	14
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	-4	-	-	7	-	-	-13	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	8	3	1	4	0	2	0	2	0	0	0
Mvmt Flow	3	351	68	176	384	3	70	1	275	4	3	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	388	0	0	427	0	0	1154	1139	401	1276	1172	401
Stage 1	-	-	-	-	-	-	399	399	-	739	739	-
Stage 2	-	-	-	-	-	-	755	740	-	537	433	-
Critical Hdwy	4.1	-	-	4.11	-	-	8.52	7.9	6.92	4.5	3.9	4.9
Critical Hdwy Stg 1	-	-	-	-	-	-	7.52	6.9	-	3.5	2.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.52	6.9	-	3.5	2.9	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.518	4	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1182	-	-	1138	-	-	111	130	600	364	452	755
Stage 1	-	-	-	-	-	-	537	519	-	703	728	-
Stage 2	-	-	-	-	-	-	299	320	-	783	800	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1181	-	-	1130	-	-	91	103	591	162	358	743
Mov Cap-2 Maneuver	-	-	-	-	-	-	91	103	-	162	358	-
Stage 1	-	-	-	-	-	-	532	514	-	700	582	-
Stage 2	-	-	-	-	-	-	234	256	-	413	792	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			2.7			174.7			18.9		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	278	1181	-	-	1130	-	-	269
HCM Lane V/C Ratio	1.245	0.003	-	-	0.156	-	-	0.04
HCM Control Delay (s)	174.7	8.1	0	-	8.8	0	-	18.9
HCM Lane LOS	F	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	16.4	0	-	-	0.6	-	-	0.1

Intersection

Intersection Delay, s/veh 12.2
Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	40	300	13	32	4	245	60	21	10	70	16
Future Vol, veh/h	12	40	300	13	32	4	245	60	21	10	70	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	7	0	0	0	4	8	0	0	5	0
Mvmt Flow	13	42	316	14	34	4	258	63	22	11	74	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	12.1			9.2			13.7			9.4		
HCM LOS	B			A			B			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	75%	3%	27%	10%
Vol Thru, %	18%	11%	65%	73%
Vol Right, %	6%	85%	8%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	326	352	49	96
LT Vol	245	12	13	10
Through Vol	60	40	32	70
RT Vol	21	300	4	16
Lane Flow Rate	343	371	52	101
Geometry Grp	1	1	1	1
Degree of Util (X)	0.506	0.486	0.081	0.152
Departure Headway (Hd)	5.307	4.723	5.678	5.429
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	679	767	630	660
Service Time	3.336	2.723	3.721	3.469
HCM Lane V/C Ratio	0.505	0.484	0.083	0.153
HCM Control Delay	13.7	12.1	9.2	9.4
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	2.9	2.7	0.3	0.5

Intersection

Int Delay, s/veh 2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	45	35	330	306	24
Future Vol, veh/h	26	45	35	330	306	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	8	-	-	6	-1	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	4	2	3	4	10	4
Mvmt Flow	31	54	42	393	364	29

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	856	379	393	0	-	0
Stage 1	379	-	-	-	-	-
Stage 2	477	-	-	-	-	-
Critical Hdwy	8.04	7.02	4.13	-	-	-
Critical Hdwy Stg 1	7.04	-	-	-	-	-
Critical Hdwy Stg 2	7.04	-	-	-	-	-
Follow-up Hdwy	3.536	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	223	614	1160	-	-	-
Stage 1	581	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	213	614	1160	-	-	-
Mov Cap-2 Maneuver	213	-	-	-	-	-
Stage 1	554	-	-	-	-	-
Stage 2	502	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.9	0.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1160	-	363	-	-
HCM Lane V/C Ratio	0.036	-	0.233	-	-
HCM Control Delay (s)	8.2	0	17.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

Intersection

Int Delay, s/veh	3.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	62	35	97	73	25
Future Vol, veh/h	80	62	35	97	73	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	3	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	5	0	4	4	8
Mvmt Flow	88	68	38	107	80	27

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	156	0	305
Stage 1	-	-	-	-	122
Stage 2	-	-	-	-	183
Critical Hdwy	-	-	4.1	-	7.04
Critical Hdwy Stg 1	-	-	-	-	6.04
Critical Hdwy Stg 2	-	-	-	-	6.04
Follow-up Hdwy	-	-	2.2	-	3.536
Pot Cap-1 Maneuver	-	-	1436	-	649
Stage 1	-	-	-	-	880
Stage 2	-	-	-	-	818
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1436	-	631
Mov Cap-2 Maneuver	-	-	-	-	631
Stage 1	-	-	-	-	880
Stage 2	-	-	-	-	795

Approach	EB	WB	NB
HCM Control Delay, s	0	2	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	684	-	-	1436	-
HCM Lane V/C Ratio	0.157	-	-	0.027	-
HCM Control Delay (s)	11.2	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection

Intersection Delay, s/veh 18.5
Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	46	35	98	72	35	71	77	208	139	57	271	55
Future Vol, veh/h	46	35	98	72	35	71	77	208	139	57	271	55
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	16	8	7	7	13	8	6	2	7	3	8	24
Mvmt Flow	47	36	100	73	36	72	79	212	142	58	277	56
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	13.4			13.4			21.8			19.5		
HCM LOS	B			B			C			C		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	26%	40%	15%
Vol Thru, %	49%	20%	20%	71%
Vol Right, %	33%	55%	40%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	424	179	178	383
LT Vol	77	46	72	57
Through Vol	208	35	35	271
RT Vol	139	98	71	55
Lane Flow Rate	433	183	182	391
Geometry Grp	1	1	1	1
Degree of Util (X)	0.705	0.345	0.342	0.65
Departure Headway (Hd)	5.865	6.804	6.777	5.987
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	614	526	529	602
Service Time	3.915	4.871	4.842	4.038
HCM Lane V/C Ratio	0.705	0.348	0.344	0.65
HCM Control Delay	21.8	13.4	13.4	19.5
HCM Lane LOS	C	B	B	C
HCM 95th-tile Q	5.7	1.5	1.5	4.7

Intersection

Intersection Delay, s/veh 27.6
Intersection LOS D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	120	58	162	23	47	13	182	201	51	11	290	132
Future Vol, veh/h	120	58	162	23	47	13	182	201	51	11	290	132
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	4	0	4	0	2	0	4	10	2	9	8	4
Mvmt Flow	124	60	167	24	48	13	188	207	53	11	299	136
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	22.1			12.8			32			30.4		
HCM LOS	C			B			D			D		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	42%	35%	28%	3%
Vol Thru, %	46%	17%	57%	67%
Vol Right, %	12%	48%	16%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	434	340	83	433
LT Vol	182	120	23	11
Through Vol	201	58	47	290
RT Vol	51	162	13	132
Lane Flow Rate	447	351	86	446
Geometry Grp	1	1	1	1
Degree of Util (X)	0.81	0.659	0.19	0.797
Departure Headway (Hd)	6.52	6.767	7.982	6.43
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	550	529	453	558
Service Time	4.616	4.861	5.982	4.524
HCM Lane V/C Ratio	0.813	0.664	0.19	0.799
HCM Control Delay	32	22.1	12.8	30.4
HCM Lane LOS	D	C	B	D
HCM 95th-tile Q	7.9	4.8	0.7	7.6

Intersection

Int Delay, s/veh	14.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↗		↘	↗
Traffic Vol, veh/h	378	319	310	20	36	436
Future Vol, veh/h	378	319	310	20	36	436
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	9	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	6	5	6	3
Mvmt Flow	398	336	326	21	38	459

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	347	0	-	0	1470 337
Stage 1	-	-	-	-	337 -
Stage 2	-	-	-	-	1133 -
Critical Hdwy	4.15	-	-	-	8.26 7.13
Critical Hdwy Stg 1	-	-	-	-	7.26 -
Critical Hdwy Stg 2	-	-	-	-	7.26 -
Follow-up Hdwy	2.245	-	-	-	3.554 3.327
Pot Cap-1 Maneuver	1195	-	-	-	66 646
Stage 1	-	-	-	-	603 -
Stage 2	-	-	-	-	171 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1195	-	-	-	44 646
Mov Cap-2 Maneuver	-	-	-	-	44 -
Stage 1	-	-	-	-	402 -
Stage 2	-	-	-	-	171 -

Approach	EB	WB	SB
HCM Control Delay, s	5.2	0	39.4
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1195	-	-	-	44	646
HCM Lane V/C Ratio	0.333	-	-	-	0.861	0.71
HCM Control Delay (s)	9.5	-	-	-	236.4	23.1
HCM Lane LOS	A	-	-	-	F	C
HCM 95th %tile Q(veh)	1.5	-	-	-	3.4	5.9













HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

13: CR 105 & Dunderberg Rd (CR 64)
 2019 Existing_Friday Mid-Day

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	347	169	528	195	171	575
Future Volume (veh/h)	347	169	528	195	171	575
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1907	1922	1788	1580	1859	1919
Adj Flow Rate, veh/h	373	123	568	128	184	618
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	10	9	4	18	8	4
Cap, veh/h	453	406	672	837	334	1073
Arrive On Green	0.25	0.25	0.38	0.38	0.09	0.56
Sat Flow, veh/h	1816	1629	1788	1339	1770	1919
Grp Volume(v), veh/h	373	123	568	128	184	618
Grp Sat Flow(s),veh/h/ln	1816	1629	1788	1339	1770	1919
Q Serve(g_s), s	12.2	3.8	18.3	2.5	3.7	13.1
Cycle Q Clear(g_c), s	12.2	3.8	18.3	2.5	3.7	13.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	453	406	672	837	334	1073
V/C Ratio(X)	0.82	0.30	0.85	0.15	0.55	0.58
Avail Cap(c_a), veh/h	984	882	968	1059	460	1073
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	19.1	17.9	4.9	13.2	9.0
Incr Delay (d2), s/veh	3.8	0.4	4.8	0.1	0.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	1.3	7.2	1.1	1.2	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.1	19.5	22.8	5.0	13.7	9.7
LnGrp LOS	C	B	C	A	B	A
Approach Vol, veh/h	496		696			802
Approach Delay, s/veh	24.5		19.5			10.7
Approach LOS	C		B			B
Timer - Assigned Phs	1	2				6
Phs Duration (G+Y+Rc), s	11.5	29.6				41.1
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	10.0	34.0				34.0
Max Q Clear Time (g_c+I1), s	5.7	20.3				15.1
Green Ext Time (p_c), s	0.1	3.3				3.7
Green Ext Time (p_c), s						1.5
Intersection Summary						
HCM 6th Ctrl Delay			17.2			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

14: CR 105 & Larkin Dr
 2019 Existing_Friday Mid-Day

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	398	173	484	354	289	619
Future Volume (veh/h)	398	173	484	354	289	619
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1876	1832	1716	1850	1791	1687
Adj Flow Rate, veh/h	415	138	504	259	301	645
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	3	12	3	1	8
Cap, veh/h	489	424	600	976	430	981
Arrive On Green	0.27	0.27	0.35	0.35	0.16	0.58
Sat Flow, veh/h	1787	1553	1716	1568	1706	1687
Grp Volume(v), veh/h	415	138	504	259	301	645
Grp Sat Flow(s),veh/h/ln	1787	1553	1716	1568	1706	1687
Q Serve(g_s), s	15.1	4.9	18.6	5.1	6.8	17.8
Cycle Q Clear(g_c), s	15.1	4.9	18.6	5.1	6.8	17.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	489	424	600	976	430	981
V/C Ratio(X)	0.85	0.33	0.84	0.27	0.70	0.66
Avail Cap(c_a), veh/h	908	788	872	1225	430	981
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.7	20.0	20.7	5.9	13.4	9.8
Incr Delay (d2), s/veh	4.2	0.4	5.0	0.1	9.2	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	1.7	7.3	2.9	3.1	5.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.9	20.4	25.7	6.0	22.5	13.2
LnGrp LOS	C	C	C	A	C	B
Approach Vol, veh/h	553		763			946
Approach Delay, s/veh	26.1		19.0			16.2
Approach LOS	C		B			B
Timer - Assigned Phs	1	2				6
Phs Duration (G+Y+Rc), s	16.0	29.1			45.1	23.8
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	11.0	35.0			35.0	35.0
Max Q Clear Time (g_c+I1), s	8.8	20.6			19.8	17.1
Green Ext Time (p_c), s	0.1	3.4			3.6	1.7
Intersection Summary						
HCM 6th Ctrl Delay			19.5			
HCM 6th LOS			B			

Intersection

Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	86	4	68	19	3	23	104	345	24	15	326	105
Future Vol, veh/h	86	4	68	19	3	23	104	345	24	15	326	105
Conflicting Peds, #/hr	6	0	2	2	0	6	26	0	26	26	0	26
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-7	-	-	0	-	-	4	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	0	5	0	0	0	1	6	0	0	3	2
Mvmt Flow	90	4	71	20	3	24	108	359	25	16	340	109

















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1060	1079	423	1080	1121	404	475	0	0	410	0	0
Stage 1	453	453	-	614	614	-	-	-	-	-	-	-
Stage 2	607	626	-	466	507	-	-	-	-	-	-	-
Critical Hdwy	5.72	5.1	5.55	7.1	6.5	6.2	4.11	-	-	4.1	-	-
Critical Hdwy Stg 1	4.72	4.1	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.72	4.1	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.345	3.5	4	3.3	2.209	-	-	2.2	-	-
Pot Cap-1 Maneuver	305	335	678	197	208	651	1092	-	-	1160	-	-
Stage 1	699	684	-	483	486	-	-	-	-	-	-	-
Stage 2	612	612	-	581	543	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	249	272	660	150	169	630	1065	-	-	1131	-	-
Mov Cap-2 Maneuver	249	272	-	150	169	-	-	-	-	-	-	-
Stage 1	593	654	-	410	413	-	-	-	-	-	-	-
Stage 2	505	520	-	504	519	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	25		22.8		1.9		0.3	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1065	-	-	341	249	1131	-	-
HCM Lane V/C Ratio	0.102	-	-	0.483	0.188	0.014	-	-
HCM Control Delay (s)	8.8	0	-	25	22.8	8.2	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	2.5	0.7	0	-	-




HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

16: Forest Rd & Drwy/Van Buren Dr
2019 Existing_Friday Mid-Day

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	118	117	96	121	78	72	139	140	179	142	43
Future Volume (veh/h)	51	118	117	96	121	78	72	139	140	179	142	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.93		0.88	0.93		0.88	0.98		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1788	1788	1788	1834	1834	1834
Adj Flow Rate, veh/h	53	123	122	100	126	81	75	145	146	186	148	45
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	2	2	2	4	4	4	7	7	7
Cap, veh/h	143	269	227	229	270	145	186	335	288	390	291	77
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	165	754	638	376	757	406	214	720	620	610	624	166
Grp Volume(v), veh/h	298	0	0	307	0	0	366	0	0	379	0	0
Grp Sat Flow(s),veh/h/ln	1557	0	0	1540	0	0	1553	0	0	1400	0	0
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	7.1	0.0	0.0	6.9	0.0	0.0	7.7	0.0	0.0	8.9	0.0	0.0
Prop In Lane	0.18		0.41	0.33		0.26	0.20		0.40	0.49		0.12
Lane Grp Cap(c), veh/h	639	0	0	643	0	0	809	0	0	758	0	0
V/C Ratio(X)	0.47	0.00	0.00	0.48	0.00	0.00	0.45	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	639	0	0	643	0	0	809	0	0	758	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.7	0.0	0.0	12.7	0.0	0.0	9.3	0.0	0.0	9.4	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.0	0.0	2.5	0.0	0.0	1.8	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	0.0	2.7	0.0	0.0	2.6	0.0	0.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.2	0.0	0.0	15.2	0.0	0.0	11.1	0.0	0.0	11.8	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		298			307			366			379	
Approach Delay, s/veh		15.2			15.2			11.1			11.8	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.0		22.5		28.0		22.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		23.5		18.0		23.5		18.0				
Max Q Clear Time (g_c+I1), s		9.7		9.1		10.9		8.9				
Green Ext Time (p_c), s		2.0		1.2		2.1		1.3				
Intersection Summary												
HCM 6th Ctrl Delay				13.1								
HCM 6th LOS				B								

Intersection

Intersection Delay, s/veh	15
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	160	257	93	191	218	62
Future Vol, veh/h	160	257	93	191	218	62
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	3	3	1	0	2
Mvmt Flow	170	273	99	203	232	66
Number of Lanes	1	0	1	0	0	1
Approach	WB		NB		SB	
Opposing Approach			SB		NB	
Opposing Lanes	0		1		1	
Conflicting Approach Left	NB				WB	
Conflicting Lanes Left	1		0		1	
Conflicting Approach Right	SB		WB			
Conflicting Lanes Right	1		1		0	
HCM Control Delay	17.4		12.5		14	
HCM LOS	C		B		B	

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	38%	78%
Vol Thru, %	33%	0%	22%
Vol Right, %	67%	62%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	284	417	280
LT Vol	0	160	218
Through Vol	93	0	62
RT Vol	191	257	0
Lane Flow Rate	302	444	298
Geometry Grp	1	1	1
Degree of Util (X)	0.444	0.646	0.478
Departure Headway (Hd)	5.292	5.245	5.772
Convergence, Y/N	Yes	Yes	Yes
Cap	677	688	623
Service Time	3.345	3.293	3.825
HCM Lane V/C Ratio	0.446	0.645	0.478
HCM Control Delay	12.5	17.4	14
HCM Lane LOS	B	C	B
HCM 95th-tile Q	2.3	4.7	2.6

Intersection

Int Delay, s/veh	48.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	101	189	284	104	145	338
Future Vol, veh/h	101	189	284	104	145	338
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	1	2	7	3	0
Mvmt Flow	104	195	293	107	149	348

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	300	0	896
Stage 1	-	-	-	-	203
Stage 2	-	-	-	-	693
Critical Hdwy	-	-	4.12	-	6.83
Critical Hdwy Stg 1	-	-	-	-	5.83
Critical Hdwy Stg 2	-	-	-	-	5.83
Follow-up Hdwy	-	-	2.218	-	3.527
Pot Cap-1 Maneuver	-	-	1261	-	280
Stage 1	-	-	-	-	810
Stage 2	-	-	-	-	458
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1260	-	211
Mov Cap-2 Maneuver	-	-	-	-	211
Stage 1	-	-	-	-	809
Stage 2	-	-	-	-	345

Approach	EB	WB	NB
HCM Control Delay, s	0	6.4	111.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	442	-	-	1260	-
HCM Lane V/C Ratio	1.127	-	-	0.232	-
HCM Control Delay (s)	111.9	-	-	8.7	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	17.6	-	-	0.9	-

Intersection

Int Delay, s/veh	4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	92	26	51	138	38	65
Future Vol, veh/h	92	26	51	138	38	65
Conflicting Peds, #/hr	0	19	19	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-2	4	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	12	7	6	6	5	8
Mvmt Flow	118	33	65	177	49	83

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	170	0	463
Stage 1	-	-	-	-	154
Stage 2	-	-	-	-	309
Critical Hdwy	-	-	4.16	-	7.25
Critical Hdwy Stg 1	-	-	-	-	6.25
Critical Hdwy Stg 2	-	-	-	-	6.25
Follow-up Hdwy	-	-	2.254	-	3.545
Pot Cap-1 Maneuver	-	-	1383	-	498
Stage 1	-	-	-	-	838
Stage 2	-	-	-	-	689
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1362	-	464
Mov Cap-2 Maneuver	-	-	-	-	464
Stage 1	-	-	-	-	825
Stage 2	-	-	-	-	651

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	648	-	-	1362	-
HCM Lane V/C Ratio	0.204	-	-	0.048	-
HCM Control Delay (s)	12	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	7:45	7:45	7:45	7:45	7:45	7:45	7:45
End Time	9:00	9:00	9:00	9:00	9:00	9:00	9:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	10446	10361	10469	10475	10393	10557	10409
Vehs Exited	10194	10064	10163	10061	10124	10234	10128
Starting Vehs	470	493	476	439	496	457	466
Ending Vehs	722	790	782	853	765	780	747
Travel Distance (mi)	8460	8208	8399	8132	8325	8409	8335
Travel Time (hr)	618.5	767.9	727.2	672.7	714.9	607.2	694.6
Total Delay (hr)	318.0	475.1	428.9	382.9	418.5	308.3	397.7
Total Stops	23371	24083	25216	23385	24254	23361	24338
Fuel Used (gal)	366.9	392.4	388.8	370.0	385.3	363.8	379.8

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	7:45	7:45	7:45	7:45
End Time	9:00	9:00	9:00	9:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	10403	10412	10365	10430
Vehs Exited	10056	10088	9971	10099
Starting Vehs	537	487	531	460
Ending Vehs	884	811	925	784
Travel Distance (mi)	8234	8371	8093	8297
Travel Time (hr)	696.3	724.0	704.9	692.8
Total Delay (hr)	403.4	425.6	416.7	397.5
Total Stops	23731	24727	23271	23973
Fuel Used (gal)	376.7	388.7	375.5	378.8

Interval #0 Information Seeding

Start Time	7:45
End Time	8:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	10446	10361	10469	10475	10393	10557	10409
Vehs Exited	10194	10064	10163	10061	10124	10234	10128
Starting Vehs	470	493	476	439	496	457	466
Ending Vehs	722	790	782	853	765	780	747
Travel Distance (mi)	8460	8208	8399	8132	8325	8409	8335
Travel Time (hr)	618.5	767.9	727.2	672.7	714.9	607.2	694.6
Total Delay (hr)	318.0	475.1	428.9	382.9	418.5	308.3	397.7
Total Stops	23371	24083	25216	23385	24254	23361	24338
Fuel Used (gal)	366.9	392.4	388.8	370.0	385.3	363.8	379.8

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	10403	10412	10365	10430
Vehs Exited	10056	10088	9971	10099
Starting Vehs	537	487	531	460
Ending Vehs	884	811	925	784
Travel Distance (mi)	8234	8371	8093	8297
Travel Time (hr)	696.3	724.0	704.9	692.8
Total Delay (hr)	403.4	425.6	416.7	397.5
Total Stops	23731	24727	23271	23973
Fuel Used (gal)	376.7	388.7	375.5	378.8

20: Prag Blvd & Daj Blvd/Dhrubich Way & Meron Dr Performance by lane

Lane	EB	WB	NB	SB	NE	All
Movements Served	LTR>	<LTR	<LTR	LTR>	<LR>	
Denied Del/Veh (s)						0.1
Total Del/Veh (s)	15.9	21.9	21.2	15.0	15.8	19.6

Intersection

Intersection Delay, s/veh	35.4
Intersection LOS	E

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	183	157	258	209	219	219
Future Vol, veh/h	183	157	258	209	219	219
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	199	171	280	227	238	238
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay	21		46		35.2	
HCM LOS	C		E		E	

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	50%	0%	55%
Vol Thru, %	0%	54%	45%
Vol Right, %	50%	46%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	438	340	467
LT Vol	219	0	258
Through Vol	0	183	209
RT Vol	219	157	0
Lane Flow Rate	476	370	508
Geometry Grp	1	1	1
Degree of Util (X)	0.846	0.658	0.916
Departure Headway (Hd)	6.396	6.405	6.499
Convergence, Y/N	Yes	Yes	Yes
Cap	567	562	558
Service Time	4.444	4.464	4.554
HCM Lane V/C Ratio	0.84	0.658	0.91
HCM Control Delay	35.2	21	46
HCM Lane LOS	E	C	E
HCM 95th-tile Q	9	4.8	11.2

Intersection

Intersection Delay, s/veh	15.9
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	96	251	53	110	346	56
Future Vol, veh/h	96	251	53	110	346	56
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	1	5	0	2	2
Mvmt Flow	105	276	58	121	380	62
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay	14.1		11.5		19.3	
HCM LOS	B		B		C	

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	86%	0%	33%
Vol Thru, %	0%	28%	67%
Vol Right, %	14%	72%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	402	347	163
LT Vol	346	0	53
Through Vol	0	96	110
RT Vol	56	251	0
Lane Flow Rate	442	381	179
Geometry Grp	1	1	1
Degree of Util (X)	0.676	0.541	0.295
Departure Headway (Hd)	5.511	5.111	5.937
Convergence, Y/N	Yes	Yes	Yes
Cap	654	705	604
Service Time	3.548	3.157	3.993
HCM Lane V/C Ratio	0.676	0.54	0.296
HCM Control Delay	19.3	14.1	11.5
HCM Lane LOS	C	B	B
HCM 95th-tile Q	5.2	3.3	1.2

Intersection

Intersection Delay, s/veh	15.5
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	263	176	108	197	191	31
Future Vol, veh/h	263	176	108	197	191	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	286	191	117	214	208	34
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay	17.5		14.1		13.3	
HCM LOS	C		B		B	

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	86%	0%	35%
Vol Thru, %	0%	60%	65%
Vol Right, %	14%	40%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	222	439	305
LT Vol	191	0	108
Through Vol	0	263	197
RT Vol	31	176	0
Lane Flow Rate	241	477	332
Geometry Grp	1	1	1
Degree of Util (X)	0.408	0.665	0.506
Departure Headway (Hd)	6.088	5.019	5.491
Convergence, Y/N	Yes	Yes	Yes
Cap	591	721	656
Service Time	4.133	3.056	3.532
HCM Lane V/C Ratio	0.408	0.662	0.506
HCM Control Delay	13.3	17.5	14.1
HCM Lane LOS	B	C	B
HCM 95th-tile Q	2	5.1	2.9

Intersection

Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	243	38	96	238	42	25	6	95	44	14	31
Future Vol, veh/h	34	243	38	96	238	42	25	6	95	44	14	31
Conflicting Peds, #/hr	10	0	0	0	0	10	6	0	6	6	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	5	-	-	3	-	-	2	-	-	-8	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	6	12	0	4	13	7	0	17	7	2	7	7
Mvmt Flow	36	259	40	102	253	45	27	6	101	47	15	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	308	0	0	299	0	0	861	863	285	901	861	292
Stage 1	-	-	-	-	-	-	351	351	-	490	490	-
Stage 2	-	-	-	-	-	-	510	512	-	411	371	-
Critical Hdwy	4.16	-	-	4.14	-	-	7.5	7.07	6.47	5.52	4.97	5.47
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	6.07	-	4.52	3.97	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	6.07	-	4.52	3.97	-
Follow-up Hdwy	2.254	-	-	2.236	-	-	3.5	4.153	3.363	3.518	4.063	3.363
Pot Cap-1 Maneuver	1230	-	-	1251	-	-	253	251	731	387	422	785
Stage 1	-	-	-	-	-	-	644	583	-	696	672	-
Stage 2	-	-	-	-	-	-	519	484	-	742	720	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1215	-	-	1251	-	-	210	216	727	288	362	772
Mov Cap-2 Maneuver	-	-	-	-	-	-	210	216	-	288	362	-
Stage 1	-	-	-	-	-	-	621	562	-	663	599	-
Stage 2	-	-	-	-	-	-	435	431	-	606	694	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			2.1			16.2			17.4		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	454	1215	-	-	1251	-	-	384
HCM Lane V/C Ratio	0.295	0.03	-	-	0.082	-	-	0.247
HCM Control Delay (s)	16.2	8.1	0	-	8.1	0	-	17.4
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0.3	-	-	1

Intersection

Int Delay, s/veh	3.9					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	85	110	100	26	17	84
Future Vol, veh/h	85	110	100	26	17	84
Conflicting Peds, #/hr	2	0	0	2	2	8
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	4	-4	-	-5	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	6	9	7	6	7	4
Mvmt Flow	93	121	110	29	19	92

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	141	0	0	436	135
Stage 1	-	-	-	127	-
Stage 2	-	-	-	309	-
Critical Hdwy	4.16	-	-	5.47	5.74
Critical Hdwy Stg 1	-	-	-	4.47	-
Critical Hdwy Stg 2	-	-	-	4.47	-
Follow-up Hdwy	2.254	-	-	3.563	3.336
Pot Cap-1 Maneuver	1418	-	-	641	926
Stage 1	-	-	-	918	-
Stage 2	-	-	-	799	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1415	-	-	594	917
Mov Cap-2 Maneuver	-	-	-	594	-
Stage 1	-	-	-	852	-
Stage 2	-	-	-	797	-

Approach	NB	SB	SE
HCM Control Delay, s	3.4	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	1415	-	840	-	-
HCM Lane V/C Ratio	0.066	-	0.132	-	-
HCM Control Delay (s)	7.7	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

Intersection

Int Delay, s/veh	13.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	304	224	18	369	165	118
Future Vol, veh/h	304	224	18	369	165	118
Conflicting Peds, #/hr	0	10	10	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	-3	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	9	9	11	8	17	11
Mvmt Flow	334	246	20	405	181	130

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	590	0	912
Stage 1	-	-	-	-	467
Stage 2	-	-	-	-	445
Critical Hdwy	-	-	4.21	-	6.57
Critical Hdwy Stg 1	-	-	-	-	5.57
Critical Hdwy Stg 2	-	-	-	-	5.57
Follow-up Hdwy	-	-	2.299	-	3.653
Pot Cap-1 Maneuver	-	-	943	-	286
Stage 1	-	-	-	-	601
Stage 2	-	-	-	-	615
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	934	-	275
Mov Cap-2 Maneuver	-	-	-	-	275
Stage 1	-	-	-	-	595
Stage 2	-	-	-	-	598

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	58.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	351	-	-	934	-
HCM Lane V/C Ratio	0.886	-	-	0.021	-
HCM Control Delay (s)	58.5	-	-	8.9	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	8.6	-	-	0.1	-

Intersection

Int Delay, s/veh 2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	131	82	44	188	55	27
Future Vol, veh/h	131	82	44	188	55	27
Conflicting Peds, #/hr	0	19	19	0	2	11
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-9	3	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	10	10	4	15	9	7
Mvmt Flow	136	85	46	196	57	28










Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	240	0	488
Stage 1	-	-	-	-	198
Stage 2	-	-	-	-	290
Critical Hdwy	-	-	4.14	-	7.09
Critical Hdwy Stg 1	-	-	-	-	6.09
Critical Hdwy Stg 2	-	-	-	-	6.09
Follow-up Hdwy	-	-	2.236	-	3.581
Pot Cap-1 Maneuver	-	-	1315	-	485
Stage 1	-	-	-	-	792
Stage 2	-	-	-	-	709
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1291	-	456
Mov Cap-2 Maneuver	-	-	-	-	456
Stage 1	-	-	-	-	778
Stage 2	-	-	-	-	679

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	529	-	-	1291	-
HCM Lane V/C Ratio	0.161	-	-	0.036	-
HCM Control Delay (s)	13.1	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-










HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

28: Forest Rd & Mordeche Scher Blvd
 2019 Existing_Friday Mid-Day

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	56	75	44	300	438	61
Future Volume (veh/h)	56	75	44	300	438	61
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.92	0.94			0.82
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1970	1970	1645	1645	1995	1995
Adj Flow Rate, veh/h	58	77	45	309	452	63
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	2	4	4
Cap, veh/h	264	350	122	506	665	93
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	659	875	79	1266	1662	232
Grp Volume(v), veh/h	136	0	354	0	0	515
Grp Sat Flow(s),veh/h/ln	1546	0	1345	0	0	1894
Q Serve(g_s), s	2.6	0.0	0.7	0.0	0.0	10.1
Cycle Q Clear(g_c), s	2.6	0.0	10.8	0.0	0.0	10.1
Prop In Lane	0.43	0.57	0.13			0.12
Lane Grp Cap(c), veh/h	618	0	628	0	0	758
V/C Ratio(X)	0.22	0.00	0.56	0.00	0.00	0.68
Avail Cap(c_a), veh/h	618	0	628	0	0	758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	8.9	0.0	10.4	0.0	0.0	11.1
Incr Delay (d2), s/veh	0.8	0.0	3.6	0.0	0.0	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	2.7	0.0	0.0	4.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.7	0.0	14.0	0.0	0.0	16.0
LnGrp LOS	A	A	B	A	A	B
Approach Vol, veh/h	136			354	515	
Approach Delay, s/veh	9.7			14.0	16.0	
Approach LOS	A			B	B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.5		22.5		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		12.8		4.6		12.1
Green Ext Time (p_c), s		1.0		0.3		1.7
Intersection Summary						
HCM 6th Ctrl Delay			14.5			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

29: Forest Rd & Hayes Ct
 2019 Existing_Friday Mid-Day

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	203	206	267	99	104	309
Future Volume (veh/h)	203	206	267	99	104	309
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.86		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1676	1676	1847	1847	1997	1997
Adj Flow Rate, veh/h	216	219	284	105	111	329
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	2	2	4	4
Cap, veh/h	265	268	514	190	226	562
Arrive On Green	0.40	0.40	0.80	0.80	0.40	0.40
Sat Flow, veh/h	662	671	1285	475	315	1405
Grp Volume(v), veh/h	436	0	0	389	440	0
Grp Sat Flow(s),veh/h/ln	1336	0	0	1760	1720	0
Q Serve(g_s), s	13.1	0.0	0.0	3.6	4.4	0.0
Cycle Q Clear(g_c), s	13.1	0.0	0.0	3.6	8.7	0.0
Prop In Lane	0.50	0.50		0.27	0.25	
Lane Grp Cap(c), veh/h	534	0	0	704	788	0
V/C Ratio(X)	0.82	0.00	0.00	0.55	0.56	0.00
Avail Cap(c_a), veh/h	534	0	0	704	788	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.0	0.0	0.0	3.1	10.5	0.0
Incr Delay (d2), s/veh	12.9	0.0	0.0	3.1	2.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	0.0	1.3	3.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.0	0.0	0.0	6.2	13.4	0.0
LnGrp LOS	C	A	A	A	B	A
Approach Vol, veh/h	436		389			440
Approach Delay, s/veh	25.0		6.2			13.4
Approach LOS	C		A			B
Timer - Assigned Phs		2				6
Phs Duration (G+Y+Rc), s		22.5				22.5
Change Period (Y+Rc), s		4.5				4.5
Max Green Setting (Gmax), s		18.0				18.0
Max Q Clear Time (g_c+I1), s		5.6				10.7
Green Ext Time (p_c), s		1.9				1.7
Intersection Summary						
HCM 6th Ctrl Delay			15.2			
HCM 6th LOS			B			

Intersection

Int Delay, s/veh	9.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	138	65	64	221	185	213
Future Vol, veh/h	138	65	64	221	185	213
Conflicting Peds, #/hr	0	28	28	0	35	30
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-7	-	-	2	5	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	8	0	1	6	4	5
Mvmt Flow	147	69	68	235	197	227

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	244	0	616
Stage 1	-	-	-	-	210
Stage 2	-	-	-	-	406
Critical Hdwy	-	-	4.11	-	7.44
Critical Hdwy Stg 1	-	-	-	-	6.44
Critical Hdwy Stg 2	-	-	-	-	6.44
Follow-up Hdwy	-	-	2.209	-	3.536
Pot Cap-1 Maneuver	-	-	1328	-	380
Stage 1	-	-	-	-	774
Stage 2	-	-	-	-	597
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1298	-	338
Mov Cap-2 Maneuver	-	-	-	-	338
Stage 1	-	-	-	-	757
Stage 2	-	-	-	-	543

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	20.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	338	728	-	-	1298	-
HCM Lane V/C Ratio	0.582	0.311	-	-	0.052	-
HCM Control Delay (s)	29.5	12.2	-	-	7.9	0
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q(veh)	3.5	1.3	-	-	0.2	-

Intersection

Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	40	53	307	87	19	86
Future Vol, veh/h	40	53	307	87	19	86
Conflicting Peds, #/hr	122	10	0	46	46	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	1	-	4	-	-	-2
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	7	3	2	5	0
Mvmt Flow	43	58	334	95	21	93

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	685	438	0	0	475
Stage 1	428	-	-	-	-
Stage 2	257	-	-	-	-
Critical Hdwy	6.6	6.37	-	-	4.15
Critical Hdwy Stg 1	5.6	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-
Follow-up Hdwy	3.5	3.363	-	-	2.245
Pot Cap-1 Maneuver	401	601	-	-	1072
Stage 1	646	-	-	-	-
Stage 2	779	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	340	578	-	-	1041
Mov Cap-2 Maneuver	340	-	-	-	-
Stage 1	627	-	-	-	-
Stage 2	682	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.5	0	1.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	444	1041
HCM Lane V/C Ratio	-	-	0.228	0.02
HCM Control Delay (s)	-	-	15.5	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1

Intersection

Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	43	37	354	367	48
Future Vol, veh/h	36	43	37	354	367	48
Conflicting Peds, #/hr	4	6	77	0	0	77
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-8	-	-	-8	-5	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	8	7	13	1	5	2
Mvmt Flow	37	44	38	365	378	49

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	925	486	504	0	0
Stage 1	480	-	-	-	-
Stage 2	445	-	-	-	-
Critical Hdwy	4.88	5.47	4.23	-	-
Critical Hdwy Stg 1	3.88	-	-	-	-
Critical Hdwy Stg 2	3.88	-	-	-	-
Follow-up Hdwy	3.572	3.363	2.317	-	-
Pot Cap-1 Maneuver	440	636	1006	-	-
Stage 1	755	-	-	-	-
Stage 2	772	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	369	594	945	-	-
Mov Cap-2 Maneuver	369	-	-	-	-
Stage 1	673	-	-	-	-
Stage 2	725	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.4	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	945	-	465	-	-
HCM Lane V/C Ratio	0.04	-	0.175	-	-
HCM Control Delay (s)	9	0	14.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	20	419	370	93	61	18
Future Vol, veh/h	20	419	370	93	61	18
Conflicting Peds, #/hr	18	0	0	18	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	1	-	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	5	1	5	7	10	11
Mvmt Flow	21	436	385	97	64	19

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	500	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.15	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.245	-	-
Pot Cap-1 Maneuver	1049	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1031	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	19.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1031	-	-	-	337
HCM Lane V/C Ratio	0.02	-	-	-	0.244
HCM Control Delay (s)	8.6	0	-	-	19.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Intersection

Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	43	391	6	15	460
Future Vol, veh/h	12	43	391	6	15	460
Conflicting Peds, #/hr	9	18	0	12	12	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	20	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	8
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	13	45	407	6	16	479

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	703	440	0	0	425
Stage 1	422	-	-	-	-
Stage 2	281	-	-	-	-
Critical Hdwy	6.6	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	391	621	-	-	1145
Stage 1	666	-	-	-	-
Stage 2	747	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	376	604	-	-	1133
Mov Cap-2 Maneuver	376	-	-	-	-
Stage 1	659	-	-	-	-
Stage 2	727	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	376	604	1133	-
HCM Lane V/C Ratio	-	-	0.033	0.074	0.014	-
HCM Control Delay (s)	-	-	14.9	11.4	8.2	0.1
HCM Lane LOS	-	-	B	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.2	0	-

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	7:45	7:45	7:45	7:45	7:45	7:45	7:45
End Time	9:00	9:00	9:00	9:00	9:00	9:00	9:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	10446	10361	10469	10475	10393	10557	10409
Vehs Exited	10194	10064	10163	10061	10124	10234	10128
Starting Vehs	470	493	476	439	496	457	466
Ending Vehs	722	790	782	853	765	780	747
Travel Distance (mi)	8460	8208	8399	8132	8325	8409	8335
Travel Time (hr)	618.5	767.9	727.2	672.7	714.9	607.2	694.6
Total Delay (hr)	318.0	475.1	428.9	382.9	418.5	308.3	397.7
Total Stops	23371	24083	25216	23385	24254	23361	24338
Fuel Used (gal)	366.9	392.4	388.8	370.0	385.3	363.8	379.8

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	7:45	7:45	7:45	7:45
End Time	9:00	9:00	9:00	9:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	10403	10412	10365	10430
Vehs Exited	10056	10088	9971	10099
Starting Vehs	537	487	531	460
Ending Vehs	884	811	925	784
Travel Distance (mi)	8234	8371	8093	8297
Travel Time (hr)	696.3	724.0	704.9	692.8
Total Delay (hr)	403.4	425.6	416.7	397.5
Total Stops	23731	24727	23271	23973
Fuel Used (gal)	376.7	388.7	375.5	378.8

Interval #0 Information Seeding

Start Time	7:45
End Time	8:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	10446	10361	10469	10475	10393	10557	10409
Vehs Exited	10194	10064	10163	10061	10124	10234	10128
Starting Vehs	470	493	476	439	496	457	466
Ending Vehs	722	790	782	853	765	780	747
Travel Distance (mi)	8460	8208	8399	8132	8325	8409	8335
Travel Time (hr)	618.5	767.9	727.2	672.7	714.9	607.2	694.6
Total Delay (hr)	318.0	475.1	428.9	382.9	418.5	308.3	397.7
Total Stops	23371	24083	25216	23385	24254	23361	24338
Fuel Used (gal)	366.9	392.4	388.8	370.0	385.3	363.8	379.8

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	10403	10412	10365	10430
Vehs Exited	10056	10088	9971	10099
Starting Vehs	537	487	531	460
Ending Vehs	884	811	925	784
Travel Distance (mi)	8234	8371	8093	8297
Travel Time (hr)	696.3	724.0	704.9	692.8
Total Delay (hr)	403.4	425.6	416.7	397.5
Total Stops	23731	24727	23271	23973
Fuel Used (gal)	376.7	388.7	375.5	378.8

35: Bakertown Rd & Driveway & Hamaspik Way Performance by lane

Lane	WB	NB	SB	NW	All
Movements Served	<LR	TR>	<LT	LR	
Denied Del/Veh (s)					2.8
Total Del/Veh (s)	43.0	16.1	5.4	88.2	13.8

Intersection

Int Delay, s/veh	4.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	76	90	171	70	87	133
Future Vol, veh/h	76	90	171	70	87	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-7	-	3	-	-	-6
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	13	5	0	7	7	5
Mvmt Flow	86	102	194	80	99	151

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	583	234	0	0	274
Stage 1	234	-	-	-	-
Stage 2	349	-	-	-	-
Critical Hdwy	5.13	5.55	-	-	4.17
Critical Hdwy Stg 1	4.13	-	-	-	-
Critical Hdwy Stg 2	4.13	-	-	-	-
Follow-up Hdwy	3.617	3.345	-	-	2.263
Pot Cap-1 Maneuver	573	835	-	-	1261
Stage 1	854	-	-	-	-
Stage 2	791	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	524	835	-	-	1261
Mov Cap-2 Maneuver	524	-	-	-	-
Stage 1	854	-	-	-	-
Stage 2	723	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	657	1261
HCM Lane V/C Ratio	-	-	0.287	0.078
HCM Control Delay (s)	-	-	12.7	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.2	0.3

Intersection

Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	155	42	46	190	25	39
Future Vol, veh/h	155	42	46	190	25	39
Conflicting Peds, #/hr	0	9	9	0	3	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-7	-	-	7	1	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	9	16	8	15	20	10
Mvmt Flow	167	45	49	204	27	42

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	221	0	504
Stage 1	-	-	-	-	199
Stage 2	-	-	-	-	305
Critical Hdwy	-	-	4.18	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.272	-	3.68
Pot Cap-1 Maneuver	-	-	1313	-	483
Stage 1	-	-	-	-	785
Stage 2	-	-	-	-	697
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1304	-	458
Mov Cap-2 Maneuver	-	-	-	-	458
Stage 1	-	-	-	-	780
Stage 2	-	-	-	-	666

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	624	-	-	1304	-
HCM Lane V/C Ratio	0.11	-	-	0.038	-
HCM Control Delay (s)	11.5	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	33	126	187	66	51	49
Future Vol, veh/h	33	126	187	66	51	49
Conflicting Peds, #/hr	5	0	0	5	2	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	7	-3	-	-9	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	6	10	13	17	10	12
Mvmt Flow	35	135	201	71	55	53

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	277	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.16	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.254	-	-
Pot Cap-1 Maneuver	1263	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1257	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1257	-	-	-	729
HCM Lane V/C Ratio	0.028	-	-	-	0.147
HCM Control Delay (s)	7.9	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection

Int Delay, s/veh	9.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	94	86	64	200	244	111
Future Vol, veh/h	94	86	64	200	244	111
Conflicting Peds, #/hr	7	5	0	68	68	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-5	-	7	-	-	-7
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	9	7	4	11	5
Mvmt Flow	108	99	74	230	280	128

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	952	262	0	0	372
Stage 1	257	-	-	-	-
Stage 2	695	-	-	-	-
Critical Hdwy	5.44	5.79	-	-	4.21
Critical Hdwy Stg 1	4.44	-	-	-	-
Critical Hdwy Stg 2	4.44	-	-	-	-
Follow-up Hdwy	3.536	3.381	-	-	2.299
Pot Cap-1 Maneuver	372	788	-	-	1139
Stage 1	839	-	-	-	-
Stage 2	596	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	248	733	-	-	1065
Mov Cap-2 Maneuver	248	-	-	-	-
Stage 1	784	-	-	-	-
Stage 2	424	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.3	0	6.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	363	1065
HCM Lane V/C Ratio	-	-	0.57	0.263
HCM Control Delay (s)	-	-	27.3	9.6
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	3.4	1.1

Intersection

Intersection Delay, s/veh 11.5
Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	51	73	181	44	13	107	25	198	8	13	12
Future Vol, veh/h	8	51	73	181	44	13	107	25	198	8	13	12
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	5	8	8	0	23	25	5	13	15	12	6	5
Mvmt Flow	9	57	81	201	49	14	119	28	220	9	14	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	9.5			11.6			12.4			9		
HCM LOS	A			B			B			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	6%	76%	24%
Vol Thru, %	8%	39%	18%	39%
Vol Right, %	60%	55%	5%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	330	132	238	33
LT Vol	107	8	181	8
Through Vol	25	51	44	13
RT Vol	198	73	13	12
Lane Flow Rate	367	147	264	37
Geometry Grp	1	1	1	1
Degree of Util (X)	0.485	0.209	0.389	0.057
Departure Headway (Hd)	4.87	5.121	5.293	5.592
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	744	704	685	641
Service Time	2.87	3.132	3.293	3.619
HCM Lane V/C Ratio	0.493	0.209	0.385	0.058
HCM Control Delay	12.4	9.5	11.6	9
HCM Lane LOS	B	A	B	A
HCM 95th-tile Q	2.7	0.8	1.8	0.2

Intersection

Int Delay, s/veh 3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	338	86	35	346	73	54
Future Vol, veh/h	338	86	35	346	73	54
Conflicting Peds, #/hr	0	38	38	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	2	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	9	7	11	9	7	9
Mvmt Flow	352	90	36	360	76	56

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	480
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.21
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.299
Pot Cap-1 Maneuver	-	-	1037
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1009
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	19.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	374	-	-	1009	-
HCM Lane V/C Ratio	0.354	-	-	0.036	-
HCM Control Delay (s)	19.8	-	-	8.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.6	-	-	0.1	-

Intersection

Int Delay, s/veh 7.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	131	27	34	31	42	146
Future Vol, veh/h	131	27	34	31	42	146
Conflicting Peds, #/hr	38	0	0	38	4	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-7	5	-	-4	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	0	12	6	7	1
Mvmt Flow	139	29	36	33	45	155

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	107	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.13	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.227	-	-
Pot Cap-1 Maneuver	1478	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1433	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	6.5	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1433	-	-	-	814
HCM Lane V/C Ratio	0.097	-	-	-	0.246
HCM Control Delay (s)	7.8	0	-	-	10.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1

Intersection

Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	91	1	22	104	0	48
Future Vol, veh/h	91	1	22	104	0	48
Conflicting Peds, #/hr	0	1	1	0	0	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-6	-	-	-1	4	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	4	0	18	7	0	2
Mvmt Flow	106	1	26	121	0	56

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	108	0	281
Stage 1	-	-	-	-	108
Stage 2	-	-	-	-	173
Critical Hdwy	-	-	4.28	-	7.2
Critical Hdwy Stg 1	-	-	-	-	6.2
Critical Hdwy Stg 2	-	-	-	-	6.2
Follow-up Hdwy	-	-	2.362	-	3.5
Pot Cap-1 Maneuver	-	-	1389	-	670
Stage 1	-	-	-	-	900
Stage 2	-	-	-	-	830
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1388	-	656
Mov Cap-2 Maneuver	-	-	-	-	656
Stage 1	-	-	-	-	899
Stage 2	-	-	-	-	813

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	925	-	-	1388	-
HCM Lane V/C Ratio	0.06	-	-	0.018	-
HCM Control Delay (s)	9.1	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection

Int Delay, s/veh 3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	166	271	245	228	76	50
Future Vol, veh/h	166	271	245	228	76	50
Conflicting Peds, #/hr	40	0	0	40	20	20
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	60
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	-8	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	1	2	2	2
Mvmt Flow	180	295	266	248	83	54

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	554	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1016	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	984	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	18.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	984	-	-	-	279	641
HCM Lane V/C Ratio	0.183	-	-	-	0.296	0.085
HCM Control Delay (s)	9.5	0	-	-	23.2	11.1
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.7	-	-	-	1.2	0.3

Intersection

Int Delay, s/veh	6.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	45	117	35	41	93
Future Vol, veh/h	50	45	117	35	41	93
Conflicting Peds, #/hr	2	9	0	14	14	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	10	-	3	-	-	-11
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	3	3	4	2
Mvmt Flow	59	53	138	41	48	109

Major/Minor	Minor2	Major2		
Conflicting Flow All	219	123	14	0
Stage 1	205	-	-	-
Stage 2	14	-	-	-
Critical Hdwy	7.13	6.53	4.14	-
Critical Hdwy Stg 1	6.13	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.027	3.327	2.236	-
Pot Cap-1 Maneuver	653	916	1591	-
Stage 1	706	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	916	1591	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	NB	SB
HCM Control Delay, s	9.9	2.2
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	916	1591	-
HCM Lane V/C Ratio	0.195	0.03	-
HCM Control Delay (s)	9.9	7.3	0
HCM Lane LOS	A	A	A
HCM 95th %tile Q(veh)	0.7	0.1	-

Intersection

Int Delay, s/veh 4677.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	628	308	366	416	348	832
Future Vol, veh/h	628	308	366	416	348	832
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-8	-	2	-	-	-6
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	13	13	10	20	14	3
Mvmt Flow	634	311	370	420	352	840

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2124	580	0
Stage 1	580	-	-
Stage 2	1544	-	-
Critical Hdwy	4.93	5.53	-
Critical Hdwy Stg 1	3.93	-	-
Critical Hdwy Stg 2	3.93	-	-
Follow-up Hdwy	3.617	3.417	-
Pot Cap-1 Maneuver	~ 131	562	-
Stage 1	697	-	-
Stage 2	~ 363	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	~ 20	562	-
Mov Cap-2 Maneuver	~ 20	-	-
Stage 1	697	-	-
Stage 2	~ 55	-	-

Approach	WB	NB	SB
HCM Control Delay	\$ 4476.9	0	3.9
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	29	779	-
HCM Lane V/C Ratio	-	-	32.602	0.451	-
HCM Control Delay (s)	-	-	\$ 44476.9	13.4	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	117.6	2.4	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh	327.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	710	68	246	797	3	57	1	237	1	0	1
Future Vol, veh/h	0	710	68	246	797	3	57	1	237	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	1	-	-	2	-	-	-3	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	18	18	14	8	0	25	0	27	0	0	0
Mvmt Flow	0	747	72	259	839	3	60	1	249	1	0	1

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	842	0	0	819
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.1	-	-	4.24
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.2	-	-	2.326
Pot Cap-1 Maneuver	802	-	-	760
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	802	-	-	760
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.9	\$ 2338.5	\$ 443.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	53	802	-	-	760	-	-	10
HCM Lane V/C Ratio	5.859	-	-	-	0.341	-	-	0.211
HCM Control Delay (s)	\$ 2338.5	0	-	-	12.2	0	-	\$ 443.6
HCM Lane LOS	F	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	35.5	0	-	-	1.5	-	-	0.5

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Intersection Delay, s/veh 326.1
 Intersection LOS F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	993	48	105	1018	65	131
Future Vol, veh/h	993	48	105	1018	65	131
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	18	10	18	12	7	10
Mvmt Flow	552	53	117	1131	72	146
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay	62.1		508.1		16.8	
HCM LOS	F		F		C	

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	33%	0%	9%
Vol Thru, %	0%	95%	91%
Vol Right, %	67%	5%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	196	1041	1123
LT Vol	65	0	105
Through Vol	0	993	1018
RT Vol	131	48	0
Lane Flow Rate	218	605	1248
Geometry Grp	1	1	1
Degree of Util (X)	0.404	0.982	2.084
Departure Headway (Hd)	8.263	7.078	6.014
Convergence, Y/N	Yes	Yes	Yes
Cap	440	520	611
Service Time	6.263	5.078	4.014
HCM Lane V/C Ratio	0.495	1.163	2.043
HCM Control Delay	16.8	62.1	508.1
HCM Lane LOS	C	F	F
HCM 95th-tile Q	1.9	13.1	86.5

Intersection

Int Delay, s/veh 7.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	967	959	101	108	0
Future Vol, veh/h	0	967	959	101	108	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-4	5	-	-7	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	14	15	18	15	8	10
Mvmt Flow	0	1040	1031	109	116	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 2126
Stage 1	-	-	- 1086
Stage 2	-	-	- 1040
Critical Hdwy	-	-	- 5.08
Critical Hdwy Stg 1	-	-	- 4.08
Critical Hdwy Stg 2	-	-	- 4.08
Follow-up Hdwy	-	-	- 3.572
Pot Cap-1 Maneuver	0	-	- 120 0
Stage 1	0	-	- 481 0
Stage 2	0	-	- 497 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- 120 -
Mov Cap-2 Maneuver	-	-	- 120 -
Stage 1	-	-	- 481 -
Stage 2	-	-	- 497 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	142.3
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	120
HCM Lane V/C Ratio	-	-	-	0.968
HCM Control Delay (s)	-	-	-	142.3
HCM Lane LOS	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	6.4

Intersection

Intersection Delay, s/veh 605.3
Intersection LOS F

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	101	1208	1241	67	79	78
Future Vol, veh/h	101	1208	1241	67	79	78
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	16	18	20	21	25	14
Mvmt Flow	113	1357	1394	75	89	88
Number of Lanes	0	1	1	0	1	0
Approach	EB		WB		SB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left	SB				WB	
Conflicting Lanes Left	1		0		1	
Conflicting Approach Right			SB		EB	
Conflicting Lanes Right	0		1		1	
HCM Control Delay	639		642.2		17.7	
HCM LOS	F		F		C	

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	0%	50%
Vol Thru, %	92%	95%	0%
Vol Right, %	0%	5%	50%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1309	1308	157
LT Vol	101	0	79
Through Vol	1208	1241	0
RT Vol	0	67	78
Lane Flow Rate	1471	1470	176
Geometry Grp	1	1	1
Degree of Util (X)	2.37	2.377	0.354
Departure Headway (Hd)	7.232	7.248	9.563
Convergence, Y/N	Yes	Yes	Yes
Cap	515	514	379
Service Time	5.232	5.248	7.563
HCM Lane V/C Ratio	2.856	2.86	0.464
HCM Control Delay	639	642.2	17.7
HCM Lane LOS	F	F	C
HCM 95th-tile Q	90.2	90.4	1.6

Intersection

Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1206	57	146	1096	1	34	0	132	2	0	0
Future Vol, veh/h	1	1206	57	146	1096	1	34	0	132	2	0	0
Conflicting Peds, #/hr	1	0	8	8	0	1	14	0	8	8	0	14
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	-4	-	-	7	-	-	-13	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	19	15	20	22	0	22	0	25	0	0	0
Mvmt Flow	1	1297	61	157	1178	1	37	0	142	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1180	0	0	1366	0	0	2845	2832	1344	2903	2862	1194
Stage 1	-	-	-	-	-	-	1338	1338	-	1494	1494	-
Stage 2	-	-	-	-	-	-	1507	1494	-	1409	1368	-
Critical Hdwy	4.1	-	-	4.3	-	-	8.72	7.9	7.15	4.5	3.9	4.9
Critical Hdwy Stg 1	-	-	-	-	-	-	7.72	6.9	-	3.5	2.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.72	6.9	-	3.5	2.9	-
Follow-up Hdwy	2.2	-	-	2.38	-	-	3.698	4	3.525	3.5	4	3.3
Pot Cap-1 Maneuver	599	-	-	449	-	-	~ 3	6	~ 127	82	134	353
Stage 1	-	-	-	-	-	-	102	133	-	456	554	-
Stage 2	-	-	-	-	-	-	76	105	-	480	582	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	598	-	-	446	-	-	-	0	~ 125	-	0	348
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	101	131	-	452	0	-
Stage 2	-	-	-	-	-	-	-	0	-	-	574	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	598	-	-	446	-	-	-
HCM Lane V/C Ratio	-	0.002	-	-	0.352	-	-	-
HCM Control Delay (s)	-	11	0	-	17.4	0	-	-
HCM Lane LOS	-	B	A	-	C	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-	1.6	-	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Intersection Delay, s/veh 545.8
Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	179	127	639	30	113	36	640	248	34	46	286	183
Future Vol, veh/h	179	127	639	30	113	36	640	248	34	46	286	183
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	10	18	14	0	19	50	22	21	0	44	10	32
Mvmt Flow	197	140	702	33	124	40	703	273	37	51	314	201
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	643.5			48.2			708.6			248		
HCM LOS	F			E			F			F		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	19%	17%	9%
Vol Thru, %	27%	13%	63%	56%
Vol Right, %	4%	68%	20%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	922	945	179	515
LT Vol	640	179	30	46
Through Vol	248	127	113	286
RT Vol	34	639	36	183
Lane Flow Rate	1013	1038	197	566
Geometry Grp	1	1	1	1
Degree of Util (X)	2.488	2.352	0.52	1.399
Departure Headway (Hd)	13.767	11.95	22.787	17.39
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	274	322	161	215
Service Time	11.767	9.95	20.787	15.39
HCM Lane V/C Ratio	3.697	3.224	1.224	2.633
HCM Control Delay	708.6	643.5	48.2	248
HCM Lane LOS	F	F	E	F
HCM 95th-tile Q	53.2	55.7	2.6	16.8

Intersection

Int Delay, s/veh	12.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	106	101	88	287	353	91
Future Vol, veh/h	106	101	88	287	353	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	8	-	-	6	-1	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	4	29	44	6	7	0
Mvmt Flow	110	105	92	299	368	95

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	899	416	463	0	0
Stage 1	416	-	-	-	-
Stage 2	483	-	-	-	-
Critical Hdwy	8.04	7.29	4.54	-	-
Critical Hdwy Stg 1	7.04	-	-	-	-
Critical Hdwy Stg 2	7.04	-	-	-	-
Follow-up Hdwy	3.536	3.561	2.596	-	-
Pot Cap-1 Maneuver	206	531	910	-	-
Stage 1	550	-	-	-	-
Stage 2	497	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	181	531	910	-	-
Mov Cap-2 Maneuver	181	-	-	-	-
Stage 1	483	-	-	-	-
Stage 2	497	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	57.5	2.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	910	-	267	-	-
HCM Lane V/C Ratio	0.101	-	0.808	-	-
HCM Control Delay (s)	9.4	0	57.5	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.3	-	6.3	-	-

Intersection

Int Delay, s/veh	3.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	175	63	98	205	35	100
Future Vol, veh/h	175	63	98	205	35	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	3	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	7	33	3	21	6
Mvmt Flow	194	70	109	228	39	111

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	264	0	675
Stage 1	-	-	-	-	229
Stage 2	-	-	-	-	446
Critical Hdwy	-	-	4.43	-	7.21
Critical Hdwy Stg 1	-	-	-	-	6.21
Critical Hdwy Stg 2	-	-	-	-	6.21
Follow-up Hdwy	-	-	2.497	-	3.689
Pot Cap-1 Maneuver	-	-	1140	-	350
Stage 1	-	-	-	-	738
Stage 2	-	-	-	-	563
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1140	-	312
Mov Cap-2 Maneuver	-	-	-	-	312
Stage 1	-	-	-	-	738
Stage 2	-	-	-	-	502

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	564	-	-	1140	-
HCM Lane V/C Ratio	0.266	-	-	0.096	-
HCM Control Delay (s)	13.7	-	-	8.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.1	-	-	0.3	-

Intersection

Intersection Delay, s/veh 774.5
Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	40	331	102	53	98	263	744	152	83	829	19
Future Vol, veh/h	34	40	331	102	53	98	263	744	152	83	829	19
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	78	45	26	18	28	16	20	10	8	15	10	22
Mvmt Flow	38	45	372	115	60	110	296	836	171	93	931	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	196.7			82.1			1102.7			805.4		
HCM LOS	F			F			F			F		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	8%	40%	9%
Vol Thru, %	64%	10%	21%	89%
Vol Right, %	13%	82%	39%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1159	405	253	931
LT Vol	263	34	102	83
Through Vol	744	40	53	829
RT Vol	152	331	98	19
Lane Flow Rate	1302	455	284	1046
Geometry Grp	1	1	1	1
Degree of Util (X)	3.366	1.245	0.77	2.691
Departure Headway (Hd)	14.59	19.766	24.773	16.317
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	260	191	151	241
Service Time	12.59	17.766	22.773	14.317
HCM Lane V/C Ratio	5.008	2.382	1.881	4.34
HCM Control Delay	1102.7	196.7	82.1	805.4
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	77	12.4	4.7	51

Intersection

Intersection Delay, s/veh 897.2
Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	206	68	553	41	30	7	515	913	49	13	960	239
Future Vol, veh/h	206	68	553	41	30	7	515	913	49	13	960	239
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	14	0	10	3	0	0	13	10	0	0	16	22
Mvmt Flow	231	76	621	46	34	8	579	1026	55	15	1079	269
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	457.7			49			1215.9			863.2		
HCM LOS	F			E			F			F		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	25%	53%	1%
Vol Thru, %	62%	8%	38%	79%
Vol Right, %	3%	67%	9%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1477	827	78	1212
LT Vol	515	206	41	13
Through Vol	913	68	30	960
RT Vol	49	553	7	239
Lane Flow Rate	1660	929	88	1362
Geometry Grp	1	1	1	1
Degree of Util (X)	3.62	1.928	0.236	2.824
Departure Headway (Hd)	14.375	12.518	35.413	15.712
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	282	297	103	245
Service Time	12.375	10.518	33.413	13.712
HCM Lane V/C Ratio	5.887	3.128	0.854	5.559
HCM Control Delay	1215.9	457.7	49	863.2
HCM Lane LOS	F	F	E	F
HCM 95th-tile Q	86	38.7	0.9	56.5

HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

12: CR 105 & Bakertown Rd
2025 Build-No Improvements_AM Peak













Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	770	267	174	100	338	221	189	595	106	224	732	842
Future Volume (veh/h)	770	267	174	100	338	221	189	595	106	224	732	842
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1722	1856	1856	1870	1796	1796	1870	1870	1870	1393	1393	1186
Adj Flow Rate, veh/h	875	303	198	114	384	251	215	676	120	255	832	957
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	12	3	3	2	7	7	2	2	2	2	2	16
Cap, veh/h	370	636	416	425	407	266	64	497	88	40	0	493
Arrive On Green	0.17	0.61	0.61	0.40	0.40	0.40	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1640	1048	685	897	1014	663	265	1546	275	0	0	1003
Grp Volume(v), veh/h	875	0	501	114	0	635	215	0	796	1087	0	957
Grp Sat Flow(s),veh/h/ln	1640	0	1732	897	0	1677	265	0	1821	0	0	1003
Q Serve(g_s), s	19.0	0.0	17.9	9.8	0.0	40.8	0.0	0.0	36.0	0.0	0.0	36.0
Cycle Q Clear(g_c), s	19.0	0.0	17.9	9.8	0.0	40.8	36.0	0.0	36.0	36.0	0.0	36.0
Prop In Lane	1.00		0.40	1.00		0.40	1.00		0.15	0.23		1.00
Lane Grp Cap(c), veh/h	370	0	1052	425	0	674	64	0	585	40	0	493
V/C Ratio(X)	2.37	0.00	0.48	0.27	0.00	0.94	3.34	0.00	1.36	27.39	0.00	1.94
Avail Cap(c_a), veh/h	370	0	1098	449	0	719	64	0	585	40	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.6	0.0	12.2	23.0	0.0	32.3	56.0	0.0	38.0	56.0	0.0	28.5
Incr Delay (d2), s/veh	623.5	0.0	0.3	0.3	0.0	20.1	1093.4	0.0	172.8	11922.2	0.0	430.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	74.1	0.0	6.7	2.0	0.0	19.4	21.3	0.0	43.8	132.5	0.0	71.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	656.1	0.0	12.5	23.3	0.0	52.4	1149.4	0.0	210.8	11978.2	0.0	459.4
LnGrp LOS	F	A	B	C	A	D	F	A	F	F	A	F
Approach Vol, veh/h		1376			749			1011			2044	
Approach Delay, s/veh		421.8			48.0			410.4			6585.1	
Approach LOS		F			D			F			F	
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		40.0		72.0		40.0	23.0	49.0				
Change Period (Y+Rc), s		4.0		4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		36.0		71.0		36.0	19.0	48.0				
Max Q Clear Time (g_c+I1), s		38.0		19.9		38.0	21.0	42.8				
Green Ext Time (p_c), s		0.0		3.9		0.0	0.0	2.2				

Intersection Summary

HCM 6th Ctrl Delay	2797.5
HCM 6th LOS	F













HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

13: CR 105 & Dunderberg Rd (CR 64)
 2025 Build-No Improvements_AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	158	275	913	145	279	1064
Future Volume (veh/h)	158	275	913	145	279	1064
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1772	1922	1684	1803	1859	1874
Adj Flow Rate, veh/h	170	237	982	74	300	1144
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	19	9	11	3	8	7
Cap, veh/h	307	297	755	963	329	1236
Arrive On Green	0.18	0.18	0.45	0.45	0.13	0.66
Sat Flow, veh/h	1688	1629	1684	1528	1770	1874
Grp Volume(v), veh/h	170	237	982	74	300	1144
Grp Sat Flow(s),veh/h/ln	1688	1629	1684	1528	1770	1874
Q Serve(g_s), s	6.9	10.6	34.0	1.4	8.5	40.5
Cycle Q Clear(g_c), s	6.9	10.6	34.0	1.4	8.5	40.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	307	297	755	963	329	1236
V/C Ratio(X)	0.55	0.80	1.30	0.08	0.91	0.93
Avail Cap(c_a), veh/h	757	731	755	963	329	1236
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	29.7	20.9	5.4	21.5	11.3
Incr Delay (d2), s/veh	1.6	4.9	144.7	0.0	28.2	11.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	4.3	41.7	0.7	4.6	15.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.8	34.6	165.6	5.5	49.6	23.1
LnGrp LOS	C	C	F	A	D	C
Approach Vol, veh/h	407		1056			1444
Approach Delay, s/veh	32.6		154.4			28.6
Approach LOS	C		F			C
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	16.0	40.0			56.0	19.8
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	10.0	34.0			34.0	34.0
Max Q Clear Time (g_c+I1), s	10.5	36.0			42.5	12.6
Green Ext Time (p_c), s	0.0	0.0			0.0	1.2
Intersection Summary						
HCM 6th Ctrl Delay			74.9			
HCM 6th LOS			E			

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

14: CR 105 & Larkin Dr
 2025 Build-No Improvements_AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	151	323	735	307	432	792
Future Volume (veh/h)	151	323	735	307	432	792
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1817	1521	1820	1850	1539	1658
Adj Flow Rate, veh/h	166	311	808	221	475	870
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	24	5	3	18	10
Cap, veh/h	471	351	760	1081	278	1009
Arrive On Green	0.27	0.27	0.42	0.42	0.13	0.61
Sat Flow, veh/h	1731	1289	1820	1568	1466	1658
Grp Volume(v), veh/h	166	311	808	221	475	870
Grp Sat Flow(s),veh/h/ln	1731	1289	1820	1568	1466	1658
Q Serve(g_s), s	6.5	19.4	35.0	4.3	11.0	36.3
Cycle Q Clear(g_c), s	6.5	19.4	35.0	4.3	11.0	36.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	471	351	760	1081	278	1009
V/C Ratio(X)	0.35	0.89	1.06	0.20	1.71	0.86
Avail Cap(c_a), veh/h	723	538	760	1081	278	1009
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	29.3	24.4	4.7	23.7	13.5
Incr Delay (d2), s/veh	0.4	11.1	50.8	0.1	333.1	9.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	6.8	24.1	2.7	28.0	13.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.0	40.4	75.2	4.8	356.8	23.2
LnGrp LOS	C	D	F	A	F	C
Approach Vol, veh/h	477		1029			1345
Approach Delay, s/veh	35.0		60.1			141.0
Approach LOS	D		E			F
Timer - Assigned Phs	1	2				6
Phs Duration (G+Y+Rc), s	16.0	40.0				56.0
Change Period (Y+Rc), s	5.0	5.0				5.0
Max Green Setting (Gmax), s	11.0	35.0				35.0
Max Q Clear Time (g_c+I1), s	13.0	37.0				38.3
Green Ext Time (p_c), s	0.0	0.0				0.0
						1.4
Intersection Summary						
HCM 6th Ctrl Delay			94.1			
HCM 6th LOS			F			

Intersection

Int Delay, s/veh	16.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	100	3	68	5	3	3	74	509	6	6	578	123
Future Vol, veh/h	100	3	68	5	3	3	74	509	6	6	578	123
Conflicting Peds, #/hr	6	0	2	2	0	6	26	0	26	26	0	26
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-7	-	-	0	-	-	4	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	15	0	14	0	0	0	11	13	0	0	9	20
Mvmt Flow	114	3	77	6	3	3	84	578	7	7	657	140

















Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	1526	1546	755	1559	1613	614	823	0	0	611	0	0
Stage 1	767	767	-	776	776	-	-	-	-	-	-	-
Stage 2	759	779	-	783	837	-	-	-	-	-	-	-
Critical Hdwy	5.85	5.1	5.64	7.1	6.5	6.2	4.21	-	-	4.1	-	-
Critical Hdwy Stg 1	4.85	4.1	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.85	4.1	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.635	4	3.426	3.5	4	3.3	2.299	-	-	2.2	-	-
Pot Cap-1 Maneuver	163	211	451	92	105	496	769	-	-	978	-	-
Stage 1	506	558	-	393	410	-	-	-	-	-	-	-
Stage 2	510	554	-	390	385	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	131	165	439	63	82	480	750	-	-	954	-	-
Mov Cap-2 Maneuver	131	165	-	63	82	-	-	-	-	-	-	-
Stage 1	411	536	-	320	333	-	-	-	-	-	-	-
Stage 2	415	450	-	314	370	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	136.5		51.3			1.3		0.1		
HCM LOS	F		F							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	750	-	-	183	90	954	-	-
HCM Lane V/C Ratio	0.112	-	-	1.062	0.139	0.007	-	-
HCM Control Delay (s)	10.4	0	-	136.5	51.3	8.8	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	9.3	0.5	0	-	-

HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

16: Forest Rd & Drwy/Van Buren Dr
2025 Build-No Improvements_AM Peak




												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	61	104	73	85	191	74	343	114	281	393	35
Future Volume (veh/h)	39	61	104	73	85	191	74	343	114	281	393	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.89	0.93		0.89	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1900	1900	1900	1699	1699	1699	1804	1804	1804
Adj Flow Rate, veh/h	40	63	107	75	88	197	76	354	118	290	405	36
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	5	5	0	0	0	10	10	10	9	9	9
Cap, veh/h	144	210	287	158	173	305	138	481	149	277	286	24
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.46	0.46	0.46	0.93	0.93	0.93
Sat Flow, veh/h	178	563	770	212	464	818	138	1036	322	401	616	53
Grp Volume(v), veh/h	210	0	0	360	0	0	548	0	0	731	0	0
Grp Sat Flow(s),veh/h/ln	1512	0	0	1494	0	0	1496	0	0	1069	0	0
Q Serve(g_s), s	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0
Cycle Q Clear(g_c), s	5.3	0.0	0.0	10.5	0.0	0.0	16.5	0.0	0.0	25.5	0.0	0.0
Prop In Lane	0.19		0.51	0.21		0.55	0.14		0.22	0.40		0.05
Lane Grp Cap(c), veh/h	641	0	0	636	0	0	768	0	0	587	0	0
V/C Ratio(X)	0.33	0.00	0.00	0.57	0.00	0.00	0.71	0.00	0.00	1.24	0.00	0.00
Avail Cap(c_a), veh/h	641	0	0	636	0	0	768	0	0	587	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.5	0.0	0.0	14.0	0.0	0.0	12.1	0.0	0.0	4.5	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	3.6	0.0	0.0	5.6	0.0	0.0	124.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	3.8	0.0	0.0	5.6	0.0	0.0	20.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.9	0.0	0.0	17.6	0.0	0.0	17.7	0.0	0.0	128.5	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	F	A	A
Approach Vol, veh/h		210			360			548			731	
Approach Delay, s/veh		13.9			17.6			17.7			128.5	
Approach LOS		B			B			B			F	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		25.0		30.0		25.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		25.5		20.5		25.5		20.5				
Max Q Clear Time (g_c+I1), s		18.5		7.3		27.5		12.5				
Green Ext Time (p_c), s		2.2		1.1		0.0		1.5				

Intersection Summary

HCM 6th Ctrl Delay	61.1
HCM 6th LOS	E

Intersection

Intersection Delay, s/veh 230.9
Intersection LOS F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	535	337	51	495	312	48
Future Vol, veh/h	535	337	51	495	312	48
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	16	14	16	18	6	9
Mvmt Flow	588	370	56	544	343	53
Number of Lanes	1	0	1	0	0	1
Approach	WB		NB		SB	
Opposing Approach			SB		NB	
Opposing Lanes	0		1		1	
Conflicting Approach Left	NB				WB	
Conflicting Lanes Left	1		0		1	
Conflicting Approach Right	SB		WB			
Conflicting Lanes Right	1		1		0	
HCM Control Delay	396.9		91.3		40.6	
HCM LOS	F		F		E	

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	61%	87%
Vol Thru, %	9%	0%	13%
Vol Right, %	91%	39%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	546	872	360
LT Vol	0	535	312
Through Vol	51	0	48
RT Vol	495	337	0
Lane Flow Rate	600	958	396
Geometry Grp	1	1	1
Degree of Util (X)	1.064	1.826	0.794
Departure Headway (Hd)	8.496	7.119	9.507
Convergence, Y/N	Yes	Yes	Yes
Cap	432	517	384
Service Time	6.496	5.119	7.507
HCM Lane V/C Ratio	1.389	1.853	1.031
HCM Control Delay	91.3	396.9	40.6
HCM Lane LOS	F	F	E
HCM 95th-tile Q	14.8	58.2	6.8

Intersection

Int Delay, s/veh 17929.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	133	331	833	111	257	728
Future Vol, veh/h	133	331	833	111	257	728
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	17	5	5	4	9	10
Mvmt Flow	143	356	896	119	276	783

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	500
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.15
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.245
Pot Cap-1 Maneuver	-	-	1049
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1048
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	21.7	\$ 43538.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	11	-	-	1048	-
HCM Lane V/C Ratio	96.285	-	-	0.855	-
HCM Control Delay (s)	\$ 43538.9	-	-	24.6	0
HCM Lane LOS	F	-	-	C	A
HCM 95th %tile Q(veh)	134	-	-	11.1	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	147	27	48	160	33	59
Future Vol, veh/h	147	27	48	160	33	59
Conflicting Peds, #/hr	0	19	19	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-2	4	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	10	16	31	3	13	27
Mvmt Flow	167	31	55	182	38	67

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	217
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.41
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.479
Pot Cap-1 Maneuver	-	-	1198
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1180
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	590	-	-	1180	-
HCM Lane V/C Ratio	0.177	-	-	0.046	-
HCM Control Delay (s)	12.4	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	7:45	7:45	7:45	7:45	7:45	7:45	7:45
End Time	9:00	9:00	9:00	9:00	9:00	9:00	9:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	8431	8105	7754	8578	5625	8340	6988
Vehs Exited	6634	6135	5893	6637	3920	6551	5230
Starting Vehs	1180	1214	1208	1117	1277	1172	1204
Ending Vehs	2977	3184	3069	3058	2982	2961	2962
Travel Distance (mi)	4750	4352	4142	4867	2714	4806	3686
Travel Time (hr)	8583.8	8719.9	8910.0	8366.1	10409.6	8803.0	9382.5
Total Delay (hr)	8415.6	8565.1	8763.1	8194.0	10312.4	8631.1	9251.8
Total Stops	14160	13911	13183	14836	8255	14875	11148
Fuel Used (gal)	1990.4	2005.8	2043.7	1941.9	2335.4	2039.2	2131.5

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	7:45	7:45	7:45	7:45
End Time	9:00	9:00	9:00	9:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	6751	7791	9332	7763
Vehs Exited	4912	5760	7787	5947
Starting Vehs	1243	1170	1196	1174
Ending Vehs	3082	3201	2741	3008
Travel Distance (mi)	3506	3990	5786	4260
Travel Time (hr)	9705.0	8796.1	8729.3	9040.5
Total Delay (hr)	9579.5	8654.4	8524.6	8889.2
Total Stops	11966	11866	19198	13327
Fuel Used (gal)	2196.2	2012.1	2045.5	2074.2

Interval #0 Information Seeding

Start Time	7:45
End Time	8:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	8431	8105	7754	8578	5625	8340	6988
Vehs Exited	6634	6135	5893	6637	3920	6551	5230
Starting Vehs	1180	1214	1208	1117	1277	1172	1204
Ending Vehs	2977	3184	3069	3058	2982	2961	2962
Travel Distance (mi)	4750	4352	4142	4867	2714	4806	3686
Travel Time (hr)	8583.8	8719.9	8910.0	8366.1	10409.6	8803.0	9382.5
Total Delay (hr)	8415.6	8565.1	8763.1	8194.0	10312.4	8631.1	9251.8
Total Stops	14160	13911	13183	14836	8255	14875	11148
Fuel Used (gal)	1990.4	2005.8	2043.7	1941.9	2335.4	2039.2	2131.5

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	6751	7791	9332	7763
Vehs Exited	4912	5760	7787	5947
Starting Vehs	1243	1170	1196	1174
Ending Vehs	3082	3201	2741	3008
Travel Distance (mi)	3506	3990	5786	4260
Travel Time (hr)	9705.0	8796.1	8729.3	9040.5
Total Delay (hr)	9579.5	8654.4	8524.6	8889.2
Total Stops	11966	11866	19198	13327
Fuel Used (gal)	2196.2	2012.1	2045.5	2074.2

20: Prag Blvd & Daj Blvd/Dhrubich Way & Meron Dr Performance by lane

Lane	EB	WB	NB	SB	NE	All
Movements Served	LTR>	<LTR	<LTR	LTR>	<LR>	
Denied Del/Veh (s)						454.5
Total Del/Veh (s)	673.7	267.2	1145.9	637.6	538.5	678.1

Intersection

Intersection Delay, s/veh 696.3
 Intersection LOS F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	947	250	247	363	448	873
Future Vol, veh/h	947	250	247	363	448	873
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	1064	281	278	408	503	981
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay	768.6		232.8		844.9	
HCM LOS	F		F		F	

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	34%	0%	40%
Vol Thru, %	0%	79%	60%
Vol Right, %	66%	21%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1321	1197	610
LT Vol	448	0	247
Through Vol	0	947	363
RT Vol	873	250	0
Lane Flow Rate	1484	1345	685
Geometry Grp	1	1	1
Degree of Util (X)	2.82	2.631	1.38
Departure Headway (Hd)	9.083	12.321	15.101
Convergence, Y/N	Yes	Yes	Yes
Cap	416	309	247
Service Time	7.083	10.321	13.101
HCM Lane V/C Ratio	3.567	4.353	2.773
HCM Control Delay	844.9	768.6	232.8
HCM Lane LOS	F	F	F
HCM 95th-tile Q	94.6	64.1	18.1

Intersection

Intersection Delay, s/veh	16
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	64	305	88	69	293	63
Future Vol, veh/h	64	305	88	69	293	63
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	12	3	6	17	13	19
Mvmt Flow	72	343	99	78	329	71
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	15.4	11.5	18.5
HCM LOS	C	B	C

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	82%	0%	56%
Vol Thru, %	0%	17%	44%
Vol Right, %	18%	83%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	356	369	157
LT Vol	293	0	88
Through Vol	0	64	69
RT Vol	63	305	0
Lane Flow Rate	400	415	176
Geometry Grp	1	1	1
Degree of Util (X)	0.639	0.592	0.293
Departure Headway (Hd)	5.753	5.142	5.978
Convergence, Y/N	Yes	Yes	Yes
Cap	628	701	600
Service Time	3.793	3.188	4.033
HCM Lane V/C Ratio	0.637	0.592	0.293
HCM Control Delay	18.5	15.4	11.5
HCM Lane LOS	C	C	B
HCM 95th-tile Q	4.6	3.9	1.2

Intersection

Intersection Delay, s/veh 272.2
 Intersection LOS F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	416	489	73	459	519	80
Future Vol, veh/h	416	489	73	459	519	80
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	452	532	79	499	564	87
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay	418.4		125.3		181.9	
HCM LOS	F		F		F	

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	87%	0%	14%
Vol Thru, %	0%	46%	86%
Vol Right, %	13%	54%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	599	905	532
LT Vol	519	0	73
Through Vol	0	416	459
RT Vol	80	489	0
Lane Flow Rate	651	984	578
Geometry Grp	1	1	1
Degree of Util (X)	1.312	1.869	1.156
Departure Headway (Hd)	8.606	7.937	9.299
Convergence, Y/N	Yes	Yes	Yes
Cap	430	472	393
Service Time	6.606	5.937	7.299
HCM Lane V/C Ratio	1.514	2.085	1.471
HCM Control Delay	181.9	418.4	125.3
HCM Lane LOS	F	F	F
HCM 95th-tile Q	24.7	55	17.3

Intersection

Int Delay, s/veh	202.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	58	939	15	72	964	46	21	5	80	42	10	76
Future Vol, veh/h	58	939	15	72	964	46	21	5	80	42	10	76
Conflicting Peds, #/hr	4	0	4	4	0	4	4	0	3	3	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	5	-	-	3	-	-	2	-	-	-8	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	18	17	17	11	22	14	5	60	19	15	55	0
Mvmt Flow	63	1021	16	78	1048	50	23	5	87	46	11	83

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1102	0	0	1041	0	0	2439	2417	1036	2437	2400	1081
Stage 1	-	-	-	-	-	-	1159	1159	-	1233	1233	-
Stage 2	-	-	-	-	-	-	1280	1258	-	1204	1167	-
Critical Hdwy	4.28	-	-	4.21	-	-	7.55	7.5	6.59	5.65	5.45	5.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.55	6.5	-	4.65	4.45	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.55	6.5	-	4.65	4.45	-
Follow-up Hdwy	2.362	-	-	2.299	-	-	3.545	4.54	3.471	3.635	4.495	3.3
Pot Cap-1 Maneuver	578	-	-	635	-	-	~ 16	17	246	58	67	340
Stage 1	-	-	-	-	-	-	207	186	-	352	342	-
Stage 2	-	-	-	-	-	-	174	163	-	361	360	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	575	-	-	632	-	-	~ 6	8	244	~ 11	33	337
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 6	8	-	~ 11	33	-
Stage 1	-	-	-	-	-	-	152	137	-	259	231	-
Stage 2	-	-	-	-	-	-	85	110	-	165	265	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.8			\$ 2037.5			\$ 1982.7		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	24	575	-	-	632	-	-	29
HCM Lane V/C Ratio	4.801	0.11	-	-	0.124	-	-	4.798
HCM Control Delay (s)	\$ 2037.5	12	0	-	11.5	0	-	\$ 1982.7
HCM Lane LOS	F	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	14.4	0.4	-	-	0.4	-	-	16.9

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh	4					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	32	105	82	143	47	126
Future Vol, veh/h	32	105	82	143	47	126
Conflicting Peds, #/hr	2	0	0	2	5	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	4	-4	-	-5	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	10	27	34	21	22	11
Mvmt Flow	34	112	87	152	50	134

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	241	0	0	350	166
Stage 1	-	-	-	165	-
Stage 2	-	-	-	185	-
Critical Hdwy	4.2	-	-	5.62	5.81
Critical Hdwy Stg 1	-	-	-	4.62	-
Critical Hdwy Stg 2	-	-	-	4.62	-
Follow-up Hdwy	2.29	-	-	3.698	3.399
Pot Cap-1 Maneuver	1280	-	-	671	875
Stage 1	-	-	-	856	-
Stage 2	-	-	-	843	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1277	-	-	650	872
Mov Cap-2 Maneuver	-	-	-	650	-
Stage 1	-	-	-	830	-
Stage 2	-	-	-	841	-

Approach	NB	SB	SE
HCM Control Delay, s	1.8	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	1277	-	798	-	-
HCM Lane V/C Ratio	0.027	-	0.231	-	-
HCM Control Delay (s)	7.9	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

Intersection

Int Delay, s/veh 717.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	938	424	28	900	355	28
Future Vol, veh/h	938	424	28	900	355	28
Conflicting Peds, #/hr	0	11	11	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	-3	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	10	27	34	21	22	11
Mvmt Flow	998	451	30	957	378	30

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1460
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.44
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.506
Pot Cap-1 Maneuver	-	-	378
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	374
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	\$ 5006.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	35	-	-	374	-
HCM Lane V/C Ratio	11.641	-	-	0.08	-
HCM Control Delay (s)	\$ 5006.5	-	-	15.5	0
HCM Lane LOS	F	-	-	C	A
HCM 95th %tile Q(veh)	49.6	-	-	0.3	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh	3.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	141	98	25	190	87	22
Future Vol, veh/h	141	98	25	190	87	22
Conflicting Peds, #/hr	0	17	17	0	1	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-9	3	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	20	7	33	14	21	24
Mvmt Flow	160	111	28	216	99	25










Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	288	0	506
Stage 1	-	-	-	-	233
Stage 2	-	-	-	-	273
Critical Hdwy	-	-	4.43	-	7.21
Critical Hdwy Stg 1	-	-	-	-	6.21
Critical Hdwy Stg 2	-	-	-	-	6.21
Follow-up Hdwy	-	-	2.497	-	3.689
Pot Cap-1 Maneuver	-	-	1116	-	454
Stage 1	-	-	-	-	734
Stage 2	-	-	-	-	699
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1098	-	434
Mov Cap-2 Maneuver	-	-	-	-	434
Stage 1	-	-	-	-	722
Stage 2	-	-	-	-	678

Approach	EB	WB	NB
HCM Control Delay, s	0	1	15.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	472	-	-	1098	-
HCM Lane V/C Ratio	0.262	-	-	0.026	-
HCM Control Delay (s)	15.3	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.1	-










HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

28: Forest Rd & Mordeche Scher Blvd
 2025 Build-No Improvements_AM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	40	97	70	477	698	44
Future Volume (veh/h)	40	97	70	477	698	44
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.85	1.00			0.74
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1970	1970	1475	1475	1949	1949
Adj Flow Rate, veh/h	42	101	73	497	727	46
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	13	13	7	7
Cap, veh/h	143	344	92	342	821	52
Arrive On Green	0.37	0.37	0.93	0.93	0.62	0.62
Sat Flow, veh/h	383	922	39	738	1770	112
Grp Volume(v), veh/h	144	0	570	0	0	773
Grp Sat Flow(s),veh/h/ln	1315	0	777	0	0	1882
Q Serve(g_s), s	4.2	0.0	6.4	0.0	0.0	19.1
Cycle Q Clear(g_c), s	4.2	0.0	25.5	0.0	0.0	19.1
Prop In Lane	0.29	0.70	0.13			0.06
Lane Grp Cap(c), veh/h	490	0	434	0	0	873
V/C Ratio(X)	0.29	0.00	1.31	0.00	0.00	0.89
Avail Cap(c_a), veh/h	490	0	434	0	0	873
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	12.2	0.0	9.9	0.0	0.0	9.3
Incr Delay (d2), s/veh	1.5	0.0	156.5	0.0	0.0	12.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	20.1	0.0	0.0	7.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.7	0.0	166.4	0.0	0.0	22.1
LnGrp LOS	B	A	F	A	A	C
Approach Vol, veh/h	144			570	773	
Approach Delay, s/veh	13.7			166.4	22.1	
Approach LOS	B			F	C	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		30.0		25.0		30.0
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		25.5		20.5		25.5
Max Q Clear Time (g_c+I1), s		27.5		6.2		21.1
Green Ext Time (p_c), s		0.0		0.4		2.2
Intersection Summary						
HCM 6th Ctrl Delay			76.6			
HCM 6th LOS			E			

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

29: Forest Rd & Hayes Ct
 2025 Build-No Improvements_AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	177	159	431	90	85	567
Future Volume (veh/h)	177	159	431	90	85	567
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.97		0.91	0.97	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1676	1676	1616	1616	1922	1922
Adj Flow Rate, veh/h	182	164	444	93	88	585
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	17	17	9	9
Cap, veh/h	269	242	590	124	147	729
Arrive On Green	0.37	0.37	0.93	0.93	0.46	0.46
Sat Flow, veh/h	722	650	1272	266	157	1573
Grp Volume(v), veh/h	347	0	0	537	673	0
Grp Sat Flow(s),veh/h/ln	1376	0	0	1538	1730	0
Q Serve(g_s), s	11.6	0.0	0.0	4.6	11.2	0.0
Cycle Q Clear(g_c), s	11.6	0.0	0.0	4.6	18.3	0.0
Prop In Lane	0.52	0.47		0.17	0.13	
Lane Grp Cap(c), veh/h	513	0	0	713	876	0
V/C Ratio(X)	0.68	0.00	0.00	0.75	0.77	0.00
Avail Cap(c_a), veh/h	513	0	0	713	876	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.5	0.0	0.0	1.2	12.5	0.0
Incr Delay (d2), s/veh	7.0	0.0	0.0	7.2	6.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	0.0	1.8	7.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.5	0.0	0.0	8.5	18.9	0.0
LnGrp LOS	C	A	A	A	B	A
Approach Vol, veh/h	347		537			673
Approach Delay, s/veh	21.5		8.5			18.9
Approach LOS	C		A			B
Timer - Assigned Phs		2				6
Phs Duration (G+Y+Rc), s		30.0				30.0
Change Period (Y+Rc), s		4.5				4.5
Max Green Setting (Gmax), s		25.5				25.5
Max Q Clear Time (g_c+I1), s		6.6				20.3
Green Ext Time (p_c), s		3.6				2.2
Green Ext Time (p_c), s						0.7
Intersection Summary						
HCM 6th Ctrl Delay			15.9			
HCM 6th LOS			B			

Intersection

Int Delay, s/veh	7.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	129	46	57	186	150	171
Future Vol, veh/h	129	46	57	186	150	171
Conflicting Peds, #/hr	0	35	35	0	29	25
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-7	-	-	2	5	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	16	0	2	8	8	4
Mvmt Flow	136	48	60	196	158	180

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	219	0	540
Stage 1	-	-	-	-	195
Stage 2	-	-	-	-	345
Critical Hdwy	-	-	4.12	-	7.48
Critical Hdwy Stg 1	-	-	-	-	6.48
Critical Hdwy Stg 2	-	-	-	-	6.48
Follow-up Hdwy	-	-	2.218	-	3.572
Pot Cap-1 Maneuver	-	-	1350	-	424
Stage 1	-	-	-	-	780
Stage 2	-	-	-	-	640
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1313	-	380
Mov Cap-2 Maneuver	-	-	-	-	380
Stage 1	-	-	-	-	758
Stage 2	-	-	-	-	591

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	380	750	-	-	1313	-
HCM Lane V/C Ratio	0.416	0.24	-	-	0.046	-
HCM Control Delay (s)	21	11.3	-	-	7.9	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	2	0.9	-	-	0.1	-

Intersection

Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	38	202	65	6	106
Future Vol, veh/h	31	38	202	65	6	106
Conflicting Peds, #/hr	106	23	0	55	55	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	1	-	4	-	-	-2
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	10	28	7	25	0	0
Mvmt Flow	34	42	224	72	7	118

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	553	338	0	0	351
Stage 1	315	-	-	-	-
Stage 2	238	-	-	-	-
Critical Hdwy	6.7	6.58	-	-	4.1
Critical Hdwy Stg 1	5.7	-	-	-	-
Critical Hdwy Stg 2	5.7	-	-	-	-
Follow-up Hdwy	3.59	3.552	-	-	2.2
Pot Cap-1 Maneuver	466	643	-	-	1219
Stage 1	710	-	-	-	-
Stage 2	773	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	405	608	-	-	1176
Mov Cap-2 Maneuver	405	-	-	-	-
Stage 1	685	-	-	-	-
Stage 2	697	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	496	1176
HCM Lane V/C Ratio	-	-	0.155	0.006
HCM Control Delay (s)	-	-	13.6	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0

Intersection

Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	42	44	28	494	527	32
Future Vol, veh/h	42	44	28	494	527	32
Conflicting Peds, #/hr	3	4	58	0	0	58
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-8	-	-	-8	-5	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	10	17	11	9	6	10
Mvmt Flow	44	46	29	520	555	34

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1211	634	647	0	0
Stage 1	630	-	-	-	-
Stage 2	581	-	-	-	-
Critical Hdwy	4.9	5.57	4.21	-	-
Critical Hdwy Stg 1	3.9	-	-	-	-
Critical Hdwy Stg 2	3.9	-	-	-	-
Follow-up Hdwy	3.59	3.453	2.299	-	-
Pot Cap-1 Maneuver	332	522	897	-	-
Stage 1	683	-	-	-	-
Stage 2	704	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	288	496	856	-	-
Mov Cap-2 Maneuver	288	-	-	-	-
Stage 1	620	-	-	-	-
Stage 2	672	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	856	-	367	-	-
HCM Lane V/C Ratio	0.034	-	0.247	-	-
HCM Control Delay (s)	9.4	0	18	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

Intersection

Int Delay, s/veh 6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	13	910	943	41	54	17
Future Vol, veh/h	13	910	943	41	54	17
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	1	-	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	27	17	12	23	14	7
Mvmt Flow	14	978	1014	44	58	18

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1061	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.37	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.443	-	-
Pot Cap-1 Maneuver	570	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	568	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	165.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	568	-	-	-	83
HCM Lane V/C Ratio	0.025	-	-	-	0.92
HCM Control Delay (s)	11.5	0	-	-	165.5
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	5

Intersection

Int Delay, s/veh	3.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	6	1471	5	24	1530
Future Vol, veh/h	2	6	1471	5	24	1530
Conflicting Peds, #/hr	4	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	20	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	8
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	50	0	11	0	0	10
Mvmt Flow	2	7	1634	6	27	1700

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2545	1637	0	0	1640
Stage 1	1637	-	-	-	-
Stage 2	908	-	-	-	-
Critical Hdwy	7.35	6.2	-	-	4.1
Critical Hdwy Stg 1	6.15	-	-	-	-
Critical Hdwy Stg 2	6.55	-	-	-	-
Follow-up Hdwy	3.975	3.3	-	-	2.2
Pot Cap-1 Maneuver	15	126	-	-	400
Stage 1	119	-	-	-	-
Stage 2	275	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	0	126	-	-	400
Mov Cap-2 Maneuver	0	-	-	-	-
Stage 1	119	-	-	-	-
Stage 2	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s		0	7.2
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	126	400
HCM Lane V/C Ratio	-	-	-	0.053	0.067
HCM Control Delay (s)	-	-	-	35.2	14.6
HCM Lane LOS	-	-	-	E	B
HCM 95th %tile Q(veh)	-	-	-	0.2	0.2

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	7:45	7:45	7:45	7:45	7:45	7:45	7:45
End Time	9:00	9:00	9:00	9:00	9:00	9:00	9:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	8431	8105	7754	8578	5625	8340	6988
Vehs Exited	6634	6135	5893	6637	3920	6551	5230
Starting Vehs	1180	1214	1208	1117	1277	1172	1204
Ending Vehs	2977	3184	3069	3058	2982	2961	2962
Travel Distance (mi)	4750	4352	4142	4867	2714	4806	3686
Travel Time (hr)	8583.8	8719.9	8910.0	8366.1	10409.6	8803.0	9382.5
Total Delay (hr)	8415.6	8565.1	8763.1	8194.0	10312.4	8631.1	9251.8
Total Stops	14160	13911	13183	14836	8255	14875	11148
Fuel Used (gal)	1990.4	2005.8	2043.7	1941.9	2335.4	2039.2	2131.5

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	7:45	7:45	7:45	7:45
End Time	9:00	9:00	9:00	9:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	6751	7791	9332	7763
Vehs Exited	4912	5760	7787	5947
Starting Vehs	1243	1170	1196	1174
Ending Vehs	3082	3201	2741	3008
Travel Distance (mi)	3506	3990	5786	4260
Travel Time (hr)	9705.0	8796.1	8729.3	9040.5
Total Delay (hr)	9579.5	8654.4	8524.6	8889.2
Total Stops	11966	11866	19198	13327
Fuel Used (gal)	2196.2	2012.1	2045.5	2074.2

Interval #0 Information Seeding

Start Time	7:45
End Time	8:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	8431	8105	7754	8578	5625	8340	6988
Vehs Exited	6634	6135	5893	6637	3920	6551	5230
Starting Vehs	1180	1214	1208	1117	1277	1172	1204
Ending Vehs	2977	3184	3069	3058	2982	2961	2962
Travel Distance (mi)	4750	4352	4142	4867	2714	4806	3686
Travel Time (hr)	8583.8	8719.9	8910.0	8366.1	10409.6	8803.0	9382.5
Total Delay (hr)	8415.6	8565.1	8763.1	8194.0	10312.4	8631.1	9251.8
Total Stops	14160	13911	13183	14836	8255	14875	11148
Fuel Used (gal)	1990.4	2005.8	2043.7	1941.9	2335.4	2039.2	2131.5

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	6751	7791	9332	7763
Vehs Exited	4912	5760	7787	5947
Starting Vehs	1243	1170	1196	1174
Ending Vehs	3082	3201	2741	3008
Travel Distance (mi)	3506	3990	5786	4260
Travel Time (hr)	9705.0	8796.1	8729.3	9040.5
Total Delay (hr)	9579.5	8654.4	8524.6	8889.2
Total Stops	11966	11866	19198	13327
Fuel Used (gal)	2196.2	2012.1	2045.5	2074.2

35: Bakertown Rd & Driveway & Hamaspik Way Performance by lane

Lane	WB	NB	SB	NW	All
Movements Served	LR	TR	<LT	LR>	
Denied Del/Veh (s)					1049.3
Total Del/Veh (s)	227.0	2.7	32.1	151.5	82.2

Intersection

Int Delay, s/veh	5.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			4
Traffic Vol, veh/h	121	92	324	86	84	349
Future Vol, veh/h	121	92	324	86	84	349
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-7	-	3	-	-	-6
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	10	9	12	11	10
Mvmt Flow	136	103	364	97	94	392

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	993	413	0	0	461
Stage 1	413	-	-	-	-
Stage 2	580	-	-	-	-
Critical Hdwy	5.11	5.6	-	-	4.21
Critical Hdwy Stg 1	4.11	-	-	-	-
Critical Hdwy Stg 2	4.11	-	-	-	-
Follow-up Hdwy	3.599	3.39	-	-	2.299
Pot Cap-1 Maneuver	385	674	-	-	1054
Stage 1	762	-	-	-	-
Stage 2	680	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	341	674	-	-	1054
Mov Cap-2 Maneuver	341	-	-	-	-
Stage 1	762	-	-	-	-
Stage 2	602	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23	0	1.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	434	1054
HCM Lane V/C Ratio	-	-	0.551	0.09
HCM Control Delay (s)	-	-	23	8.8
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	3.3	0.3

Intersection

Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	216	40	31	232	25	19
Future Vol, veh/h	216	40	31	232	25	19
Conflicting Peds, #/hr	0	10	10	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-7	-	-	7	1	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	16	10	17	17	21	17
Mvmt Flow	240	44	34	258	28	21

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	294	0	598
Stage 1	-	-	-	-	272
Stage 2	-	-	-	-	326
Critical Hdwy	-	-	4.27	-	6.81
Critical Hdwy Stg 1	-	-	-	-	5.81
Critical Hdwy Stg 2	-	-	-	-	5.81
Follow-up Hdwy	-	-	2.353	-	3.689
Pot Cap-1 Maneuver	-	-	1187	-	421
Stage 1	-	-	-	-	721
Stage 2	-	-	-	-	678
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1178	-	403
Mov Cap-2 Maneuver	-	-	-	-	403
Stage 1	-	-	-	-	715
Stage 2	-	-	-	-	655

Approach	EB	WB	NB
HCM Control Delay, s	0	1	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	498	-	-	1178	-
HCM Lane V/C Ratio	0.098	-	-	0.029	-
HCM Control Delay (s)	13	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection

Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	33	128	159	36	31	39
Future Vol, veh/h	33	128	159	36	31	39
Conflicting Peds, #/hr	4	0	0	4	7	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	7	-3	-	-9	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	26	17	18	12	31	11
Mvmt Flow	35	135	167	38	33	41

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	209	0	-	0	402
Stage 1	-	-	-	-	190
Stage 2	-	-	-	-	212
Critical Hdwy	4.36	-	-	-	4.91
Critical Hdwy Stg 1	-	-	-	-	3.91
Critical Hdwy Stg 2	-	-	-	-	3.91
Follow-up Hdwy	2.434	-	-	-	3.779
Pot Cap-1 Maneuver	1231	-	-	-	675
Stage 1	-	-	-	-	855
Stage 2	-	-	-	-	844
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1227	-	-	-	650
Mov Cap-2 Maneuver	-	-	-	-	650
Stage 1	-	-	-	-	826
Stage 2	-	-	-	-	841

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1227	-	-	-	754
HCM Lane V/C Ratio	0.028	-	-	-	0.098
HCM Control Delay (s)	8	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection

Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	74	56	233	67	33	180
Future Vol, veh/h	74	56	233	67	33	180
Conflicting Peds, #/hr	3	2	0	71	71	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-5	-	7	-	-	-7
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	7	19	9	8	29	7
Mvmt Flow	82	62	259	74	37	200

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	644	369	0	0	404
Stage 1	367	-	-	-	-
Stage 2	277	-	-	-	-
Critical Hdwy	5.47	5.89	-	-	4.39
Critical Hdwy Stg 1	4.47	-	-	-	-
Critical Hdwy Stg 2	4.47	-	-	-	-
Follow-up Hdwy	3.563	3.471	-	-	2.461
Pot Cap-1 Maneuver	514	674	-	-	1023
Stage 1	764	-	-	-	-
Stage 2	819	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	456	627	-	-	954
Mov Cap-2 Maneuver	456	-	-	-	-
Stage 1	712	-	-	-	-
Stage 2	781	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.6	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	517	954
HCM Lane V/C Ratio	-	-	0.279	0.038
HCM Control Delay (s)	-	-	14.6	8.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.1	0.1

Intersection

Intersection Delay, s/veh 10.3
Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	22	58	143	35	10	70	13	207	5	10	7
Future Vol, veh/h	5	22	58	143	35	10	70	13	207	5	10	7
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	20	9	6	9	24	33	8	17	11	20	33	57
Mvmt Flow	6	25	67	164	40	11	80	15	238	6	11	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	8.8			10.5			10.7			8.6		
HCM LOS	A			B			B			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	6%	76%	23%
Vol Thru, %	4%	26%	19%	45%
Vol Right, %	71%	68%	5%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	290	85	188	22
LT Vol	70	5	143	5
Through Vol	13	22	35	10
RT Vol	207	58	10	7
Lane Flow Rate	333	98	216	25
Geometry Grp	1	1	1	1
Degree of Util (X)	0.415	0.135	0.308	0.037
Departure Headway (Hd)	4.487	4.967	5.129	5.302
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	800	716	696	670
Service Time	2.533	3.039	3.192	3.379
HCM Lane V/C Ratio	0.416	0.137	0.31	0.037
HCM Control Delay	10.7	8.8	10.5	8.6
HCM Lane LOS	B	A	B	A
HCM 95th-tile Q	2.1	0.5	1.3	0.1

Intersection

Int Delay, s/veh	91.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1252	46	20	1253	65	43
Future Vol, veh/h	1252	46	20	1253	65	43
Conflicting Peds, #/hr	0	18	18	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	2	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	24	12	20	24	20	20
Mvmt Flow	1346	49	22	1347	70	46

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1413	0	2780 1389
Stage 1	-	-	-	-	1389 -
Stage 2	-	-	-	-	1391 -
Critical Hdwy	-	-	4.3	-	6.6 6.4
Critical Hdwy Stg 1	-	-	-	-	5.6 -
Critical Hdwy Stg 2	-	-	-	-	5.6 -
Follow-up Hdwy	-	-	2.38	-	3.68 3.48
Pot Cap-1 Maneuver	-	-	430	-	~ 18 159
Stage 1	-	-	-	-	211 -
Stage 2	-	-	-	-	211 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	424	-	~ 14 157
Mov Cap-2 Maneuver	-	-	-	-	~ 14 -
Stage 1	-	-	-	-	208 -
Stage 2	-	-	-	-	168 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	\$ 2278.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	22	-	-	424	-
HCM Lane V/C Ratio	5.279	-	-	0.051	-
HCM Control Delay (s)	\$ 2278.3	-	-	13.9	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	14.7	-	-	0.2	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh	6.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	93	29	25	36	27	98
Future Vol, veh/h	93	29	25	36	27	98
Conflicting Peds, #/hr	25	0	0	25	8	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-7	5	-	-4	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	14	29	29	26	44	13
Mvmt Flow	99	31	27	38	29	104

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	90	0	-	0	308 72
Stage 1	-	-	-	-	71 -
Stage 2	-	-	-	-	237 -
Critical Hdwy	4.24	-	-	-	6.04 5.93
Critical Hdwy Stg 1	-	-	-	-	5.04 -
Critical Hdwy Stg 2	-	-	-	-	5.04 -
Follow-up Hdwy	2.326	-	-	-	3.896 3.417
Pot Cap-1 Maneuver	1433	-	-	-	648 968
Stage 1	-	-	-	-	869 -
Stage 2	-	-	-	-	752 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1405	-	-	-	577 948
Mov Cap-2 Maneuver	-	-	-	-	577 -
Stage 1	-	-	-	-	790 -
Stage 2	-	-	-	-	737 -

Approach	EB	WB	SB
HCM Control Delay, s	5.9	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1405	-	-	-	832
HCM Lane V/C Ratio	0.07	-	-	-	0.16
HCM Control Delay (s)	7.8	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6

Intersection

Int Delay, s/veh 3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	39	3	25	86	3	45
Future Vol, veh/h	39	3	25	86	3	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-6	-	-	-1	4	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	8	0	4	17	0	10
Mvmt Flow	43	3	28	96	3	50

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	46
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.236
Pot Cap-1 Maneuver	-	-	1549
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1549
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	977	-	-	1549	-
HCM Lane V/C Ratio	0.055	-	-	0.018	-
HCM Control Delay (s)	8.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection

Int Delay, s/veh	3.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	155	300	232	168	68	55
Future Vol, veh/h	155	300	232	168	68	55
Conflicting Peds, #/hr	60	0	0	60	20	20
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	60
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	-8	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	168	326	252	183	74	60

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	495	0	-	0	1086 424
Stage 1	-	-	-	-	404 -
Stage 2	-	-	-	-	682 -
Critical Hdwy	4.12	-	-	-	4.82 5.42
Critical Hdwy Stg 1	-	-	-	-	3.82 -
Critical Hdwy Stg 2	-	-	-	-	3.82 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1069	-	-	-	388 692
Stage 1	-	-	-	-	807 -
Stage 2	-	-	-	-	680 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1018	-	-	-	281 649
Mov Cap-2 Maneuver	-	-	-	-	281 -
Stage 1	-	-	-	-	613 -
Stage 2	-	-	-	-	647 -

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	17.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1018	-	-	-	281	649
HCM Lane V/C Ratio	0.165	-	-	-	0.263	0.092
HCM Control Delay (s)	9.2	0	-	-	22.3	11.1
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.6	-	-	-	1	0.3

Intersection

Int Delay, s/veh	7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	55	49	109	68	45	96
Future Vol, veh/h	55	49	109	68	45	96
Conflicting Peds, #/hr	26	2	0	5	5	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	10	-	3	-	-	-11
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	44	19	13	37	17	22
Mvmt Flow	62	55	122	76	51	108

Major/Minor	Minor2	Major2		
Conflicting Flow All	215	113	5	0
Stage 1	210	-	-	-
Stage 2	5	-	-	-
Critical Hdwy	7.23	6.87	4.27	-
Critical Hdwy Stg 1	6.23	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.117	3.633	2.353	-
Pot Cap-1 Maneuver	640	845	1523	-
Stage 1	684	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	845	1523	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	NB	SB
HCM Control Delay, s	10.6	2.4
HCM LOS	B	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	845	1523	-
HCM Lane V/C Ratio	0.235	0.033	-
HCM Control Delay (s)	10.6	7.4	0
HCM Lane LOS	B	A	A
HCM 95th %tile Q(veh)	0.9	0.1	-

Intersection

Int Delay, s/veh	233					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	412	330	979	633	368	433
Future Vol, veh/h	412	330	979	633	368	433
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-8	-	2	-	-	-6
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	7	1	1	6	1
Mvmt Flow	420	337	999	646	376	442

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2516	1322	0	0	1645
Stage 1	1322	-	-	-	-
Stage 2	1194	-	-	-	-
Critical Hdwy	4.82	5.47	-	-	4.16
Critical Hdwy Stg 1	3.82	-	-	-	-
Critical Hdwy Stg 2	3.82	-	-	-	-
Follow-up Hdwy	3.518	3.363	-	-	2.254
Pot Cap-1 Maneuver	~ 95	~ 250	-	-	382
Stage 1	448	-	-	-	-
Stage 2	488	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	0	~ 250	-	-	382
Mov Cap-2 Maneuver	0	-	-	-	-
Stage 1	448	-	-	-	-
Stage 2	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	953.3	0	34.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	250	382
HCM Lane V/C Ratio	-	-	3.029	0.983
HCM Control Delay (s)	-	-	953.3	75.3
HCM Lane LOS	-	-	F	F
HCM 95th %tile Q(veh)	-	-	67.6	11.5

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh	585.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	863	67	218	685	7	64	6	254	7	6	3
Future Vol, veh/h	3	863	67	218	685	7	64	6	254	7	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	1	-	-	2	-	-	-3	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	4	11	6	0	10	0	5	0	17	0
Mvmt Flow	3	938	73	237	745	8	70	7	276	8	7	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	753	0	0	1011	0	0	2209	2208	975	2345	2240	749
Stage 1	-	-	-	-	-	-	981	981	-	1223	1223	-
Stage 2	-	-	-	-	-	-	1228	1227	-	1122	1017	-
Critical Hdwy	4.1	-	-	4.21	-	-	7.6	6.9	6.45	6.5	6.07	5.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.9	-	5.5	5.07	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.9	-	5.5	5.07	-
Follow-up Hdwy	2.2	-	-	2.299	-	-	3.59	4	3.345	3.5	4.153	3.3
Pot Cap-1 Maneuver	866	-	-	652	-	-	~ 23	35	285	38	55	442
Stage 1	-	-	-	-	-	-	260	296	-	271	289	-
Stage 2	-	-	-	-	-	-	183	221	-	304	352	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	866	-	-	652	-	-	~ 9	13	285	0	20	442
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 9	13	-	0	20	-
Stage 1	-	-	-	-	-	-	258	294	-	269	108	-
Stage 2	-	-	-	-	-	-	~ 64	83	-	9	349	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			3.3			\$ 3923.5			243.1		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	38	866	-	-	652	-	-	29
HCM Lane V/C Ratio	9.268	0.004	-	-	0.363	-	-	0.6
HCM Control Delay (s)	\$ 3923.5	9.2	0	-	13.6	0	-	243.1
HCM Lane LOS	F	A	A	-	B	A	-	F
HCM 95th %tile Q(veh)	42.4	0	-	-	1.7	-	-	1.9

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Intersection Delay, s/veh 367.9
 Intersection LOS F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1079	62	169	995	30	119
Future Vol, veh/h	1079	62	169	995	30	119
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	3	9	8	4	4	3
Mvmt Flow	1124	65	176	1036	31	124
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay	371.4		409.6		14.7	
HCM LOS	F		F		B	

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	20%	0%	15%
Vol Thru, %	0%	95%	85%
Vol Right, %	80%	5%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	149	1141	1164
LT Vol	30	0	169
Through Vol	0	1079	995
RT Vol	119	62	0
Lane Flow Rate	155	1189	1213
Geometry Grp	1	1	1
Degree of Util (X)	0.286	1.774	1.86
Departure Headway (Hd)	8.35	6.258	6.326
Convergence, Y/N	Yes	Yes	Yes
Cap	433	594	582
Service Time	6.35	4.258	4.326
HCM Lane V/C Ratio	0.358	2.002	2.084
HCM Control Delay	14.7	371.4	409.6
HCM Lane LOS	B	F	F
HCM 95th-tile Q	1.2	61.8	67.1

Intersection

Int Delay, s/veh 7.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	1030	988	138	113	0
Future Vol, veh/h	0	1030	988	138	113	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-4	5	-	-7	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	3	5	9	4	6
Mvmt Flow	0	1073	1029	144	118	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 2174
Stage 1	-	-	- 1101
Stage 2	-	-	- 1073
Critical Hdwy	-	-	- 5.04
Critical Hdwy Stg 1	-	-	- 4.04
Critical Hdwy Stg 2	-	-	- 4.04
Follow-up Hdwy	-	-	- 3.536
Pot Cap-1 Maneuver	0	-	- 118 0
Stage 1	0	-	- 484 0
Stage 2	0	-	- 494 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- 118 -
Mov Cap-2 Maneuver	-	-	- 118 -
Stage 1	-	-	- 484 -
Stage 2	-	-	- 494 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	152
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	118
HCM Lane V/C Ratio	-	-	-	0.998
HCM Control Delay (s)	-	-	-	152
HCM Lane LOS	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	6.6

Intersection

Intersection Delay, s/veh 574.2
Intersection LOS F

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	96	1285	1263	73	65	109
Future Vol, veh/h	96	1285	1263	73	65	109
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	3	4	3	0	0	1
Mvmt Flow	105	1412	1388	80	71	120
Number of Lanes	0	1	1	0	1	0
Approach	EB		WB		SB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left	SB				WB	
Conflicting Lanes Left	1		0		1	
Conflicting Approach Right			SB		EB	
Conflicting Lanes Right	0		1		1	
HCM Control Delay	630.9		588.2		16.8	
HCM LOS	F		F		C	

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	0%	37%
Vol Thru, %	93%	95%	0%
Vol Right, %	0%	5%	63%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1381	1336	174
LT Vol	96	0	65
Through Vol	1285	1263	0
RT Vol	0	73	109
Lane Flow Rate	1518	1468	191
Geometry Grp	1	1	1
Degree of Util (X)	2.354	2.258	0.356
Departure Headway (Hd)	6.892	6.938	8.951
Convergence, Y/N	Yes	Yes	Yes
Cap	546	543	405
Service Time	4.892	4.938	6.951
HCM Lane V/C Ratio	2.78	2.703	0.472
HCM Control Delay	630.9	588.2	16.8
HCM Lane LOS	F	F	C
HCM 95th-tile Q	93.3	86.7	1.6

Intersection

Int Delay, s/veh	2140.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1115	47	157	1146	5	50	1	193	0	1	4
Future Vol, veh/h	2	1115	47	157	1146	5	50	1	193	0	1	4
Conflicting Peds, #/hr	1	0	8	8	0	1	14	0	8	8	0	14
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	-4	-	-	7	-	-	-13	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	2	11	6	3	0	4	0	7	0	0	0
Mvmt Flow	2	1161	49	164	1194	5	52	1	201	0	1	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1200	0	0	1218	0	0	2739	2726	1202	2825	2748	1212
Stage 1	-	-	-	-	-	-	1198	1198	-	1526	1526	-
Stage 2	-	-	-	-	-	-	1541	1528	-	1299	1222	-
Critical Hdwy	4.1	-	-	4.16	-	-	8.54	7.9	6.97	4.5	3.9	4.9
Critical Hdwy Stg 1	-	-	-	-	-	-	7.54	6.9	-	3.5	2.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.54	6.9	-	3.5	2.9	-
Follow-up Hdwy	2.2	-	-	2.254	-	-	3.536	4	3.363	3.5	4	3.3
Pot Cap-1 Maneuver	589	-	-	559	-	-	~4	7	~174	88	147	347
Stage 1	-	-	-	-	-	-	141	164	-	448	547	-
Stage 2	-	-	-	-	-	-	78	100	-	512	615	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	588	-	-	555	-	-	~1	~1	~171	-	16	342
Mov Cap-2 Maneuver	-	-	-	-	-	-	~1	~1	-	-	16	-
Stage 1	-	-	-	-	-	-	138	161	-	443	62	-
Stage 2	-	-	-	-	-	-	~9	11	-	-	604	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.7	\$ 23861.9	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)		5	588	-	-	555	-	-
HCM Lane V/C Ratio	50.833	0.004	-	-	0.295	-	-	-
HCM Control Delay (s)	\$ 23861.9	11.1	0	-	14.2	0	-	-
HCM Lane LOS	F	B	A	-	B	A	-	-
HCM 95th %tile Q(veh)	34	0	-	-	1.2	-	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Intersection Delay, s/veh 538.6
Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	180	107	650	45	108	48	708	260	38	37	266	166
Future Vol, veh/h	180	107	650	45	108	48	708	260	38	37	266	166
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	6	3	0	0	0	2	2	0	0	6	8
Mvmt Flow	194	115	699	48	116	52	761	280	41	40	286	178
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	605.4			49.1			752.3			156.6		
HCM LOS	F			E			F			F		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	70%	19%	22%	8%
Vol Thru, %	26%	11%	54%	57%
Vol Right, %	4%	69%	24%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1006	937	201	469
LT Vol	708	180	45	37
Through Vol	260	107	108	266
RT Vol	38	650	48	166
Lane Flow Rate	1082	1008	216	504
Geometry Grp	1	1	1	1
Degree of Util (X)	2.593	2.267	0.57	1.16
Departure Headway (Hd)	12.567	11.824	21.186	16.927
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	303	322	173	222
Service Time	10.567	9.824	19.186	14.927
HCM Lane V/C Ratio	3.571	3.13	1.249	2.27
HCM Control Delay	752.3	605.4	49.1	156.6
HCM Lane LOS	F	F	E	F
HCM 95th-tile Q	61.6	53.1	3	12

Intersection

Int Delay, s/veh	14					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	106	76	91	361	332	111
Future Vol, veh/h	106	76	91	361	332	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	8	-	-	6	-1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	9	19	20	1	2	6
Mvmt Flow	112	80	96	380	349	117

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	980	408	466	0	0
Stage 1	408	-	-	-	-
Stage 2	572	-	-	-	-
Critical Hdwy	8.09	7.19	4.3	-	-
Critical Hdwy Stg 1	7.09	-	-	-	-
Critical Hdwy Stg 2	7.09	-	-	-	-
Follow-up Hdwy	3.581	3.471	2.38	-	-
Pot Cap-1 Maneuver	174	555	1007	-	-
Stage 1	548	-	-	-	-
Stage 2	427	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	153	555	1007	-	-
Mov Cap-2 Maneuver	153	-	-	-	-
Stage 1	482	-	-	-	-
Stage 2	427	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	78.5	1.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1007	-	219	-	-
HCM Lane V/C Ratio	0.095	-	0.875	-	-
HCM Control Delay (s)	8.9	0	78.5	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.3	-	6.9	-	-

Intersection

Int Delay, s/veh 4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	212	39	114	190	34	110
Future Vol, veh/h	212	39	114	190	34	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	3	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	0	0	1	6	6
Mvmt Flow	236	43	127	211	38	122

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	279	0	723 258
Stage 1	-	-	-	-	258 -
Stage 2	-	-	-	-	465 -
Critical Hdwy	-	-	4.1	-	7.06 6.56
Critical Hdwy Stg 1	-	-	-	-	6.06 -
Critical Hdwy Stg 2	-	-	-	-	6.06 -
Follow-up Hdwy	-	-	2.2	-	3.554 3.354
Pot Cap-1 Maneuver	-	-	1295	-	343 755
Stage 1	-	-	-	-	743 -
Stage 2	-	-	-	-	577 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1295	-	305 755
Mov Cap-2 Maneuver	-	-	-	-	305 -
Stage 1	-	-	-	-	743 -
Stage 2	-	-	-	-	513 -

Approach	EB	WB	NB
HCM Control Delay, s	0	3	14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	560	-	-	1295	-
HCM Lane V/C Ratio	0.286	-	-	0.098	-
HCM Control Delay (s)	14	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0.3	-

Intersection

Intersection Delay, s/veh 650.5
Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	50	280	107	41	93	247	877	174	75	835	1
Future Vol, veh/h	6	50	280	107	41	93	247	877	174	75	835	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	17	8	6	7	13	8	6	2	7	3	2	0
Mvmt Flow	6	52	292	111	43	97	257	914	181	78	870	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	62.7			46			973.3			567.4		
HCM LOS	F			E			F			F		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	2%	44%	8%
Vol Thru, %	68%	15%	17%	92%
Vol Right, %	13%	83%	39%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1298	336	241	911
LT Vol	247	6	107	75
Through Vol	877	50	41	835
RT Vol	174	280	93	1
Lane Flow Rate	1352	350	251	949
Geometry Grp	1	1	1	1
Degree of Util (X)	3.098	0.815	0.63	2.177
Departure Headway (Hd)	10.696	15.394	17.361	12.504
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	352	238	211	304
Service Time	8.696	13.394	15.361	10.504
HCM Lane V/C Ratio	3.841	1.471	1.19	3.122
HCM Control Delay	973.3	62.7	46	567.4
HCM Lane LOS	F	F	E	F
HCM 95th-tile Q	92.5	6.2	3.7	47.3

Intersection





















Intersection Delay, s/veh 802.1
Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	233	41	571	17	37	3	555	958	22	8	915	212
Future Vol, veh/h	233	41	571	17	37	3	555	958	22	8	915	212
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	0	1	0	0	0	2	3	0	0	3	5
Mvmt Flow	251	44	614	18	40	3	597	1030	24	9	984	228
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	392.5			39.1			1129.9			702.1		
HCM LOS	F			E			F			F		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	36%	28%	30%	1%
Vol Thru, %	62%	5%	65%	81%
Vol Right, %	1%	68%	5%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1535	845	57	1135
LT Vol	555	233	17	8
Through Vol	958	41	37	915
RT Vol	22	571	3	212
Lane Flow Rate	1651	909	61	1220
Geometry Grp	1	1	1	1
Degree of Util (X)	3.438	1.788	0.164	2.471
Departure Headway (Hd)	12.489	11.168	30.242	14.163
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	314	336	120	268
Service Time	10.489	9.168	28.242	12.163
HCM Lane V/C Ratio	5.258	2.705	0.508	4.552
HCM Control Delay	1129.9	392.5	39.1	702.1
HCM Lane LOS	F	F	E	F
HCM 95th-tile Q	91.9	37.5	0.6	51.3

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

12: CR 105 & Bakertown Rd
 2025 Build-No Improvements_PM Peak













												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	808	380	200	106	315	237	181	817	109	243	649	749
Future Volume (veh/h)	808	380	200	106	315	237	181	817	109	243	649	749
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1870	1900	1870	1870	1900	1900	1900	1423	1423	1364
Adj Flow Rate, veh/h	842	396	208	110	328	247	189	851	114	253	676	780
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	7	2	2	0	2	2	0	0	0	0	0	4
Cap, veh/h	418	674	354	372	363	273	68	558	75	43	0	600
Arrive On Green	0.18	0.58	0.58	0.37	0.37	0.37	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1711	1155	607	829	990	746	371	1641	220	0	0	1154
Grp Volume(v), veh/h	842	0	604	110	0	575	189	0	965	929	0	780
Grp Sat Flow(s),veh/h/ln	1711	0	1761	829	0	1736	371	0	1860	0	0	1154
Q Serve(g_s), s	19.0	0.0	23.0	10.3	0.0	33.2	0.0	0.0	36.0	0.0	0.0	36.0
Cycle Q Clear(g_c), s	19.0	0.0	23.0	10.3	0.0	33.2	36.0	0.0	36.0	36.0	0.0	36.0
Prop In Lane	1.00		0.34	1.00		0.43	1.00		0.12	0.27		1.00
Lane Grp Cap(c), veh/h	418	0	1029	372	0	637	68	0	633	43	0	600
V/C Ratio(X)	2.01	0.00	0.59	0.30	0.00	0.90	2.78	0.00	1.52	21.46	0.00	1.30
Avail Cap(c_a), veh/h	418	0	1182	444	0	788	68	0	633	43	0	600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.4	0.0	13.9	24.5	0.0	31.7	52.9	0.0	34.9	52.9	0.0	25.4
Incr Delay (d2), s/veh	464.9	0.0	0.6	0.4	0.0	11.9	839.0	0.0	243.9	9248.8	0.0	146.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	64.7	0.0	8.7	2.0	0.0	15.2	17.7	0.0	58.7	112.4	0.0	37.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	493.3	0.0	14.5	24.9	0.0	43.7	891.9	0.0	278.8	9301.7	0.0	172.1
LnGrp LOS	F	A	B	C	A	D	F	A	F	F	A	F
Approach Vol, veh/h		1446			685			1154			1709	
Approach Delay, s/veh		293.3			40.7			379.2			5134.9	
Approach LOS		F			D			F			F	
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		40.0		65.8		40.0	23.0	42.8				
Change Period (Y+Rc), s		4.0		4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		36.0		71.0		36.0	19.0	48.0				
Max Q Clear Time (g_c+I1), s		38.0		25.0		38.0	21.0	35.2				
Green Ext Time (p_c), s		0.0		5.0		0.0	0.0	3.6				

Intersection Summary

HCM 6th Ctrl Delay	1935.3
HCM 6th LOS	F













HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

13: CR 105 & Dunderberg Rd (CR 64)
 2025 Build-No Improvements_PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	256	277	1085	341	255	959
Future Volume (veh/h)	256	277	1085	341	255	959
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	2012	1997	1803	1847	1919	1949
Adj Flow Rate, veh/h	275	239	1167	285	274	1031
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	4	3	0	4	2
Cap, veh/h	353	312	820	1000	316	1277
Arrive On Green	0.18	0.18	0.45	0.45	0.12	0.66
Sat Flow, veh/h	1916	1693	1803	1565	1827	1949
Grp Volume(v), veh/h	275	239	1167	285	274	1031
Grp Sat Flow(s),veh/h/ln	1916	1693	1803	1565	1827	1949
Q Serve(g_s), s	10.2	10.0	34.0	6.0	7.0	29.0
Cycle Q Clear(g_c), s	10.2	10.0	34.0	6.0	7.0	29.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	353	312	820	1000	316	1277
V/C Ratio(X)	0.78	0.77	1.42	0.28	0.87	0.81
Avail Cap(c_a), veh/h	871	770	820	1000	341	1277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	29.0	20.4	6.0	20.3	9.4
Incr Delay (d2), s/veh	3.7	3.9	197.9	0.2	18.2	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	4.1	57.1	2.8	3.4	9.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.8	32.9	218.3	6.1	38.6	13.4
LnGrp LOS	C	C	F	A	D	B
Approach Vol, veh/h	514		1452			1305
Approach Delay, s/veh	32.8		176.6			18.7
Approach LOS	C		F			B
Timer - Assigned Phs	1	2				6
Phs Duration (G+Y+Rc), s	15.0	40.0				55.0
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	10.0	34.0				34.0
Max Q Clear Time (g_c+I1), s	9.0	36.0				31.0
Green Ext Time (p_c), s	0.1	0.0				2.0
						1.6
Intersection Summary						
HCM 6th Ctrl Delay			91.0			
HCM 6th LOS			F			

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

14: CR 105 & Larkin Dr
 2025 Build-No Improvements_PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	424	446	970	296	368	846
Future Volume (veh/h)	424	446	970	296	368	846
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1862	1773	1879	1879	1717	1761
Adj Flow Rate, veh/h	433	414	990	194	376	863
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	7	1	1	6	3
Cap, veh/h	551	467	743	1125	285	1015
Arrive On Green	0.31	0.31	0.40	0.40	0.12	0.58
Sat Flow, veh/h	1773	1502	1879	1593	1635	1761
Grp Volume(v), veh/h	433	414	990	194	376	863
Grp Sat Flow(s),veh/h/ln	1773	1502	1879	1593	1635	1761
Q Serve(g_s), s	19.7	23.2	35.0	3.6	11.0	36.0
Cycle Q Clear(g_c), s	19.7	23.2	35.0	3.6	11.0	36.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	551	467	743	1125	285	1015
V/C Ratio(X)	0.79	0.89	1.33	0.17	1.32	0.85
Avail Cap(c_a), veh/h	701	594	743	1125	285	1015
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	29.0	26.8	4.3	25.6	15.6
Incr Delay (d2), s/veh	4.6	12.7	158.6	0.1	167.1	8.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	9.7	46.9	2.6	15.9	14.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.4	41.7	185.4	4.4	192.7	24.5
LnGrp LOS	C	D	F	A	F	C
Approach Vol, veh/h	847		1184			1239
Approach Delay, s/veh	36.9		155.7			75.5
Approach LOS	D		F			E
Timer - Assigned Phs	1	2				6
Phs Duration (G+Y+Rc), s	16.0	40.0				56.0
Change Period (Y+Rc), s	5.0	5.0				5.0
Max Green Setting (Gmax), s	11.0	35.0				35.0
Max Q Clear Time (g_c+I1), s	13.0	37.0				38.0
Green Ext Time (p_c), s	0.0	0.0				0.0
						2.3
Intersection Summary						
HCM 6th Ctrl Delay			94.6			
HCM 6th LOS			F			

Intersection

Int Delay, s/veh	26.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	109	1	56	15	4	16	91	657	20	5	581	111
Future Vol, veh/h	109	1	56	15	4	16	91	657	20	5	581	111
Conflicting Peds, #/hr	6	0	2	2	0	6	26	0	26	26	0	26
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-7	-	-	0	-	-	4	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	5	0	4	0	0	0	12	5	0	0	3	8
Mvmt Flow	120	1	62	16	4	18	100	722	22	5	638	122

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1685	1705	727	1702	1755	765	786	0	0	770	0	0
Stage 1	735	735	-	959	959	-	-	-	-	-	-	-
Stage 2	950	970	-	743	796	-	-	-	-	-	-	-
Critical Hdwy	5.75	5.1	5.54	7.1	6.5	6.2	4.22	-	-	4.1	-	-
Critical Hdwy Stg 1	4.75	4.1	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.75	4.1	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4	3.336	3.5	4	3.3	2.308	-	-	2.2	-	-
Pot Cap-1 Maneuver	141	179	485	73	86	406	790	-	-	854	-	-
Stage 1	541	570	-	311	338	-	-	-	-	-	-	-
Stage 2	446	487	-	410	402	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 102	131	472	50	63	393	770	-	-	833	-	-
Mov Cap-2 Maneuver	~ 102	131	-	50	63	-	-	-	-	-	-	-
Stage 1	411	549	-	236	257	-	-	-	-	-	-	-
Stage 2	323	370	-	351	388	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	243.4		75.7		1.2		0.1	
HCM LOS	F		F					

















Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	770	-	-	139	87	833	-	-
HCM Lane V/C Ratio	0.13	-	-	1.312	0.442	0.007	-	-
HCM Control Delay (s)	10.4	0	-	243.4	75.7	9.3	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	11.4	1.8	0	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon




HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

16: Forest Rd & Drwy/Van Buren Dr
 2025 Build-No Improvements_PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	105	86	72	71	221	62	408	131	304	380	42
Future Volume (veh/h)	61	105	86	72	71	221	62	408	131	304	380	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.89	0.94		0.89	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1788	1788	1788	1849	1849	1849
Adj Flow Rate, veh/h	67	115	95	79	78	243	68	448	144	334	418	46
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	4	4	4	6	6	6
Cap, veh/h	179	289	202	155	141	337	123	541	165	259	219	24
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.46	0.46	0.46	0.93	0.93	0.93
Sat Flow, veh/h	263	775	542	205	379	904	109	1166	356	359	471	51
Grp Volume(v), veh/h	277	0	0	400	0	0	660	0	0	798	0	0
Grp Sat Flow(s),veh/h/ln	1579	0	0	1488	0	0	1631	0	0	881	0	0
Q Serve(g_s), s	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0
Cycle Q Clear(g_c), s	6.7	0.0	0.0	12.2	0.0	0.0	19.8	0.0	0.0	25.5	0.0	0.0
Prop In Lane	0.24		0.34	0.20		0.61	0.10		0.22	0.42		0.06
Lane Grp Cap(c), veh/h	670	0	0	633	0	0	828	0	0	502	0	0
V/C Ratio(X)	0.41	0.00	0.00	0.63	0.00	0.00	0.80	0.00	0.00	1.59	0.00	0.00
Avail Cap(c_a), veh/h	670	0	0	633	0	0	828	0	0	502	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.9	0.0	0.0	14.5	0.0	0.0	13.1	0.0	0.0	5.1	0.0	0.0
Incr Delay (d2), s/veh	1.9	0.0	0.0	4.7	0.0	0.0	7.9	0.0	0.0	275.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	4.4	0.0	0.0	7.6	0.0	0.0	38.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.8	0.0	0.0	19.3	0.0	0.0	20.9	0.0	0.0	280.4	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	C	A	A	F	A	A
Approach Vol, veh/h		277			400			660			798	
Approach Delay, s/veh		14.8			19.3			20.9			280.4	
Approach LOS		B			B			C			F	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		25.0		30.0		25.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		25.5		20.5		25.5		20.5				
Max Q Clear Time (g_c+I1), s		21.8		8.7		27.5		14.2				
Green Ext Time (p_c), s		1.6		1.4		0.0		1.5				
Intersection Summary												
HCM 6th Ctrl Delay				116.8								
HCM 6th LOS				F								

Intersection

Intersection Delay, s/veh 253
 Intersection LOS F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	497	331	81	514	317	44
Future Vol, veh/h	497	331	81	514	317	44
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	9	5	7	1	2	5
Mvmt Flow	592	394	96	612	377	52
Number of Lanes	1	0	1	0	0	1
Approach	WB		NB		SB	
Opposing Approach			SB		NB	
Opposing Lanes	0		1		1	
Conflicting Approach Left	NB				WB	
Conflicting Lanes Left	1		0		1	
Conflicting Approach Right	SB		WB			
Conflicting Lanes Right	1		1		0	
HCM Control Delay	410.8		156.3		50.5	
HCM LOS	F		F		F	

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	60%	88%
Vol Thru, %	14%	0%	12%
Vol Right, %	86%	40%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	595	828	361
LT Vol	0	497	317
Through Vol	81	0	44
RT Vol	514	331	0
Lane Flow Rate	708	986	430
Geometry Grp	1	1	1
Degree of Util (X)	1.248	1.856	0.86
Departure Headway (Hd)	8.538	7.318	9.811
Convergence, Y/N	Yes	Yes	Yes
Cap	432	503	374
Service Time	6.538	5.318	7.811
HCM Lane V/C Ratio	1.639	1.96	1.15
HCM Control Delay	156.3	410.8	50.5
HCM Lane LOS	F	F	F
HCM 95th-tile Q	22	58.5	8.1

Intersection

Int Delay, s/veh 4183

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	162	282	694	157	284	832
Future Vol, veh/h	162	282	694	157	284	832
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	7	8	5	3	5	2
Mvmt Flow	169	294	723	164	296	867

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	464
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.15
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.245
Pot Cap-1 Maneuver	-	-	1082
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1081
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	12	\$ 9027.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	56	-	-	1081	-
HCM Lane V/C Ratio	20.759	-	-	0.669	-
HCM Control Delay (s)	\$ 9027.8	-	-	14.8	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	141.4	-	-	5.4	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	179	24	38	161	28	36
Future Vol, veh/h	179	24	38	161	28	36
Conflicting Peds, #/hr	0	19	19	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-2	4	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	8	9	8	7	23	23
Mvmt Flow	201	27	43	181	31	40

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	247	0	503
Stage 1	-	-	-	-	234
Stage 2	-	-	-	-	269
Critical Hdwy	-	-	4.18	-	7.43
Critical Hdwy Stg 1	-	-	-	-	6.43
Critical Hdwy Stg 2	-	-	-	-	6.43
Follow-up Hdwy	-	-	2.272	-	3.707
Pot Cap-1 Maneuver	-	-	1285	-	441
Stage 1	-	-	-	-	720
Stage 2	-	-	-	-	688
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1266	-	417
Mov Cap-2 Maneuver	-	-	-	-	417
Stage 1	-	-	-	-	709
Stage 2	-	-	-	-	660

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	547	-	-	1266	-
HCM Lane V/C Ratio	0.131	-	-	0.034	-
HCM Control Delay (s)	12.6	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	7:45	7:45	7:45	7:45	7:45	7:45	7:45
End Time	9:00	9:00	9:00	9:00	9:00	9:00	9:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	5825	5017	6484	4733	7760	5446	5360
Vehs Exited	3979	3202	4547	3003	5629	3582	3456
Starting Vehs	1218	1361	1241	1391	1160	1228	1280
Ending Vehs	3064	3176	3178	3121	3291	3092	3184
Travel Distance (mi)	3117	2316	3939	2167	5020	2815	2647
Travel Time (hr)	8219.7	8983.1	7614.0	9045.2	7000.5	8240.2	8437.0
Total Delay (hr)	8110.5	8901.5	7474.9	8968.5	6824.4	8141.3	8344.3
Total Stops	9875	7128	12250	6912	16678	8575	8219
Fuel Used (gal)	1920.6	2074.5	1803.7	2080.2	1692.6	1916.8	1953.2

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	7:45	7:45	7:45	7:45
End Time	9:00	9:00	9:00	9:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	7742	5349	5423	5911
Vehs Exited	5923	3392	3652	4036
Starting Vehs	1315	1201	1273	1237
Ending Vehs	3134	3158	3044	3132
Travel Distance (mi)	5595	2629	2893	3314
Travel Time (hr)	7378.7	8649.8	8320.8	8188.9
Total Delay (hr)	7183.3	8557.6	8219.1	8072.5
Total Stops	18381	8181	8982	10506
Fuel Used (gal)	1788.3	2002.5	1937.4	1917.0

Interval #0 Information Seeding

Start Time	7:45
End Time	8:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	5825	5017	6484	4733	7760	5446	5360
Vehs Exited	3979	3202	4547	3003	5629	3582	3456
Starting Vehs	1218	1361	1241	1391	1160	1228	1280
Ending Vehs	3064	3176	3178	3121	3291	3092	3184
Travel Distance (mi)	3117	2316	3939	2167	5020	2815	2647
Travel Time (hr)	8219.7	8983.1	7614.0	9045.2	7000.5	8240.2	8437.0
Total Delay (hr)	8110.5	8901.5	7474.9	8968.5	6824.4	8141.3	8344.3
Total Stops	9875	7128	12250	6912	16678	8575	8219
Fuel Used (gal)	1920.6	2074.5	1803.7	2080.2	1692.6	1916.8	1953.2

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	7742	5349	5423	5911
Vehs Exited	5923	3392	3652	4036
Starting Vehs	1315	1201	1273	1237
Ending Vehs	3134	3158	3044	3132
Travel Distance (mi)	5595	2629	2893	3314
Travel Time (hr)	7378.7	8649.8	8320.8	8188.9
Total Delay (hr)	7183.3	8557.6	8219.1	8072.5
Total Stops	18381	8181	8982	10506
Fuel Used (gal)	1788.3	2002.5	1937.4	1917.0

20: Prag Blvd & Daj Blvd/Dhrubich Way & Meron Dr Performance by lane

Lane	EB	WB	NB	SB	NE	All
Movements Served	LTR>	<LTR	<LTR	LTR>	<LR>	
Denied Del/Veh (s)						552.0
Total Del/Veh (s)	1165.9	298.1	1846.3	1273.4	729.5	1081.1

Intersection

Intersection Delay, s/veh 667.8
Intersection LOS F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	924	253	316	457	445	927
Future Vol, veh/h	924	253	316	457	445	927
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1004	275	343	497	484	1008
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay	692.9		349		826	
HCM LOS	F		F		F	

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	32%	0%	41%
Vol Thru, %	0%	79%	59%
Vol Right, %	68%	21%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1372	1177	773
LT Vol	445	0	316
Through Vol	0	924	457
RT Vol	927	253	0
Lane Flow Rate	1491	1279	840
Geometry Grp	1	1	1
Degree of Util (X)	2.779	2.459	1.664
Departure Headway (Hd)	8.847	12.656	14.494
Convergence, Y/N	Yes	Yes	Yes
Cap	432	307	260
Service Time	6.847	10.656	12.494
HCM Lane V/C Ratio	3.451	4.166	3.231
HCM Control Delay	826	692.9	349
HCM Lane LOS	F	F	F
HCM 95th-tile Q	95	56.5	26.5

Intersection

Intersection Delay, s/veh 15.2
 Intersection LOS C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	51	361	74	56	347	38
Future Vol, veh/h	51	361	74	56	347	38
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	4	0	0	3	0
Mvmt Flow	54	384	79	60	369	40
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay	14.5		10.6		17.6	
HCM LOS	B		B		C	

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	90%	0%	57%
Vol Thru, %	0%	12%	43%
Vol Right, %	10%	88%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	385	412	130
LT Vol	347	0	74
Through Vol	0	51	56
RT Vol	38	361	0
Lane Flow Rate	410	438	138
Geometry Grp	1	1	1
Degree of Util (X)	0.63	0.586	0.225
Departure Headway (Hd)	5.537	4.815	5.853
Convergence, Y/N	Yes	Yes	Yes
Cap	651	749	611
Service Time	3.568	2.857	3.904
HCM Lane V/C Ratio	0.63	0.585	0.226
HCM Control Delay	17.6	14.5	10.6
HCM Lane LOS	C	B	B
HCM 95th-tile Q	4.4	3.9	0.9

Intersection

Intersection Delay, s/veh 318.1
 Intersection LOS F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	483	553	60	393	495	64
Future Vol, veh/h	483	553	60	393	495	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	525	601	65	427	538	70
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay	521.7		69.8		142.1	
HCM LOS	F		F		F	

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	89%	0%	13%
Vol Thru, %	0%	47%	87%
Vol Right, %	11%	53%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	559	1036	453
LT Vol	495	0	60
Through Vol	0	483	393
RT Vol	64	553	0
Lane Flow Rate	608	1126	492
Geometry Grp	1	1	1
Degree of Util (X)	1.209	2.106	0.972
Departure Headway (Hd)	8.714	7.351	9.242
Convergence, Y/N	Yes	Yes	Yes
Cap	419	507	399
Service Time	6.714	5.351	7.242
HCM Lane V/C Ratio	1.451	2.221	1.233
HCM Control Delay	142.1	521.7	69.8
HCM Lane LOS	F	F	F
HCM 95th-tile Q	20.1	73	11.3

Intersection

Int Delay, s/veh	126.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	67	1022	41	89	900	36	17	7	79	39	7	50
Future Vol, veh/h	67	1022	41	89	900	36	17	7	79	39	7	50
Conflicting Peds, #/hr	4	0	4	4	0	4	4	0	3	3	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	5	-	-	3	-	-	2	-	-	-8	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	4	0	5	4	7	0	0	10	11	43	8
Mvmt Flow	75	1148	46	100	1011	40	19	8	89	44	8	56

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1055	0	0	1198	0	0	2592	2580	1178	2608	2583	1039
Stage 1	-	-	-	-	-	-	1325	1325	-	1235	1235	-
Stage 2	-	-	-	-	-	-	1267	1255	-	1373	1348	-
Critical Hdwy	4.1	-	-	4.15	-	-	7.5	6.9	6.5	5.61	5.33	5.48
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.9	-	4.61	4.33	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.9	-	4.61	4.33	-
Follow-up Hdwy	2.2	-	-	2.245	-	-	3.5	4	3.39	3.599	4.387	3.372
Pot Cap-1 Maneuver	668	-	-	572	-	-	~ 13	19	210	48	59	343
Stage 1	-	-	-	-	-	-	167	196	-	358	359	-
Stage 2	-	-	-	-	-	-	182	213	-	317	330	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	665	-	-	569	-	-	~ 4	~ 7	208	-	22	340
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 4	~ 7	-	-	22	-
Stage 1	-	-	-	-	-	-	110	129	-	235	205	-
Stage 2	-	-	-	-	-	-	83	121	-	112	217	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			1.1			\$ 2865.7					
HCM LOS							F			-		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	18	665	-	-	569	-	-	-
HCM Lane V/C Ratio	6.429	0.113	-	-	0.176	-	-	-
HCM Control Delay (s)	\$ 2865.7	11.1	0	-	12.7	0	-	-
HCM Lane LOS	F	B	A	-	B	A	-	-
HCM 95th %tile Q(veh)	15.1	0.4	-	-	0.6	-	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh	4.1					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	21	107	108	146	143	27
Future Vol, veh/h	21	107	108	146	143	27
Conflicting Peds, #/hr	2	0	0	2	5	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	4	-4	-	-5	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	13	4	5	0	16	3
Mvmt Flow	23	118	119	160	157	30

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	281	0	0	370	202
Stage 1	-	-	-	201	-
Stage 2	-	-	-	169	-
Critical Hdwy	4.23	-	-	5.56	5.73
Critical Hdwy Stg 1	-	-	-	4.56	-
Critical Hdwy Stg 2	-	-	-	4.56	-
Follow-up Hdwy	2.317	-	-	3.644	3.327
Pot Cap-1 Maneuver	1221	-	-	669	860
Stage 1	-	-	-	846	-
Stage 2	-	-	-	868	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1218	-	-	653	857
Mov Cap-2 Maneuver	-	-	-	653	-
Stage 1	-	-	-	827	-
Stage 2	-	-	-	866	-

Approach	NB	SB	SE
HCM Control Delay, s	1.3	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	1218	-	679	-	-
HCM Lane V/C Ratio	0.019	-	0.275	-	-
HCM Control Delay (s)	8	0	12.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-

Intersection

Int Delay, s/veh 631.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1019	424	17	969	347	23
Future Vol, veh/h	1019	424	17	969	347	23
Conflicting Peds, #/hr	0	11	11	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	-3	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	8	4	19	5	10	4
Mvmt Flow	1073	446	18	1020	365	24

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1530
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.29
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.371
Pot Cap-1 Maneuver	-	-	389
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	385
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	\$ 4775.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	35	-	-	385	-
HCM Lane V/C Ratio	11.128	-	-	0.046	-
HCM Control Delay (s)	\$ 4775.7	-	-	14.8	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	47.4	-	-	0.1	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh	3.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	142	105	29	164	105	30
Future Vol, veh/h	142	105	29	164	105	30
Conflicting Peds, #/hr	0	17	17	0	1	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-9	3	-
Peak Hour Factor	88	88	88	88	88	92
Heavy Vehicles, %	7	11	15	9	1	11
Mvmt Flow	161	119	33	186	119	33










Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	297	0	491
Stage 1	-	-	-	-	238
Stage 2	-	-	-	-	253
Critical Hdwy	-	-	4.25	-	7.01
Critical Hdwy Stg 1	-	-	-	-	6.01
Critical Hdwy Stg 2	-	-	-	-	6.01
Follow-up Hdwy	-	-	2.335	-	3.509
Pot Cap-1 Maneuver	-	-	1194	-	496
Stage 1	-	-	-	-	773
Stage 2	-	-	-	-	759
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1175	-	473
Mov Cap-2 Maneuver	-	-	-	-	473
Stage 1	-	-	-	-	761
Stage 2	-	-	-	-	735

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	14.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	513	-	-	1175	-
HCM Lane V/C Ratio	0.296	-	-	0.028	-
HCM Control Delay (s)	14.9	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0.1	-










HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

28: Forest Rd & Mordeche Scher Blvd
 2025 Build-No Improvements_PM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	82	127	85	659	673	50
Future Volume (veh/h)	82	127	85	659	673	50
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.85	1.00			0.74
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1970	1970	1630	1630	2011	2011
Adj Flow Rate, veh/h	86	134	89	694	708	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	3	3	3	3
Cap, veh/h	221	344	96	385	833	62
Arrive On Green	0.37	0.37	0.93	0.93	0.62	0.62
Sat Flow, veh/h	592	922	49	829	1797	135
Grp Volume(v), veh/h	221	0	783	0	0	761
Grp Sat Flow(s),veh/h/ln	1520	0	878	0	0	1931
Q Serve(g_s), s	5.9	0.0	8.0	0.0	0.0	17.5
Cycle Q Clear(g_c), s	5.9	0.0	25.5	0.0	0.0	17.5
Prop In Lane	0.39	0.61	0.11			0.07
Lane Grp Cap(c), veh/h	567	0	480	0	0	895
V/C Ratio(X)	0.39	0.00	1.63	0.00	0.00	0.85
Avail Cap(c_a), veh/h	567	0	480	0	0	895
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	12.7	0.0	8.9	0.0	0.0	9.0
Incr Delay (d2), s/veh	2.0	0.0	293.1	0.0	0.0	9.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	40.2	0.0	0.0	6.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.7	0.0	302.0	0.0	0.0	18.9
LnGrp LOS	B	A	F	A	A	B
Approach Vol, veh/h	221			783	761	
Approach Delay, s/veh	14.7			302.0	18.9	
Approach LOS	B			F	B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		30.0		25.0		30.0
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		25.5		20.5		25.5
Max Q Clear Time (g_c+I1), s		27.5		7.9		19.5
Green Ext Time (p_c), s		0.0		0.6		2.7
Intersection Summary						
HCM 6th Ctrl Delay			144.0			
HCM 6th LOS			F			

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

29: Forest Rd & Hayes Ct
 2025 Build-No Improvements_PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	215	199	546	141	64	589
Future Volume (veh/h)	215	199	546	141	64	589
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.97		0.91	0.99	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1676	1676	1832	1832	1997	1997
Adj Flow Rate, veh/h	239	221	607	157	71	654
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	3	3	4	4
Cap, veh/h	281	260	637	165	103	590
Arrive On Green	0.37	0.37	0.93	0.93	0.46	0.46
Sat Flow, veh/h	755	698	1373	355	67	1273
Grp Volume(v), veh/h	461	0	0	764	725	0
Grp Sat Flow(s),veh/h/ln	1457	0	0	1728	1340	0
Q Serve(g_s), s	16.0	0.0	0.0	15.3	10.2	0.0
Cycle Q Clear(g_c), s	16.0	0.0	0.0	15.3	25.5	0.0
Prop In Lane	0.52	0.48		0.21	0.10	
Lane Grp Cap(c), veh/h	543	0	0	801	693	0
V/C Ratio(X)	0.85	0.00	0.00	0.95	1.05	0.00
Avail Cap(c_a), veh/h	543	0	0	801	693	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.8	0.0	0.0	1.6	15.8	0.0
Incr Delay (d2), s/veh	15.2	0.0	0.0	22.3	46.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	0.0	0.0	5.5	17.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.1	0.0	0.0	23.9	62.6	0.0
LnGrp LOS	C	A	A	C	F	A
Approach Vol, veh/h	461		764			725
Approach Delay, s/veh	31.1		23.9			62.6
Approach LOS	C		C			E
Timer - Assigned Phs		2				6
Phs Duration (G+Y+Rc), s		30.0				25.0
Change Period (Y+Rc), s		4.5				4.5
Max Green Setting (Gmax), s		25.5				20.5
Max Q Clear Time (g_c+I1), s		17.3				18.0
Green Ext Time (p_c), s		3.5				0.0
Intersection Summary						
HCM 6th Ctrl Delay			40.0			
HCM 6th LOS			D			

Intersection

Int Delay, s/veh	10.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	172	33	48	211	195	203
Future Vol, veh/h	172	33	48	211	195	203
Conflicting Peds, #/hr	0	35	35	0	29	25
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-7	-	-	2	5	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	0	6	4	4	6
Mvmt Flow	191	37	53	234	217	226

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	263
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.16
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.254
Pot Cap-1 Maneuver	-	-	1278
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1243
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	22.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	342	694	-	-	1243	-
HCM Lane V/C Ratio	0.634	0.325	-	-	0.043	-
HCM Control Delay (s)	32.1	12.7	-	-	8	0
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q(veh)	4.1	1.4	-	-	0.1	-

Intersection

Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	31	255	49	21	100
Future Vol, veh/h	29	31	255	49	21	100
Conflicting Peds, #/hr	106	23	0	55	55	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	1	-	4	-	-	-2
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	0	5	2	0	0
Mvmt Flow	32	34	280	54	23	110

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	624	385	0	0	389
Stage 1	362	-	-	-	-
Stage 2	262	-	-	-	-
Critical Hdwy	6.64	6.3	-	-	4.1
Critical Hdwy Stg 1	5.64	-	-	-	-
Critical Hdwy Stg 2	5.64	-	-	-	-
Follow-up Hdwy	3.536	3.3	-	-	2.2
Pot Cap-1 Maneuver	431	660	-	-	1181
Stage 1	686	-	-	-	-
Stage 2	766	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	369	624	-	-	1140
Mov Cap-2 Maneuver	369	-	-	-	-
Stage 1	662	-	-	-	-
Stage 2	680	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	468	1140
HCM Lane V/C Ratio	-	-	0.141	0.02
HCM Control Delay (s)	-	-	14	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1

Intersection

Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	32	19	548	518	37
Future Vol, veh/h	31	32	19	548	518	37
Conflicting Peds, #/hr	3	4	58	0	0	58
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-8	-	-	-8	-5	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	24	13	5	4	9	11
Mvmt Flow	34	35	21	602	569	41

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	1295	652	668	0	0
Stage 1	648	-	-	-	-
Stage 2	647	-	-	-	-
Critical Hdwy	5.04	5.53	4.15	-	-
Critical Hdwy Stg 1	4.04	-	-	-	-
Critical Hdwy Stg 2	4.04	-	-	-	-
Follow-up Hdwy	3.716	3.417	2.245	-	-
Pot Cap-1 Maneuver	287	519	908	-	-
Stage 1	642	-	-	-	-
Stage 2	643	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	252	493	866	-	-
Mov Cap-2 Maneuver	252	-	-	-	-
Stage 1	591	-	-	-	-
Stage 2	613	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.5	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	866	-	335	-	-
HCM Lane V/C Ratio	0.024	-	0.207	-	-
HCM Control Delay (s)	9.3	0	18.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

Intersection

Int Delay, s/veh 4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	11	1025	874	54	42	14
Future Vol, veh/h	11	1025	874	54	42	14
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	1	-	-2	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	25	5	7	21	7	15
Mvmt Flow	12	1126	960	59	46	15

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1022	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.35	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.425	-	-
Pot Cap-1 Maneuver	597	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	595	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	143.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	595	-	-	-	77
HCM Lane V/C Ratio	0.02	-	-	-	0.799
HCM Control Delay (s)	11.2	0	-	-	143.9
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	3.9

Intersection

Int Delay, s/veh	21.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	46	1489	2	10	1493
Future Vol, veh/h	10	46	1489	2	10	1493
Conflicting Peds, #/hr	4	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	20	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	8
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	4	0	0	5
Mvmt Flow	12	53	1731	2	12	1736

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2628	1732	0	0	1733
Stage 1	1732	-	-	-	-
Stage 2	896	-	-	-	-
Critical Hdwy	6.6	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	23	110	-	-	369
Stage 1	158	-	-	-	-
Stage 2	364	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	~ 2	110	-	-	369
Mov Cap-2 Maneuver	~ 2	-	-	-	-
Stage 1	158	-	-	-	-
Stage 2	31	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, \$	1002.6	0	6.9
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	2	110	369	-
HCM Lane V/C Ratio	-	-	5.814	0.486	0.032	-
HCM Control Delay (s)	-	\$	5313.5	65.4	15.1	6.8
HCM Lane LOS	-	-	F	F	C	A
HCM 95th %tile Q(veh)	-	-	2.8	2.2	0.1	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	7:45	7:45	7:45	7:45	7:45	7:45	7:45
End Time	9:00	9:00	9:00	9:00	9:00	9:00	9:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	5825	5017	6484	4733	7760	5446	5360
Vehs Exited	3979	3202	4547	3003	5629	3582	3456
Starting Vehs	1218	1361	1241	1391	1160	1228	1280
Ending Vehs	3064	3176	3178	3121	3291	3092	3184
Travel Distance (mi)	3117	2316	3939	2167	5020	2815	2647
Travel Time (hr)	8219.7	8983.1	7614.0	9045.2	7000.5	8240.2	8437.0
Total Delay (hr)	8110.5	8901.5	7474.9	8968.5	6824.4	8141.3	8344.3
Total Stops	9875	7128	12250	6912	16678	8575	8219
Fuel Used (gal)	1920.6	2074.5	1803.7	2080.2	1692.6	1916.8	1953.2

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	7:45	7:45	7:45	7:45
End Time	9:00	9:00	9:00	9:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	7742	5349	5423	5911
Vehs Exited	5923	3392	3652	4036
Starting Vehs	1315	1201	1273	1237
Ending Vehs	3134	3158	3044	3132
Travel Distance (mi)	5595	2629	2893	3314
Travel Time (hr)	7378.7	8649.8	8320.8	8188.9
Total Delay (hr)	7183.3	8557.6	8219.1	8072.5
Total Stops	18381	8181	8982	10506
Fuel Used (gal)	1788.3	2002.5	1937.4	1917.0

Interval #0 Information Seeding

Start Time	7:45
End Time	8:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	5825	5017	6484	4733	7760	5446	5360
Vehs Exited	3979	3202	4547	3003	5629	3582	3456
Starting Vehs	1218	1361	1241	1391	1160	1228	1280
Ending Vehs	3064	3176	3178	3121	3291	3092	3184
Travel Distance (mi)	3117	2316	3939	2167	5020	2815	2647
Travel Time (hr)	8219.7	8983.1	7614.0	9045.2	7000.5	8240.2	8437.0
Total Delay (hr)	8110.5	8901.5	7474.9	8968.5	6824.4	8141.3	8344.3
Total Stops	9875	7128	12250	6912	16678	8575	8219
Fuel Used (gal)	1920.6	2074.5	1803.7	2080.2	1692.6	1916.8	1953.2

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	7742	5349	5423	5911
Vehs Exited	5923	3392	3652	4036
Starting Vehs	1315	1201	1273	1237
Ending Vehs	3134	3158	3044	3132
Travel Distance (mi)	5595	2629	2893	3314
Travel Time (hr)	7378.7	8649.8	8320.8	8188.9
Total Delay (hr)	7183.3	8557.6	8219.1	8072.5
Total Stops	18381	8181	8982	10506
Fuel Used (gal)	1788.3	2002.5	1937.4	1917.0

35: Bakertown Rd & Driveway & Hamaspik Way Performance by lane

Lane	WB	NB	SB	NW	All
Movements Served	LR	TR>	LT	LR	
Denied Del/Veh (s)					199.3
Total Del/Veh (s)	1074.5	85.3	780.6	3071.2	505.2

Intersection

Int Delay, s/veh	7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	94	95	349	79	76	305
Future Vol, veh/h	94	95	349	79	76	305
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-7	-	3	-	-	-6
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	5	5	7	10	15	4
Mvmt Flow	131	132	485	110	106	424

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1176	540	0	0	595
Stage 1	540	-	-	-	-
Stage 2	636	-	-	-	-
Critical Hdwy	5.05	5.55	-	-	4.25
Critical Hdwy Stg 1	4.05	-	-	-	-
Critical Hdwy Stg 2	4.05	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.335
Pot Cap-1 Maneuver	329	595	-	-	921
Stage 1	713	-	-	-	-
Stage 2	668	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	279	595	-	-	921
Mov Cap-2 Maneuver	279	-	-	-	-
Stage 1	713	-	-	-	-
Stage 2	567	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.9	0	1.9
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	381	921
HCM Lane V/C Ratio	-	-	0.689	0.115
HCM Control Delay (s)	-	-	32.9	9.4
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	5	0.4

Intersection

Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	28	33	213	10	22
Future Vol, veh/h	173	28	33	213	10	22
Conflicting Peds, #/hr	0	10	10	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-7	-	-	7	1	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	7	11	10	7	11	9
Mvmt Flow	197	32	38	242	11	25

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	239	0	541
Stage 1	-	-	-	-	223
Stage 2	-	-	-	-	318
Critical Hdwy	-	-	4.2	-	6.71
Critical Hdwy Stg 1	-	-	-	-	5.71
Critical Hdwy Stg 2	-	-	-	-	5.71
Follow-up Hdwy	-	-	2.29	-	3.599
Pot Cap-1 Maneuver	-	-	1282	-	472
Stage 1	-	-	-	-	783
Stage 2	-	-	-	-	705
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1272	-	452
Mov Cap-2 Maneuver	-	-	-	-	452
Stage 1	-	-	-	-	777
Stage 2	-	-	-	-	680

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	639	-	-	1272	-
HCM Lane V/C Ratio	0.057	-	-	0.029	-
HCM Control Delay (s)	11	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	34	137	166	62	35	32
Future Vol, veh/h	34	137	166	62	35	32
Conflicting Peds, #/hr	4	0	0	4	7	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	7	-3	-	-9	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	12	6	10	8	6	16
Mvmt Flow	41	165	200	75	42	39

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	279	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.22	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.308	-	-
Pot Cap-1 Maneuver	1228	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1224	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1224	-	-	-	713
HCM Lane V/C Ratio	0.033	-	-	-	0.113
HCM Control Delay (s)	8	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection

Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	76	56	257	118	58	185
Future Vol, veh/h	76	56	257	118	58	185
Conflicting Peds, #/hr	3	2	0	71	71	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-5	-	7	-	-	-7
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	10	6	3	5	9	3
Mvmt Flow	89	66	302	139	68	218

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	800	445	0	0	512
Stage 1	443	-	-	-	-
Stage 2	357	-	-	-	-
Critical Hdwy	5.5	5.76	-	-	4.19
Critical Hdwy Stg 1	4.5	-	-	-	-
Critical Hdwy Stg 2	4.5	-	-	-	-
Follow-up Hdwy	3.59	3.354	-	-	2.281
Pot Cap-1 Maneuver	429	643	-	-	1018
Stage 1	713	-	-	-	-
Stage 2	763	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	366	598	-	-	949
Mov Cap-2 Maneuver	366	-	-	-	-
Stage 1	665	-	-	-	-
Stage 2	698	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.7	0	2.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	438	949
HCM Lane V/C Ratio	-	-	0.355	0.072
HCM Control Delay (s)	-	-	17.7	9.1
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.6	0.2

Intersection

Intersection Delay, s/veh 10.8
Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	42	70	157	34	10	84	12	217	12	13	8
Future Vol, veh/h	2	42	70	157	34	10	84	12	217	12	13	8
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	10	8	3	25	0	3	9	5	9	0	12
Mvmt Flow	2	49	82	185	40	12	99	14	255	14	15	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	9			11			11.6			8.8		
HCM LOS	A			B			B			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	2%	78%	36%
Vol Thru, %	4%	37%	17%	39%
Vol Right, %	69%	61%	5%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	313	114	201	33
LT Vol	84	2	157	12
Through Vol	12	42	34	13
RT Vol	217	70	10	8
Lane Flow Rate	368	134	236	39
Geometry Grp	1	1	1	1
Degree of Util (X)	0.467	0.179	0.341	0.059
Departure Headway (Hd)	4.564	4.815	5.197	5.481
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	784	735	686	657
Service Time	2.629	2.914	3.286	3.481
HCM Lane V/C Ratio	0.469	0.182	0.344	0.059
HCM Control Delay	11.6	9	11	8.8
HCM Lane LOS	B	A	B	A
HCM 95th-tile Q	2.5	0.6	1.5	0.2

Intersection

Int Delay, s/veh	62.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1299	57	25	1266	53	48
Future Vol, veh/h	1299	57	25	1266	53	48
Conflicting Peds, #/hr	0	18	18	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	2	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	7	10	4	4	8
Mvmt Flow	1367	60	26	1333	56	51

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1445
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.2
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.29
Pot Cap-1 Maneuver	-	-	445
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	439
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	\$ 1697.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	26	-	-	439	-
HCM Lane V/C Ratio	4.089	-	-	0.06	-
HCM Control Delay (s)	\$ 1697.5	-	-	13.7	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	13.1	-	-	0.2	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh	6.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	138	38	22	32	33	97
Future Vol, veh/h	138	38	22	32	33	97
Conflicting Peds, #/hr	25	0	0	25	8	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-7	5	-	-4	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	3	24	3	16	11
Mvmt Flow	155	43	25	36	37	109

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	86	0	0	429	69
Stage 1	-	-	-	68	-
Stage 2	-	-	-	361	-
Critical Hdwy	4.15	-	-	5.76	5.91
Critical Hdwy Stg 1	-	-	-	4.76	-
Critical Hdwy Stg 2	-	-	-	4.76	-
Follow-up Hdwy	2.245	-	-	3.644	3.399
Pot Cap-1 Maneuver	1492	-	-	613	977
Stage 1	-	-	-	934	-
Stage 2	-	-	-	732	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1462	-	-	525	957
Mov Cap-2 Maneuver	-	-	-	525	-
Stage 1	-	-	-	815	-
Stage 2	-	-	-	717	-

Approach	EB	WB	SB
HCM Control Delay, s	6.1	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1462	-	-	-	792
HCM Lane V/C Ratio	0.106	-	-	-	0.184
HCM Control Delay (s)	7.8	0	-	-	10.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	0.7

Intersection

Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	76	1	21	79	1	48
Future Vol, veh/h	76	1	21	79	1	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-6	-	-	-1	4	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	4	0	15	8	0	4
Mvmt Flow	99	1	27	103	1	62

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	100	0	257
Stage 1	-	-	-	-	100
Stage 2	-	-	-	-	157
Critical Hdwy	-	-	4.25	-	7.2
Critical Hdwy Stg 1	-	-	-	-	6.2
Critical Hdwy Stg 2	-	-	-	-	6.2
Follow-up Hdwy	-	-	2.335	-	3.5
Pot Cap-1 Maneuver	-	-	1415	-	695
Stage 1	-	-	-	-	909
Stage 2	-	-	-	-	846
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1415	-	681
Mov Cap-2 Maneuver	-	-	-	-	681
Stage 1	-	-	-	-	909
Stage 2	-	-	-	-	829

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	933	-	-	1415	-
HCM Lane V/C Ratio	0.068	-	-	0.019	-
HCM Control Delay (s)	9.1	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection

Int Delay, s/veh	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	↕
Traffic Vol, veh/h	192	348	299	111	64	65
Future Vol, veh/h	192	348	299	111	64	65
Conflicting Peds, #/hr	60	0	0	60	20	20
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	60
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	-8	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	209	378	325	121	70	71

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	506	0	-	0	1262 466
Stage 1	-	-	-	-	446 -
Stage 2	-	-	-	-	816 -
Critical Hdwy	4.12	-	-	-	4.82 5.42
Critical Hdwy Stg 1	-	-	-	-	3.82 -
Critical Hdwy Stg 2	-	-	-	-	3.82 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1059	-	-	-	329 662
Stage 1	-	-	-	-	786 -
Stage 2	-	-	-	-	625 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1009	-	-	-	220 620
Mov Cap-2 Maneuver	-	-	-	-	220 -
Stage 1	-	-	-	-	553 -
Stage 2	-	-	-	-	595 -

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	20.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1009	-	-	-	220	620
HCM Lane V/C Ratio	0.207	-	-	-	0.316	0.114
HCM Control Delay (s)	9.5	0	-	-	28.8	11.6
HCM Lane LOS	A	A	-	-	D	B
HCM 95th %tile Q(veh)	0.8	-	-	-	1.3	0.4

Intersection

Int Delay, s/veh	7.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	126	55	66	125	54	67
Future Vol, veh/h	126	55	66	125	54	67
Conflicting Peds, #/hr	26	2	0	5	5	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	10	-	3	-	-	-11
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	0	3	2	6	9
Mvmt Flow	134	59	70	133	57	71

Major/Minor	Minor2	Major2		
Conflicting Flow All	190	76	5	0
Stage 1	185	-	-	-
Stage 2	5	-	-	-
Critical Hdwy	7.13	6.52	4.16	-
Critical Hdwy Stg 1	6.13	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.027	3.318	2.254	-
Pot Cap-1 Maneuver	681	979	1590	-
Stage 1	722	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	979	1590	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	NB	SB
HCM Control Delay, s	9.6	3.3
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	979	1590	-
HCM Lane V/C Ratio	0.208	0.036	-
HCM Control Delay (s)	9.6	7.3	0
HCM Lane LOS	A	A	A
HCM 95th %tile Q(veh)	0.8	0.1	-

Intersection

Int Delay, s/veh	273.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	592	421	660	693	408	554
Future Vol, veh/h	592	421	660	693	408	554
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-8	-	2	-	-	-6
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	11	2	3	6	9	4
Mvmt Flow	604	430	673	707	416	565

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2424	1027	0	0	1380
Stage 1	1027	-	-	-	-
Stage 2	1397	-	-	-	-
Critical Hdwy	4.91	5.42	-	-	4.19
Critical Hdwy Stg 1	3.91	-	-	-	-
Critical Hdwy Stg 2	3.91	-	-	-	-
Follow-up Hdwy	3.599	3.318	-	-	2.281
Pot Cap-1 Maneuver	~ 98	~ 358	-	-	475
Stage 1	~ 524	-	-	-	-
Stage 2	~ 407	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	0	~ 358	-	-	475
Mov Cap-2 Maneuver	0	-	-	-	-
Stage 1	~ 524	-	-	-	-
Stage 2	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	\$ 879.5	0	19.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	358	475
HCM Lane V/C Ratio	-	-	2.887	0.876
HCM Control Delay (s)	-	-	\$ 879.5	46.1
HCM Lane LOS	-	-	F	E
HCM 95th %tile Q(veh)	-	-	88.8	9.4

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	999	99	298	946	15	72	6	331	4	7	4
Future Vol, veh/h	2	999	99	298	946	15	72	6	331	4	7	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	1	-	-	2	-	-	-3	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	6	4	17	5	0	8	0	5	0	0	0
Mvmt Flow	2	1052	104	314	996	16	76	6	348	4	7	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1012	0	0	1156	0	0	2746	2748	1104	2917	2792	1004
Stage 1	-	-	-	-	-	-	1108	1108	-	1632	1632	-
Stage 2	-	-	-	-	-	-	1638	1640	-	1285	1160	-
Critical Hdwy	4.1	-	-	4.27	-	-	7.58	6.9	6.45	6.5	5.9	5.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.9	-	5.5	4.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.9	-	5.5	4.9	-
Follow-up Hdwy	2.2	-	-	2.353	-	-	3.572	4	3.345	3.5	4	3.3
Pot Cap-1 Maneuver	693	-	-	553	-	-	~9	15	~238	16	30	322
Stage 1	-	-	-	-	-	-	219	255	-	170	212	-
Stage 2	-	-	-	-	-	-	102	133	-	253	330	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	693	-	-	553	-	-	-	0	~238	-	0	322
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	217	253	-	169	0	-
Stage 2	-	-	-	-	-	-	-	0	-	-	327	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	4.7		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	693	-	-	553	-	-	-
HCM Lane V/C Ratio	-	0.003	-	-	0.567	-	-	-
HCM Control Delay (s)	-	10.2	0	-	19.7	0	-	-
HCM Lane LOS	-	B	A	-	C	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-	3.5	-	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Intersection Delay, s/veh 599.6
Intersection LOS F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1316	72	171	1281	72	152
Future Vol, veh/h	1316	72	171	1281	72	152
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	6	6	5	7	6	1
Mvmt Flow	1371	75	178	1334	75	158
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay	617.4		672.1		18.9	
HCM LOS	F		F		C	

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	32%	0%	12%
Vol Thru, %	0%	95%	88%
Vol Right, %	68%	5%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	224	1388	1452
LT Vol	72	0	171
Through Vol	0	1316	1281
RT Vol	152	72	0
Lane Flow Rate	233	1446	1512
Geometry Grp	1	1	1
Degree of Util (X)	0.438	2.321	2.444
Departure Headway (Hd)	9.069	7.329	7.242
Convergence, Y/N	Yes	Yes	Yes
Cap	401	506	514
Service Time	7.069	5.329	5.242
HCM Lane V/C Ratio	0.581	2.858	2.942
HCM Control Delay	18.9	617.4	672.1
HCM Lane LOS	C	F	F
HCM 95th-tile Q	2.2	86.1	94.5

Intersection

Int Delay, s/veh 27.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	1275	1257	138	128	0
Future Vol, veh/h	0	1275	1257	138	128	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-4	5	-	-7	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	5	0	5	4	3	6
Mvmt Flow	0	1328	1309	144	133	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 2709
Stage 1	-	-	- 1381
Stage 2	-	-	- 1328
Critical Hdwy	-	-	- 5.03
Critical Hdwy Stg 1	-	-	- 4.03
Critical Hdwy Stg 2	-	-	- 4.03
Follow-up Hdwy	-	-	- 3.527
Pot Cap-1 Maneuver	0	-	- ~ 66 0
Stage 1	0	-	- 397 0
Stage 2	0	-	- 413 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- ~ 66 -
Mov Cap-2 Maneuver	-	-	- ~ 66 -
Stage 1	-	-	- 397 -
Stage 2	-	-	- 413 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	\$ 608.9
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	66
HCM Lane V/C Ratio	-	-	-	2.02
HCM Control Delay (s)	-	-	-	-\$ 608.9
HCM Lane LOS	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	12.4

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Intersection Delay, s/veh 795.4
Intersection LOS F

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	108	1585	1589	81	78	131
Future Vol, veh/h	108	1585	1589	81	78	131
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	6	5	0	0	1
Mvmt Flow	115	1686	1690	86	83	139
Number of Lanes	0	1	1	0	1	0
Approach	EB		WB		SB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left	SB				WB	
Conflicting Lanes Left	1		0		1	
Conflicting Approach Right			SB		EB	
Conflicting Lanes Right	0		1		1	
HCM Control Delay	847.4		840		18.5	
HCM LOS	F		F		C	

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	0%	37%
Vol Thru, %	94%	95%	0%
Vol Right, %	0%	5%	63%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1693	1670	209
LT Vol	108	0	78
Through Vol	1585	1589	0
RT Vol	0	81	131
Lane Flow Rate	1801	1777	222
Geometry Grp	1	1	1
Degree of Util (X)	2.834	2.817	0.414
Departure Headway (Hd)	7.572	7.634	9.15
Convergence, Y/N	Yes	Yes	Yes
Cap	504	497	396
Service Time	5.572	5.634	7.15
HCM Lane V/C Ratio	3.573	3.575	0.561
HCM Control Delay	847.4	840	18.5
HCM Lane LOS	F	F	C
HCM 95th-tile Q	113.4	111.6	2

Intersection

Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	1450	67	203	1449	3	69	1	302	4	3	3
Future Vol, veh/h	3	1450	67	203	1449	3	69	1	302	4	3	3
Conflicting Peds, #/hr	1	0	8	8	0	1	14	0	8	8	0	14
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	-4	-	-	7	-	-	-13	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	8	3	1	4	0	2	0	2	0	0	0
Mvmt Flow	3	1559	72	218	1558	3	74	1	325	4	3	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1562	0	0	1639	0	0	3622	3607	1611	3769	3642	1575
Stage 1	-	-	-	-	-	-	1609	1609	-	1997	1997	-
Stage 2	-	-	-	-	-	-	2013	1998	-	1772	1645	-
Critical Hdwy	4.1	-	-	4.11	-	-	8.52	7.9	6.92	4.5	3.9	4.9
Critical Hdwy Stg 1	-	-	-	-	-	-	7.52	6.9	-	3.5	2.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.52	6.9	-	3.5	2.9	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.518	4	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	429	-	-	398	-	-	~1	~1	~94	35	72	242
Stage 1	-	-	-	-	-	-	~70	88	-	335	448	-
Stage 2	-	-	-	-	-	-	~35	49	-	385	521	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	429	-	-	395	-	-	0	~93	-	0	238	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	-	-	0	-	-
Stage 1	-	-	-	-	-	-	~64	80	-	307	0	-
Stage 2	-	-	-	-	-	-	-	0	-	-	475	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			3								
HCM LOS												

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	429	-	-	395	-	-	-
HCM Lane V/C Ratio	-	0.008	-	-	0.553	-	-	-
HCM Control Delay (s)	-	13.5	0	-	24.8	0	-	-
HCM Lane LOS	-	B	A	-	C	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-	3.2	-	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Intersection Delay, s/veh 829
Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	244	145	875	46	141	53	812	383	60	58	360	223
Future Vol, veh/h	244	145	875	46	141	53	812	383	60	58	360	223
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	7	0	0	0	4	8	0	0	5	0
Mvmt Flow	257	153	921	48	148	56	855	403	63	61	379	235
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	978.6			88.4			1064			351.2		
HCM LOS	F			F			F			F		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	65%	19%	19%	9%
Vol Thru, %	31%	11%	59%	56%
Vol Right, %	5%	69%	22%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1255	1264	240	641
LT Vol	812	244	46	58
Through Vol	383	145	141	360
RT Vol	60	875	53	223
Lane Flow Rate	1321	1331	253	675
Geometry Grp	1	1	1	1
Degree of Util (X)	3.266	3.088	0.667	1.601
Departure Headway (Hd)	17.131	14.729	34.272	24.126
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	225	266	109	162
Service Time	15.131	12.729	32.272	22.126
HCM Lane V/C Ratio	5.871	5.004	2.321	4.167
HCM Control Delay	1064	978.6	88.4	351.2
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	63.6	68	3.4	16.6

Intersection

Int Delay, s/veh 163.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	125	128	122	453	432	128
Future Vol, veh/h	125	128	122	453	432	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	8	-	-	6	-1	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	4	2	3	4	10	4
Mvmt Flow	149	152	145	539	514	152

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	1419	590	666	0	0
Stage 1	590	-	-	-	-
Stage 2	829	-	-	-	-
Critical Hdwy	8.04	7.02	4.13	-	-
Critical Hdwy Stg 1	7.04	-	-	-	-
Critical Hdwy Stg 2	7.04	-	-	-	-
Follow-up Hdwy	3.536	3.318	2.227	-	-
Pot Cap-1 Maneuver	~ 79	445	919	-	-
Stage 1	423	-	-	-	-
Stage 2	294	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	~ 61	445	919	-	-
Mov Cap-2 Maneuver	~ 61	-	-	-	-
Stage 1	328	-	-	-	-
Stage 2	294	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	892.3	2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	919	-	108	-	-
HCM Lane V/C Ratio	0.158	-	2.789	-	-
HCM Control Delay (s)	9.7	0	892.3	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.6	-	28.2	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh	7.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	224	66	150	247	77	132
Future Vol, veh/h	224	66	150	247	77	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	3	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	5	0	4	4	8
Mvmt Flow	246	73	165	271	85	145

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	319	0	884 283
Stage 1	-	-	-	-	283 -
Stage 2	-	-	-	-	601 -
Critical Hdwy	-	-	4.1	-	7.04 6.58
Critical Hdwy Stg 1	-	-	-	-	6.04 -
Critical Hdwy Stg 2	-	-	-	-	6.04 -
Follow-up Hdwy	-	-	2.2	-	3.536 3.372
Pot Cap-1 Maneuver	-	-	1252	-	270 725
Stage 1	-	-	-	-	725 -
Stage 2	-	-	-	-	492 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1252	-	228 725
Mov Cap-2 Maneuver	-	-	-	-	228 -
Stage 1	-	-	-	-	725 -
Stage 2	-	-	-	-	416 -

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	25.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	402	-	-	1252	-
HCM Lane V/C Ratio	0.571	-	-	0.132	-
HCM Control Delay (s)	25.2	-	-	8.3	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	3.4	-	-	0.5	-

Intersection

Intersection Delay, s/veh 875.6
 Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	49	37	347	76	37	75	316	1063	148	61	1099	58
Future Vol, veh/h	49	37	347	76	37	75	316	1063	148	61	1099	58
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	16	8	7	7	13	8	6	2	7	3	8	24
Mvmt Flow	50	38	354	78	38	77	322	1085	151	62	1121	59
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	102.4			47			1200.9			870.5		
HCM LOS	F			E			F			F		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	11%	40%	5%
Vol Thru, %	70%	9%	20%	90%
Vol Right, %	10%	80%	40%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1527	433	188	1218
LT Vol	316	49	76	61
Through Vol	1063	37	37	1099
RT Vol	148	347	75	58
Lane Flow Rate	1558	442	192	1243
Geometry Grp	1	1	1	1
Degree of Util (X)	3.598	0.994	0.505	2.852
Departure Headway (Hd)	12.193	16.049	22.778	13.605
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	312	230	161	286
Service Time	10.193	14.049	20.778	11.605
HCM Lane V/C Ratio	4.994	1.922	1.193	4.346
HCM Control Delay	1200.9	102.4	47	870.5
HCM Lane LOS	F	F	E	F
HCM 95th-tile Q	99.9	9.1	2.4	65.6

Intersection





















Intersection Delay, s/veh 1140.5
Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	240	62	728	24	50	14	718	1176	54	12	1257	245
Future Vol, veh/h	240	62	728	24	50	14	718	1176	54	12	1257	245
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	4	0	4	0	2	0	4	10	2	9	8	4
Mvmt Flow	247	64	751	25	52	14	740	1212	56	12	1296	253
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	558.4			64.9			1532.8			1094.2		
HCM LOS	F			F			F			F		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	37%	23%	27%	1%
Vol Thru, %	60%	6%	57%	83%
Vol Right, %	3%	71%	16%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1948	1030	88	1514
LT Vol	718	240	24	12
Through Vol	1176	62	50	1257
RT Vol	54	728	14	245
Lane Flow Rate	2008	1062	91	1561
Geometry Grp	1	1	1	1
Degree of Util (X)	4.317	2.154	0.241	3.326
Departure Headway (Hd)	16.277	12.943	47.414	18.558
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	261	297	77	219
Service Time	14.277	10.943	45.414	16.558
HCM Lane V/C Ratio	7.693	3.576	1.182	7.128
HCM Control Delay	1532.8	558.4	64.9	1094.2
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	95.5	45.1	0.9	60.4













HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

12: CR 105 & Bakertown Rd
 2025 Build-No Improvements_Friday Mid-Day

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1014	446	257	139	432	282	249	1113	148	313	841	1038
Future Volume (veh/h)	1014	446	257	139	432	282	249	1113	148	313	841	1038
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1870	1811	1811	1870	1870	1870	1393	1393	1378
Adj Flow Rate, veh/h	1067	469	279	151	455	297	271	1210	161	329	914	1093
Peak Hour Factor	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.92	0.95
Percent Heavy Veh, %	5	5	5	2	6	6	2	2	2	2	2	3
Cap, veh/h	350	662	394	291	427	279	63	506	67	40	0	558
Arrive On Green	0.17	0.62	0.62	0.42	0.42	0.42	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1739	1073	638	713	1023	668	214	1617	215	0	0	1166
Grp Volume(v), veh/h	1067	0	748	151	0	752	271	0	1371	1243	0	1093
Grp Sat Flow(s),veh/h/ln	1739	0	1711	713	0	1691	214	0	1832	0	0	1166
Q Serve(g_s), s	19.0	0.0	34.2	21.0	0.0	48.0	0.0	0.0	36.0	0.0	0.0	36.0
Cycle Q Clear(g_c), s	19.0	0.0	34.2	32.2	0.0	48.0	36.0	0.0	36.0	36.0	0.0	36.0
Prop In Lane	1.00		0.37	1.00		0.39	1.00		0.12	0.26		1.00
Lane Grp Cap(c), veh/h	350	0	1056	291	0	706	63	0	573	40	0	558
V/C Ratio(X)	3.05	0.00	0.71	0.52	0.00	1.07	4.33	0.00	2.39	31.40	0.00	1.96
Avail Cap(c_a), veh/h	350	0	1056	291	0	706	63	0	573	40	0	558
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.1	0.0	15.0	33.7	0.0	33.5	57.5	0.0	39.5	57.5	0.0	30.0
Incr Delay (d2), s/veh	929.8	0.0	2.2	1.6	0.0	52.7	1534.3	0.0	631.3	13725.3	0.0	437.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	95.8	0.0	13.0	3.7	0.0	28.8	28.5	0.0	116.4	152.1	0.0	82.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	967.9	0.0	17.2	35.3	0.0	86.2	1591.8	0.0	670.8	13782.8	0.0	467.8
LnGrp LOS	F	A	B	D	A	F	F	A	F	F	A	F
Approach Vol, veh/h		1815			903			1642			2336	
Approach Delay, s/veh		576.1			77.7			822.8			7552.8	
Approach LOS		F			E			F			F	
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		40.0		75.0		40.0	23.0	52.0				
Change Period (Y+Rc), s		4.0		4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		36.0		71.0		36.0	19.0	48.0				
Max Q Clear Time (g_c+I1), s		38.0		36.2		38.0	21.0	50.0				
Green Ext Time (p_c), s		0.0		6.7		0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			3003.3									
HCM 6th LOS			F									













HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

13: CR 105 & Dunderberg Rd (CR 64)
 2025 Build-No Improvements_Friday Mid-Day

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	368	335	1338	207	331	1345
Future Volume (veh/h)	368	335	1338	207	331	1345
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1907	1922	1788	1580	1859	1919
Adj Flow Rate, veh/h	396	301	1439	141	356	1446
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	10	9	4	18	8	4
Cap, veh/h	465	417	729	889	299	1151
Arrive On Green	0.26	0.26	0.41	0.41	0.12	0.60
Sat Flow, veh/h	1816	1629	1788	1339	1770	1919
Grp Volume(v), veh/h	396	301	1439	141	356	1446
Grp Sat Flow(s),veh/h/ln	1816	1629	1788	1339	1770	1919
Q Serve(g_s), s	17.3	14.1	34.0	3.3	10.0	50.0
Cycle Q Clear(g_c), s	17.3	14.1	34.0	3.3	10.0	50.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	465	417	729	889	299	1151
V/C Ratio(X)	0.85	0.72	1.97	0.16	1.19	1.26
Avail Cap(c_a), veh/h	741	664	729	889	299	1151
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	28.3	24.7	5.3	24.4	16.7
Incr Delay (d2), s/veh	5.5	2.4	443.0	0.1	114.5	122.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	5.4	102.5	1.7	12.0	56.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.0	30.6	467.7	5.3	138.9	139.3
LnGrp LOS	C	C	F	A	F	F
Approach Vol, veh/h	697		1580			1802
Approach Delay, s/veh	33.1		426.4			139.2
Approach LOS	C		F			F
Timer - Assigned Phs	1	2				6
Phs Duration (G+Y+Rc), s	16.0	40.0			56.0	27.4
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	10.0	34.0			34.0	34.0
Max Q Clear Time (g_c+I1), s	12.0	36.0			52.0	19.3
Green Ext Time (p_c), s	0.0	0.0			0.0	2.1
Intersection Summary						
HCM 6th Ctrl Delay			232.3			
HCM 6th LOS			F			

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

14: CR 105 & Larkin Dr
 2025 Build-No Improvements_Friday Mid-Day

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	422	497	979	376	601	1098
Future Volume (veh/h)	422	497	979	376	601	1098
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1876	1832	1716	1850	1791	1687
Adj Flow Rate, veh/h	440	476	1020	282	626	1144
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	3	12	3	1	8
Cap, veh/h	601	522	654	1124	283	937
Arrive On Green	0.34	0.34	0.38	0.38	0.12	0.56
Sat Flow, veh/h	1787	1553	1716	1568	1706	1687
Grp Volume(v), veh/h	440	476	1020	282	626	1144
Grp Sat Flow(s),veh/h/ln	1787	1553	1716	1568	1706	1687
Q Serve(g_s), s	19.9	27.0	35.0	5.7	11.0	51.0
Cycle Q Clear(g_c), s	19.9	27.0	35.0	5.7	11.0	51.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	601	522	654	1124	283	937
V/C Ratio(X)	0.73	0.91	1.56	0.25	2.22	1.22
Avail Cap(c_a), veh/h	681	591	654	1124	283	937
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	29.2	28.4	4.5	26.7	20.4
Incr Delay (d2), s/veh	3.6	17.3	259.5	0.1	558.3	109.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	12.1	60.3	4.3	46.8	45.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.4	46.5	288.0	4.6	585.1	129.8
LnGrp LOS	C	D	F	A	F	F
Approach Vol, veh/h	916		1302			1770
Approach Delay, s/veh	38.8		226.6			290.8
Approach LOS	D		F			F
Timer - Assigned Phs	1	2				6
Phs Duration (G+Y+Rc), s	16.0	40.0			56.0	35.9
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	11.0	35.0			35.0	35.0
Max Q Clear Time (g_c+I1), s	13.0	37.0			53.0	29.0
Green Ext Time (p_c), s	0.0	0.0			0.0	1.9
Intersection Summary						
HCM 6th Ctrl Delay			212.0			
HCM 6th LOS			F			

Intersection

Int Delay, s/veh	65											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	120	4	72	20	3	24	110	759	25	16	728	139
Future Vol, veh/h	120	4	72	20	3	24	110	759	25	16	728	139
Conflicting Peds, #/hr	6	0	2	2	0	6	26	0	26	26	0	26
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-7	-	-	0	-	-	4	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	0	5	0	0	0	1	6	0	0	3	2
Mvmt Flow	125	4	75	21	3	25	115	791	26	17	758	145

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1945	1964	859	1966	2023	836	929	0	0	843	0	0
Stage 1	891	891	-	1060	1060	-	-	-	-	-	-	-
Stage 2	1054	1073	-	906	963	-	-	-	-	-	-	-
Critical Hdwy	5.72	5.1	5.55	7.1	6.5	6.2	4.11	-	-	4.1	-	-
Critical Hdwy Stg 1	4.72	4.1	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.72	4.1	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.345	3.5	4	3.3	2.209	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 104	137	416	48	59	370	740	-	-	802	-	-
Stage 1	477	514	-	273	303	-	-	-	-	-	-	-
Stage 2	412	454	-	333	337	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 66	88	405	28	38	358	722	-	-	782	-	-
Mov Cap-2 Maneuver	~ 66	88	-	28	38	-	-	-	-	-	-	-
Stage 1	329	479	-	188	209	-	-	-	-	-	-	-
Stage 2	265	313	-	256	314	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	\$ 612.5		209.5		1.3		0.2	
HCM LOS	F		F					

















Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	722	-	-	96	55	782	-	-
HCM Lane V/C Ratio	0.159	-	-	2.127	0.89	0.021	-	-
HCM Control Delay (s)	10.9	0	-	\$ 612.5	209.5	9.7	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.6	-	-	17.8	3.9	0.1	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

16: Forest Rd & Drwy/Van Buren Dr
2025 Build-No Improvements_Friday Mid-Day

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	125	124	102	128	243	76	472	149	359	464	46
Future Volume (veh/h)	54	125	124	102	128	243	76	472	149	359	464	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.88	0.94		0.88	1.00		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1788	1788	1788	1834	1834	1834
Adj Flow Rate, veh/h	56	130	129	106	133	253	79	492	155	374	483	48
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	2	2	2	4	4	4	7	7	7
Cap, veh/h	146	272	231	177	174	280	134	539	161	247	191	19
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	174	762	649	253	489	786	118	1158	346	315	411	41
Grp Volume(v), veh/h	315	0	0	492	0	0	726	0	0	905	0	0
Grp Sat Flow(s),veh/h/ln	1585	0	0	1528	0	0	1622	0	0	766	0	0
Q Serve(g_s), s	0.0	0.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0
Cycle Q Clear(g_c), s	7.7	0.0	0.0	15.1	0.0	0.0	21.8	0.0	0.0	23.5	0.0	0.0
Prop In Lane	0.18		0.41	0.22		0.51	0.11		0.21	0.41		0.05
Lane Grp Cap(c), veh/h	649	0	0	631	0	0	834	0	0	457	0	0
V/C Ratio(X)	0.49	0.00	0.00	0.78	0.00	0.00	0.87	0.00	0.00	1.98	0.00	0.00
Avail Cap(c_a), veh/h	649	0	0	631	0	0	834	0	0	457	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.9	0.0	0.0	15.0	0.0	0.0	12.9	0.0	0.0	16.4	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.0	9.2	0.0	0.0	12.0	0.0	0.0	448.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	5.9	0.0	0.0	8.7	0.0	0.0	62.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	0.0	0.0	24.2	0.0	0.0	24.9	0.0	0.0	464.7	0.0	0.0
LnGrp LOS	B	A	A	C	A	A	C	A	A	F	A	A
Approach Vol, veh/h		315			492			726			905	
Approach Delay, s/veh		15.5			24.2			24.9			464.7	
Approach LOS		B			C			C			F	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.0		22.5		28.0		22.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		23.5		18.0		23.5		18.0				
Max Q Clear Time (g_c+I1), s		23.8		9.7		25.5		17.1				
Green Ext Time (p_c), s		0.0		1.3		0.0		0.4				
Intersection Summary												
HCM 6th Ctrl Delay				186.8								
HCM 6th LOS				F								

Intersection

Intersection Delay, s/veh 366.3
Intersection LOS F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	647	426	106	703	400	66
Future Vol, veh/h	647	426	106	703	400	66
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	3	3	1	0	2
Mvmt Flow	688	453	113	748	426	70
Number of Lanes	1	0	1	0	0	1
Approach	WB		NB		SB	
Opposing Approach			SB		NB	
Opposing Lanes	0		1		1	
Conflicting Approach Left	NB				WB	
Conflicting Lanes Left	1		0		1	
Conflicting Approach Right	SB		WB			
Conflicting Lanes Right	1		1		0	
HCM Control Delay	552.9		282.8		81.4	
HCM LOS	F		F		F	

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	60%	86%
Vol Thru, %	13%	0%	14%
Vol Right, %	87%	40%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	809	1073	466
LT Vol	0	647	400
Through Vol	106	0	66
RT Vol	703	426	0
Lane Flow Rate	861	1141	496
Geometry Grp	1	1	1
Degree of Util (X)	1.547	2.174	0.987
Departure Headway (Hd)	9.426	7.718	11.096
Convergence, Y/N	Yes	Yes	Yes
Cap	396	479	332
Service Time	7.426	5.718	9.096
HCM Lane V/C Ratio	2.174	2.382	1.494
HCM Control Delay	282.8	552.9	81.4
HCM Lane LOS	F	F	F
HCM 95th-tile Q	32.9	73.6	10.7

Intersection

Int Delay, s/veh 307.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	178	439	947	175	401	1046
Future Vol, veh/h	178	439	947	175	401	1046
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	1	2	7	3	0
Mvmt Flow	184	453	976	180	413	1078

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	638
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	~ 946
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	~ 945
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	49.8	\$ 637.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	629	-	-	~ 945	-
HCM Lane V/C Ratio	2.372	-	-	1.033	-
HCM Control Delay (s)	\$ 637.7	-	-	59	0
HCM Lane LOS	F	-	-	F	A
HCM 95th %tile Q(veh)	112.8	-	-	21.2	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh	3.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	203	28	54	208	40	69
Future Vol, veh/h	203	28	54	208	40	69
Conflicting Peds, #/hr	0	19	19	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-2	4	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	12	7	6	6	5	8
Mvmt Flow	260	36	69	267	51	88

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	315	0	704
Stage 1	-	-	-	-	297
Stage 2	-	-	-	-	407
Critical Hdwy	-	-	4.16	-	7.25
Critical Hdwy Stg 1	-	-	-	-	6.25
Critical Hdwy Stg 2	-	-	-	-	6.25
Follow-up Hdwy	-	-	2.254	-	3.545
Pot Cap-1 Maneuver	-	-	1223	-	341
Stage 1	-	-	-	-	699
Stage 2	-	-	-	-	608
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1205	-	313
Mov Cap-2 Maneuver	-	-	-	-	313
Stage 1	-	-	-	-	689
Stage 2	-	-	-	-	566

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	15.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	479	-	-	1205	-
HCM Lane V/C Ratio	0.292	-	-	0.057	-
HCM Control Delay (s)	15.6	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0.2	-

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	11:00	11:00	11:00	11:00	11:00	11:00	11:00
End Time	12:15	12:15	12:15	12:15	12:15	12:15	12:15
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	8033	8026	7393	7696	7463	8275	7781
Vehs Exited	6407	6523	5457	5963	5707	6789	5942
Starting Vehs	1449	1473	1529	1414	1518	1529	1472
Ending Vehs	3075	2976	3465	3147	3274	3015	3311
Travel Distance (mi)	5369	5445	4665	4936	4723	5724	5024
Travel Time (hr)	10381.1	10339.8	10495.3	10470.1	10740.8	10372.9	10476.9
Total Delay (hr)	10193.5	10148.0	10333.6	10298.8	10577.2	10172.9	10301.2
Total Stops	18870	18562	16087	16303	15245	19803	17139
Fuel Used (gal)	2434.2	2430.1	2439.3	2440.9	2497.3	2439.4	2440.3

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	11:00	11:00	11:00	11:00
End Time	12:15	12:15	12:15	12:15
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	7160	7366	8401	7762
Vehs Exited	5661	5707	7102	6121
Starting Vehs	1588	1513	1475	1471
Ending Vehs	3087	3172	2774	3116
Travel Distance (mi)	4391	4543	5880	5070
Travel Time (hr)	10981.8	10640.8	10069.6	10496.9
Total Delay (hr)	10829.5	10481.8	9863.7	10320.0
Total Stops	13889	15730	19808	17147
Fuel Used (gal)	2545.5	2469.2	2378.3	2451.4

Interval #0 Information Seeding

Start Time	11:00
End Time	11:15
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	11:15
End Time	12:15
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	8033	8026	7393	7696	7463	8275	7781
Vehs Exited	6407	6523	5457	5963	5707	6789	5942
Starting Vehs	1449	1473	1529	1414	1518	1529	1472
Ending Vehs	3075	2976	3465	3147	3274	3015	3311
Travel Distance (mi)	5369	5445	4665	4936	4723	5724	5024
Travel Time (hr)	10381.1	10339.8	10495.3	10470.1	10740.8	10372.9	10476.9
Total Delay (hr)	10193.5	10148.0	10333.6	10298.8	10577.2	10172.9	10301.2
Total Stops	18870	18562	16087	16303	15245	19803	17139
Fuel Used (gal)	2434.2	2430.1	2439.3	2440.9	2497.3	2439.4	2440.3

Interval #1 Information Recording

Start Time	11:15
End Time	12:15
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	7160	7366	8401	7762
Vehs Exited	5661	5707	7102	6121
Starting Vehs	1588	1513	1475	1471
Ending Vehs	3087	3172	2774	3116
Travel Distance (mi)	4391	4543	5880	5070
Travel Time (hr)	10981.8	10640.8	10069.6	10496.9
Total Delay (hr)	10829.5	10481.8	9863.7	10320.0
Total Stops	13889	15730	19808	17147
Fuel Used (gal)	2545.5	2469.2	2378.3	2451.4

20: Prag Blvd & Daj Blvd/Dhrubich Way & Meron Dr Performance by lane

Lane	EB	WB	NB	SB	NE	All
Movements Served	LTR>	<LTR	<LTR	LTR>	<LR>	
Denied Del/Veh (s)						20.8
Total Del/Veh (s)	107.7	29.7	462.6	77.1	39.1	181.3

Intersection

Intersection Delay, s/veh 840.8
Intersection LOS F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1156	287	350	536	364	1156
Future Vol, veh/h	1156	287	350	536	364	1156
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1257	312	380	583	396	1257
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay	952.7		464.1		954.1	
HCM LOS	F		F		F	

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	24%	0%	40%
Vol Thru, %	0%	80%	60%
Vol Right, %	76%	20%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1520	1443	886
LT Vol	364	0	350
Through Vol	0	1156	536
RT Vol	1156	287	0
Lane Flow Rate	1652	1568	963
Geometry Grp	1	1	1
Degree of Util (X)	3.063	3.034	1.916
Departure Headway (Hd)	9.245	14.005	16.622
Convergence, Y/N	Yes	Yes	Yes
Cap	413	282	231
Service Time	7.245	12.005	14.622
HCM Lane V/C Ratio	4	5.56	4.169
HCM Control Delay	954.1	952.7	464.1
HCM Lane LOS	F	F	F
HCM 95th-tile Q	104.7	69.6	30

Intersection

Intersection Delay, s/veh 61.9
Intersection LOS F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	102	435	109	117	474	59
Future Vol, veh/h	102	435	109	117	474	59
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	1	5	0	2	2
Mvmt Flow	112	478	120	129	521	65
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay	57.4		17.7		85.1	
HCM LOS	F		C		F	

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	89%	0%	48%
Vol Thru, %	0%	19%	52%
Vol Right, %	11%	81%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	533	537	226
LT Vol	474	0	109
Through Vol	0	102	117
RT Vol	59	435	0
Lane Flow Rate	586	590	248
Geometry Grp	1	1	1
Degree of Util (X)	1.074	0.981	0.498
Departure Headway (Hd)	6.603	6.197	7.473
Convergence, Y/N	Yes	Yes	Yes
Cap	556	590	484
Service Time	4.603	4.197	5.473
HCM Lane V/C Ratio	1.054	1	0.512
HCM Control Delay	85.1	57.4	17.7
HCM Lane LOS	F	F	C
HCM 95th-tile Q	17.6	13.9	2.7

Intersection

Intersection Delay, s/veh 499.5
Intersection LOS F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Traffic Vol, veh/h	585	694	138	499	685	54
Future Vol, veh/h	585	694	138	499	685	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	636	754	150	542	745	59
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay	750.1		215		310.9	
HCM LOS	F		F		F	

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	93%	0%	22%
Vol Thru, %	0%	46%	78%
Vol Right, %	7%	54%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	739	1279	637
LT Vol	685	0	138
Through Vol	0	585	499
RT Vol	54	694	0
Lane Flow Rate	803	1390	692
Geometry Grp	1	1	1
Degree of Util (X)	1.612	2.609	1.37
Departure Headway (Hd)	9.468	8.909	11.185
Convergence, Y/N	Yes	Yes	Yes
Cap	394	431	332
Service Time	7.468	6.909	9.185
HCM Lane V/C Ratio	2.038	3.225	2.084
HCM Control Delay	310.9	750.1	215
HCM Lane LOS	F	F	F
HCM 95th-tile Q	35.6	85.9	22.3

Intersection

Int Delay, s/veh 2047.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	92	1232	40	102	1197	55	27	6	101	56	15	83
Future Vol, veh/h	92	1232	40	102	1197	55	27	6	101	56	15	83
Conflicting Peds, #/hr	10	0	0	0	0	10	6	0	6	6	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	5	-	-	3	-	-	2	-	-	-8	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	6	12	0	4	13	7	0	17	7	2	7	7
Mvmt Flow	98	1311	43	109	1273	59	29	6	107	60	16	88

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	1342	0	0	1354	0	0	3108	3089	1339	3122	3081	1319
Stage 1	-	-	-	-	-	-	1529	1529	-	1531	1531	-
Stage 2	-	-	-	-	-	-	1579	1560	-	1591	1550	-
Critical Hdwy	4.16	-	-	4.14	-	-	7.5	7.07	6.47	5.52	4.97	5.47
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	6.07	-	4.52	3.97	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	6.07	-	4.52	3.97	-
Follow-up Hdwy	2.254	-	-	2.236	-	-	3.5	4.153	3.363	3.518	4.063	3.363
Pot Cap-1 Maneuver	501	-	-	502	-	-	~ 5	7	169	~ 27	45	251
Stage 1	-	-	-	-	-	-	125	140	-	289	344	-
Stage 2	-	-	-	-	-	-	116	135	-	274	340	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	495	-	-	502	-	-	0	168	~ 1	~ 1	247	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	-	~ 1	~ 1	-	-
Stage 1	-	-	-	-	-	-	~ 23	26	-	~ 53	49	-
Stage 2	-	-	-	-	-	-	~ 7	19	-	~ 14	64	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	1.1		\$ 39955.9
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	495	-	-	502	-	-	2
HCM Lane V/C Ratio	-	0.198	-	-	0.216	-	-	-81.915
HCM Control Delay (s)	-	14.1	0	-	14.1	0		\$ 39955.9
HCM Lane LOS	-	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	-	0.7	-	-	0.8	-	-	22.9

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh	4.3					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	29	138	134	161	152	39
Future Vol, veh/h	29	138	134	161	152	39
Conflicting Peds, #/hr	2	0	0	2	2	8
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	4	-4	-	-5	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	6	9	7	6	7	4
Mvmt Flow	32	152	147	177	167	43

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	326	0	0	456	246
Stage 1	-	-	-	238	-
Stage 2	-	-	-	218	-
Critical Hdwy	4.16	-	-	5.47	5.74
Critical Hdwy Stg 1	-	-	-	4.47	-
Critical Hdwy Stg 2	-	-	-	4.47	-
Follow-up Hdwy	2.254	-	-	3.563	3.336
Pot Cap-1 Maneuver	1211	-	-	628	815
Stage 1	-	-	-	844	-
Stage 2	-	-	-	857	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1208	-	-	607	807
Mov Cap-2 Maneuver	-	-	-	607	-
Stage 1	-	-	-	818	-
Stage 2	-	-	-	855	-

Approach	NB	SB	SE
HCM Control Delay, s	1.4	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	1208	-	639	-	-
HCM Lane V/C Ratio	0.026	-	0.328	-	-
HCM Control Delay (s)	8.1	0	13.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.4	-	-

Intersection

Int Delay, s/veh 3692.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1214	481	19	1254	409	125
Future Vol, veh/h	1214	481	19	1254	409	125
Conflicting Peds, #/hr	0	10	10	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	-3	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	9	9	11	8	17	11
Mvmt Flow	1334	529	21	1378	449	137

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1873
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.21
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.299
Pot Cap-1 Maneuver	-	-	300
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	297
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	\$ 24217.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	11	-	-	297	-
HCM Lane V/C Ratio	53.347	-	-	0.07	-
HCM Control Delay (s)	\$ 24217.2	-	-	18	0
HCM Lane LOS	F	-	-	C	A
HCM 95th %tile Q(veh)	74.9	-	-	0.2	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	168	143	47	228	112	29
Future Vol, veh/h	168	143	47	228	112	29
Conflicting Peds, #/hr	0	19	19	0	2	11
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-9	3	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	10	10	4	15	9	7
Mvmt Flow	175	149	49	238	117	30










Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	343	0	607 280
Stage 1	-	-	-	-	269 -
Stage 2	-	-	-	-	338 -
Critical Hdwy	-	-	4.14	-	7.09 6.57
Critical Hdwy Stg 1	-	-	-	-	6.09 -
Critical Hdwy Stg 2	-	-	-	-	6.09 -
Follow-up Hdwy	-	-	2.236	-	3.581 3.363
Pot Cap-1 Maneuver	-	-	1205	-	405 730
Stage 1	-	-	-	-	727 -
Stage 2	-	-	-	-	668 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1183	-	378 710
Mov Cap-2 Maneuver	-	-	-	-	378 -
Stage 1	-	-	-	-	714 -
Stage 2	-	-	-	-	635 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	18.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	418	-	-	1183	-
HCM Lane V/C Ratio	0.351	-	-	0.041	-
HCM Control Delay (s)	18.2	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.6	-	-	0.1	-










HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

28: Forest Rd & Mordeche Scher Blvd
 2025 Build-No Improvements_Friday Mid-Day

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	59	136	101	738	882	65
Future Volume (veh/h)	59	136	101	738	882	65
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.92	1.00			0.82
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1970	1970	1645	1645	1995	1995
Adj Flow Rate, veh/h	61	140	104	761	909	67
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	2	4	4
Cap, veh/h	182	418	90	166	722	53
Arrive On Green	0.40	0.40	0.40	0.40	0.27	0.27
Sat Flow, veh/h	455	1045	0	414	1804	133
Grp Volume(v), veh/h	202	0	865	0	0	976
Grp Sat Flow(s),veh/h/ln	1508	0	414	0	0	1937
Q Serve(g_s), s	4.2	0.0	0.0	0.0	0.0	18.0
Cycle Q Clear(g_c), s	4.2	0.0	18.0	0.0	0.0	18.0
Prop In Lane	0.30	0.69	0.12			0.07
Lane Grp Cap(c), veh/h	603	0	255	0	0	775
V/C Ratio(X)	0.33	0.00	3.39	0.00	0.00	1.26
Avail Cap(c_a), veh/h	603	0	255	0	0	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	9.4	0.0	12.3	0.0	0.0	16.5
Incr Delay (d2), s/veh	1.5	0.0	1085.6	0.0	0.0	127.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	78.3	0.0	0.0	35.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.8	0.0	1097.9	0.0	0.0	143.6
LnGrp LOS	B	A	F	A	A	F
Approach Vol, veh/h	202			865	976	
Approach Delay, s/veh	10.8			1097.9	143.6	
Approach LOS	B			F	F	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.5		22.5		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		20.0		6.2		20.0
Green Ext Time (p_c), s		0.0		0.5		0.0
Intersection Summary						
HCM 6th Ctrl Delay			534.5			
HCM 6th LOS			F			

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

29: Forest Rd & Hayes Ct
 2025 Build-No Improvements_Friday Mid-Day

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	250	219	671	144	110	710
Future Volume (veh/h)	250	219	671	144	110	710
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.86		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1676	1676	1847	1847	1997	1997
Adj Flow Rate, veh/h	266	233	714	153	117	755
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	2	2	4	4
Cap, veh/h	287	251	589	126	91	179
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	717	628	1474	316	0	448
Grp Volume(v), veh/h	500	0	0	867	872	0
Grp Sat Flow(s),veh/h/ln	1348	0	0	1789	448	0
Q Serve(g_s), s	15.9	0.0	0.0	18.0	0.0	0.0
Cycle Q Clear(g_c), s	15.9	0.0	0.0	18.0	18.0	0.0
Prop In Lane	0.53	0.47		0.18	0.13	
Lane Grp Cap(c), veh/h	539	0	0	716	270	0
V/C Ratio(X)	0.93	0.00	0.00	1.21	3.23	0.00
Avail Cap(c_a), veh/h	539	0	0	716	270	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.9	0.0	0.0	13.5	11.9	0.0
Incr Delay (d2), s/veh	24.4	0.0	0.0	107.8	1013.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	0.0	0.0	26.9	77.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.2	0.0	0.0	121.3	1025.0	0.0
LnGrp LOS	D	A	A	F	F	A
Approach Vol, veh/h	500		867			872
Approach Delay, s/veh	37.2		121.3			1025.0
Approach LOS	D		F			F
Timer - Assigned Phs		2				6
Phs Duration (G+Y+Rc), s		22.5				22.5
Change Period (Y+Rc), s		4.5				4.5
Max Green Setting (Gmax), s		18.0				18.0
Max Q Clear Time (g_c+I1), s		20.0				17.9
Green Ext Time (p_c), s		0.0				0.0
Intersection Summary						
HCM 6th Ctrl Delay			454.5			
HCM 6th LOS			F			

Intersection

Int Delay, s/veh	12.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	185	69	68	270	196	226
Future Vol, veh/h	185	69	68	270	196	226
Conflicting Peds, #/hr	0	28	28	0	35	30
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-7	-	-	2	5	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	8	0	1	6	4	5
Mvmt Flow	197	73	72	287	209	240

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	298
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.11
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.209
Pot Cap-1 Maneuver	-	-	1269
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1241
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	29.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	279	675	-	-	1241	-
HCM Lane V/C Ratio	0.747	0.356	-	-	0.058	-
HCM Control Delay (s)	48.1	13.3	-	-	8.1	0
HCM Lane LOS	E	B	-	-	A	A
HCM 95th %tile Q(veh)	5.5	1.6	-	-	0.2	-

Intersection

Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	42	56	326	92	20	91
Future Vol, veh/h	42	56	326	92	20	91
Conflicting Peds, #/hr	122	10	0	46	46	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	1	-	4	-	-	-2
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	7	3	2	5	0
Mvmt Flow	46	61	354	100	22	99

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	715	460	0	0	500
Stage 1	450	-	-	-	-
Stage 2	265	-	-	-	-
Critical Hdwy	6.6	6.37	-	-	4.15
Critical Hdwy Stg 1	5.6	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-
Follow-up Hdwy	3.5	3.363	-	-	2.245
Pot Cap-1 Maneuver	385	584	-	-	1049
Stage 1	631	-	-	-	-
Stage 2	773	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	326	562	-	-	1018
Mov Cap-2 Maneuver	326	-	-	-	-
Stage 1	613	-	-	-	-
Stage 2	675	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.1	0	1.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	429	1018
HCM Lane V/C Ratio	-	-	0.248	0.021
HCM Control Delay (s)	-	-	16.1	8.6
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1	0.1

Intersection

Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	46	39	703	703	51
Future Vol, veh/h	38	46	39	703	703	51
Conflicting Peds, #/hr	4	6	77	0	0	77
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-8	-	-	-8	-5	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	8	7	13	1	5	2
Mvmt Flow	39	47	40	725	725	53

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1638	835	855	0	-	0
Stage 1	829	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Critical Hdwy	4.88	5.47	4.23	-	-	-
Critical Hdwy Stg 1	3.88	-	-	-	-	-
Critical Hdwy Stg 2	3.88	-	-	-	-	-
Follow-up Hdwy	3.572	3.363	2.317	-	-	-
Pot Cap-1 Maneuver	221	434	740	-	-	-
Stage 1	605	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	176	405	695	-	-	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	514	-	-	-	-	-
Stage 2	576	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.2	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	695	-	255	-	-
HCM Lane V/C Ratio	0.058	-	0.34	-	-
HCM Control Delay (s)	10.5	0	26.2	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.2	-	1.4	-	-

Intersection

Int Delay, s/veh	30.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	21	1258	1165	99	65	19
Future Vol, veh/h	21	1258	1165	99	65	19
Conflicting Peds, #/hr	18	0	0	18	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	1	-	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	5	1	5	7	10	11
Mvmt Flow	22	1310	1214	103	68	20

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1335	0	-	0	2638 1284
Stage 1	-	-	-	-	1284 -
Stage 2	-	-	-	-	1354 -
Critical Hdwy	4.15	-	-	-	6.1 6.11
Critical Hdwy Stg 1	-	-	-	-	5.1 -
Critical Hdwy Stg 2	-	-	-	-	5.1 -
Follow-up Hdwy	2.245	-	-	-	3.59 3.399
Pot Cap-1 Maneuver	507	-	-	-	~ 33 207
Stage 1	-	-	-	-	288 -
Stage 2	-	-	-	-	268 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	498	-	-	-	~ 27 203
Mov Cap-2 Maneuver	-	-	-	-	~ 27 -
Stage 1	-	-	-	-	237 -
Stage 2	-	-	-	-	263 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	\$ 962.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	498	-	-	-	34
HCM Lane V/C Ratio	0.044	-	-	-	2.574
HCM Control Delay (s)	12.6	0	-	-	\$ 962.9
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	10

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	46	1903	6	16	1993
Future Vol, veh/h	13	46	1903	6	16	1993
Conflicting Peds, #/hr	0	18	0	12	12	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	20	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	8
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	14	48	1982	6	17	2076

Major/Minor	Minor1	Major1	Major2	Major2	Major2
Conflicting Flow All	3069	2015	0	0	2000
Stage 1	1997	-	-	-	-
Stage 2	1072	-	-	-	-
Critical Hdwy	6.6	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	~ 12	74	-	-	291
Stage 1	117	-	-	-	-
Stage 2	294	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 12	72	-	-	288
Mov Cap-2 Maneuver	~ 12	-	-	-	-
Stage 1	116	-	-	-	-
Stage 2	294	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	256	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	12	72	288	-
HCM Lane V/C Ratio	-	-	1.128	0.666	0.058	-
HCM Control Delay (s)	-	-	\$ 725.3	123.4	18.3	0
HCM Lane LOS	-	-	F	F	C	A
HCM 95th %tile Q(veh)	-	-	2.4	3	0.2	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	11:00	11:00	11:00	11:00	11:00	11:00	11:00
End Time	12:15	12:15	12:15	12:15	12:15	12:15	12:15
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	8033	8026	7393	7696	7463	8275	7781
Vehs Exited	6407	6523	5457	5963	5707	6789	5942
Starting Vehs	1449	1473	1529	1414	1518	1529	1472
Ending Vehs	3075	2976	3465	3147	3274	3015	3311
Travel Distance (mi)	5369	5445	4665	4936	4723	5724	5024
Travel Time (hr)	10381.1	10339.8	10495.3	10470.1	10740.8	10372.9	10476.9
Total Delay (hr)	10193.5	10148.0	10333.6	10298.8	10577.2	10172.9	10301.2
Total Stops	18870	18562	16087	16303	15245	19803	17139
Fuel Used (gal)	2434.2	2430.1	2439.3	2440.9	2497.3	2439.4	2440.3

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	11:00	11:00	11:00	11:00
End Time	12:15	12:15	12:15	12:15
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	7160	7366	8401	7762
Vehs Exited	5661	5707	7102	6121
Starting Vehs	1588	1513	1475	1471
Ending Vehs	3087	3172	2774	3116
Travel Distance (mi)	4391	4543	5880	5070
Travel Time (hr)	10981.8	10640.8	10069.6	10496.9
Total Delay (hr)	10829.5	10481.8	9863.7	10320.0
Total Stops	13889	15730	19808	17147
Fuel Used (gal)	2545.5	2469.2	2378.3	2451.4

Interval #0 Information Seeding

Start Time	11:00
End Time	11:15
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	11:15
End Time	12:15
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	8033	8026	7393	7696	7463	8275	7781
Vehs Exited	6407	6523	5457	5963	5707	6789	5942
Starting Vehs	1449	1473	1529	1414	1518	1529	1472
Ending Vehs	3075	2976	3465	3147	3274	3015	3311
Travel Distance (mi)	5369	5445	4665	4936	4723	5724	5024
Travel Time (hr)	10381.1	10339.8	10495.3	10470.1	10740.8	10372.9	10476.9
Total Delay (hr)	10193.5	10148.0	10333.6	10298.8	10577.2	10172.9	10301.2
Total Stops	18870	18562	16087	16303	15245	19803	17139
Fuel Used (gal)	2434.2	2430.1	2439.3	2440.9	2497.3	2439.4	2440.3

Interval #1 Information Recording

Start Time	11:15
End Time	12:15
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	7160	7366	8401	7762
Vehs Exited	5661	5707	7102	6121
Starting Vehs	1588	1513	1475	1471
Ending Vehs	3087	3172	2774	3116
Travel Distance (mi)	4391	4543	5880	5070
Travel Time (hr)	10981.8	10640.8	10069.6	10496.9
Total Delay (hr)	10829.5	10481.8	9863.7	10320.0
Total Stops	13889	15730	19808	17147
Fuel Used (gal)	2545.5	2469.2	2378.3	2451.4

35: Bakertown Rd & Driveway & Hamaspik Way Performance by lane

Lane	WB	NB	SB	NW	All
Movements Served	<LR	TR>	<LT	LR	
Denied Del/Veh (s)					231.9
Total Del/Veh (s)	615.5	117.6	133.2	911.3	162.9

Intersection

Int Delay, s/veh	15.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	126	133	458	121	130	405
Future Vol, veh/h	126	133	458	121	130	405
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-7	-	3	-	-	-6
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	13	5	0	7	7	5
Mvmt Flow	143	151	520	138	148	460

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1345	589	0	0	658
Stage 1	589	-	-	-	-
Stage 2	756	-	-	-	-
Critical Hdwy	5.13	5.55	-	-	4.17
Critical Hdwy Stg 1	4.13	-	-	-	-
Critical Hdwy Stg 2	4.13	-	-	-	-
Follow-up Hdwy	3.617	3.345	-	-	2.263
Pot Cap-1 Maneuver	267	564	-	-	906
Stage 1	671	-	-	-	-
Stage 2	597	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	209	564	-	-	906
Mov Cap-2 Maneuver	209	-	-	-	-
Stage 1	671	-	-	-	-
Stage 2	466	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	77.4	0	2.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	309	906
HCM Lane V/C Ratio	-	-	0.952	0.163
HCM Control Delay (s)	-	-	77.4	9.7
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	9.6	0.6

Intersection

Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	250	45	49	284	27	41
Future Vol, veh/h	250	45	49	284	27	41
Conflicting Peds, #/hr	0	9	9	0	3	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-7	-	-	7	1	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	9	16	8	15	20	10
Mvmt Flow	269	48	53	305	29	44

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	326	0	716
Stage 1	-	-	-	-	302
Stage 2	-	-	-	-	414
Critical Hdwy	-	-	4.18	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.272	-	3.68
Pot Cap-1 Maneuver	-	-	1201	-	357
Stage 1	-	-	-	-	699
Stage 2	-	-	-	-	616
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1192	-	335
Mov Cap-2 Maneuver	-	-	-	-	335
Stage 1	-	-	-	-	694
Stage 2	-	-	-	-	581

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	491	-	-	1192	-
HCM Lane V/C Ratio	0.149	-	-	0.044	-
HCM Control Delay (s)	13.6	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	35	163	227	70	54	52
Future Vol, veh/h	35	163	227	70	54	52
Conflicting Peds, #/hr	5	0	0	5	2	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	7	-3	-	-9	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	6	10	13	17	10	12
Mvmt Flow	38	175	244	75	58	56

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	324	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.16	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.254	-	-
Pot Cap-1 Maneuver	1214	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1209	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1209	-	-	-	682
HCM Lane V/C Ratio	0.031	-	-	-	0.167
HCM Control Delay (s)	8.1	0	-	-	11.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Intersection

Int Delay, s/veh	11.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	100	91	107	212	259	153
Future Vol, veh/h	100	91	107	212	259	153
Conflicting Peds, #/hr	7	5	0	68	68	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-5	-	7	-	-	-7
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	9	7	4	11	5
Mvmt Flow	115	105	123	244	298	176

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1092	318	0	0	435
Stage 1	313	-	-	-	-
Stage 2	779	-	-	-	-
Critical Hdwy	5.44	5.79	-	-	4.21
Critical Hdwy Stg 1	4.44	-	-	-	-
Critical Hdwy Stg 2	4.44	-	-	-	-
Follow-up Hdwy	3.536	3.381	-	-	2.299
Pot Cap-1 Maneuver	319	739	-	-	1078
Stage 1	804	-	-	-	-
Stage 2	557	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	199	688	-	-	1008
Mov Cap-2 Maneuver	199	-	-	-	-
Stage 1	752	-	-	-	-
Stage 2	372	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	43.4	0	6.3
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	301	1008
HCM Lane V/C Ratio	-	-	0.729	0.295
HCM Control Delay (s)	-	-	43.4	10.1
HCM Lane LOS	-	-	E	B
HCM 95th %tile Q(veh)	-	-	5.3	1.2

Intersection

Intersection Delay, s/veh 13.9
Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	54	83	221	47	14	123	27	240	8	14	13
Future Vol, veh/h	8	54	83	221	47	14	123	27	240	8	14	13
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	5	8	8	0	23	25	5	13	15	12	6	5
Mvmt Flow	9	60	92	246	52	16	137	30	267	9	16	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	10.3			13.8			15.8			9.5		
HCM LOS	B			B			C			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	6%	78%	23%
Vol Thru, %	7%	37%	17%	40%
Vol Right, %	62%	57%	5%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	390	145	282	35
LT Vol	123	8	221	8
Through Vol	27	54	47	14
RT Vol	240	83	14	13
Lane Flow Rate	433	161	313	39
Geometry Grp	1	1	1	1
Degree of Util (X)	0.61	0.244	0.484	0.065
Departure Headway (Hd)	5.066	5.456	5.565	5.983
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	711	656	645	596
Service Time	3.103	3.508	3.609	4.044
HCM Lane V/C Ratio	0.609	0.245	0.485	0.065
HCM Control Delay	15.8	10.3	13.8	9.5
HCM Lane LOS	C	B	B	A
HCM 95th-tile Q	4.2	1	2.6	0.2

Intersection

Int Delay, s/veh	15.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1621	91	43	1584	77	66
Future Vol, veh/h	1621	91	43	1584	77	66
Conflicting Peds, #/hr	0	38	38	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	2	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	9	7	11	9	7	9
Mvmt Flow	1689	95	45	1650	80	69

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1822	0	3515 1775
Stage 1	-	-	-	-	1775 -
Stage 2	-	-	-	-	1740 -
Critical Hdwy	-	-	4.21	-	6.47 6.29
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	-	-	2.299	-	3.563 3.381
Pot Cap-1 Maneuver	-	-	315	-	~7 98
Stage 1	-	-	-	-	145 -
Stage 2	-	-	-	-	151 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	306	-	0 95
Mov Cap-2 Maneuver	-	-	-	-	0 -
Stage 1	-	-	-	-	141 -
Stage 2	-	-	-	-	0 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	\$ 378.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	95	-	-	306	-
HCM Lane V/C Ratio	1.568	-	-	0.146	-
HCM Control Delay (s)	\$ 378.2	-	-	18.8	0
HCM Lane LOS	F	-	-	C	A
HCM 95th %tile Q(veh)	11.6	-	-	0.5	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 7.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	139	29	36	33	45	155
Future Vol, veh/h	139	29	36	33	45	155
Conflicting Peds, #/hr	38	0	0	38	4	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-7	5	-	-4	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	0	12	6	7	1
Mvmt Flow	148	31	38	35	48	165

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	111	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.13	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.227	-	-
Pot Cap-1 Maneuver	1473	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1429	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	6.5	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1429	-	-	-	802
HCM Lane V/C Ratio	0.103	-	-	-	0.265
HCM Control Delay (s)	7.8	0	-	-	11.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.1

Intersection

Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	97	1	23	110	0	51
Future Vol, veh/h	97	1	23	110	0	51
Conflicting Peds, #/hr	0	1	1	0	0	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-6	-	-	-1	4	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	4	0	18	7	0	2
Mvmt Flow	113	1	27	128	0	59

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	115	0	297 119
Stage 1	-	-	-	-	115 -
Stage 2	-	-	-	-	182 -
Critical Hdwy	-	-	4.28	-	7.2 6.62
Critical Hdwy Stg 1	-	-	-	-	6.2 -
Critical Hdwy Stg 2	-	-	-	-	6.2 -
Follow-up Hdwy	-	-	2.362	-	3.5 3.318
Pot Cap-1 Maneuver	-	-	1380	-	654 920
Stage 1	-	-	-	-	892 -
Stage 2	-	-	-	-	820 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1379	-	640 916
Mov Cap-2 Maneuver	-	-	-	-	640 -
Stage 1	-	-	-	-	891 -
Stage 2	-	-	-	-	803 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	916	-	-	1379	-
HCM Lane V/C Ratio	0.065	-	-	0.019	-
HCM Control Delay (s)	9.2	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection

Int Delay, s/veh 4.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	176	457	420	242	81	53
Future Vol, veh/h	176	457	420	242	81	53
Conflicting Peds, #/hr	40	0	0	40	20	20
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	60
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	-8	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	1	2	2	2
Mvmt Flow	191	497	457	263	88	58

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	760	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	852	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	825	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	35.8
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	825	-	-	-	162	517
HCM Lane V/C Ratio	0.232	-	-	-	0.543	0.111
HCM Control Delay (s)	10.7	0	-	-	50.9	12.8
HCM Lane LOS	B	A	-	-	F	B
HCM 95th %tile Q(veh)	0.9	-	-	-	2.8	0.4

Intersection

Int Delay, s/veh	6.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	53	48	124	37	44	99
Future Vol, veh/h	53	48	124	37	44	99
Conflicting Peds, #/hr	2	9	0	14	14	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	10	-	3	-	-	-11
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	3	3	4	2
Mvmt Flow	62	56	146	44	52	116













Major/Minor	Minor2	Major2		
Conflicting Flow All	234	130	14	0
Stage 1	220	-	-	-
Stage 2	14	-	-	-
Critical Hdwy	7.13	6.53	4.14	-
Critical Hdwy Stg 1	6.13	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.027	3.327	2.236	-
Pot Cap-1 Maneuver	639	907	1591	-
Stage 1	693	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	907	1591	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	NB	SB
HCM Control Delay, s	10	2.3
HCM LOS	B	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	907	1591	-
HCM Lane V/C Ratio	0.209	0.033	-
HCM Control Delay (s)	10	7.3	0
HCM Lane LOS	B	A	A
HCM 95th %tile Q(veh)	0.8	0.1	-

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

1: NY 208 & Mountain Rd
 2025 Build-Improvements_AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	628	308	366	416	348	832
Future Volume (veh/h)	628	308	366	416	348	832
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	2185	2185	1847	1847	2106	2106
Adj Flow Rate, veh/h	571	280	333	378	316	756
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	699	890	459	915	504	1018
Arrive On Green	0.34	0.34	0.25	0.25	0.14	0.48
Sat Flow, veh/h	2081	1851	1847	1565	2006	2106
Grp Volume(v), veh/h	571	280	333	378	316	756
Grp Sat Flow(s),veh/h/ln	2081	1851	1847	1565	2006	2106
Q Serve(g_s), s	12.5	4.6	8.2	6.6	5.3	14.4
Cycle Q Clear(g_c), s	12.5	4.6	8.2	6.6	5.3	14.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	699	890	459	915	504	1018
V/C Ratio(X)	0.82	0.31	0.73	0.41	0.63	0.74
Avail Cap(c_a), veh/h	1023	1178	722	1138	515	1331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	7.9	17.2	5.7	11.1	10.4
Incr Delay (d2), s/veh	3.4	0.2	2.2	0.3	2.3	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	1.3	2.9	3.3	1.8	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.5	8.1	19.4	6.0	13.5	12.0
LnGrp LOS	B	A	B	A	B	B
Approach Vol, veh/h	851		711			1072
Approach Delay, s/veh	15.1		12.3			12.4
Approach LOS	B		B			B
Timer - Assigned Phs	1	2				6
Phs Duration (G+Y+Rc), s	11.7	16.9				28.6
Change Period (Y+Rc), s	4.5	4.5				4.5
Max Green Setting (Gmax), s	7.5	19.5				31.5
Max Q Clear Time (g_c+I1), s	7.3	10.2				16.4
Green Ext Time (p_c), s	0.0	2.1				4.0
Green Ext Time (p_c), s						2.2
Intersection Summary						
HCM 6th Ctrl Delay			13.2			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

2: 7 Springs Rd & 7 Springs Mtn Rd
2025 Build-Improvements_AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	710	68	246	797	3	57	1	237	1	0	1
Future Volume (veh/h)	0	710	68	246	797	3	57	1	237	1	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1864	1864	1864	1864	1864	1864	1847	1847	1847	1988	1988	1988
Adj Flow Rate, veh/h	0	673	64	233	755	3	54	1	225	1	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	788	75	381	1216	5	357	5	415	191	31	126
Arrive On Green	0.00	0.47	0.47	0.10	0.66	0.66	0.17	0.17	0.17	0.17	0.00	0.17
Sat Flow, veh/h	0	1676	159	1776	1856	7	1374	33	1565	567	184	751
Grp Volume(v), veh/h	0	0	737	233	0	758	55	0	225	2	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1836	1776	0	1863	1407	0	1565	1502	0	0
Q Serve(g_s), s	0.0	0.0	20.1	3.4	0.0	13.4	1.9	0.0	7.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	20.1	3.4	0.0	13.4	1.9	0.0	7.0	0.1	0.0	0.0
Prop In Lane	0.00		0.09	1.00		0.00	0.98		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	0	0	863	381	0	1221	363	0	415	348	0	0
V/C Ratio(X)	0.00	0.00	0.85	0.61	0.00	0.62	0.15	0.00	0.54	0.01	0.00	0.00
Avail Cap(c_a), veh/h	0	0	1244	492	0	1723	573	0	649	560	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	13.3	11.2	0.0	5.7	20.4	0.0	17.9	19.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	4.1	1.6	0.0	0.5	0.2	0.0	1.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	7.2	1.1	0.0	2.9	0.6	0.0	2.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	17.4	12.8	0.0	6.2	20.6	0.0	19.0	19.6	0.0	0.0
LnGrp LOS	A	A	B	B	A	A	C	A	B	B	A	A
Approach Vol, veh/h		737			991			280				2
Approach Delay, s/veh		17.4			7.8			19.3				19.6
Approach LOS		B			A			B				B
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		42.1		14.5	10.5	31.6		14.5				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s		52.4		18.0	9.0	38.4		18.0				
Max Q Clear Time (g_c+I1), s		15.4		9.0	5.4	22.1		2.1				
Green Ext Time (p_c), s		5.9		0.7	0.2	4.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	12.9
HCM 6th LOS	B

Intersection

Int Delay, s/veh	12.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	993	48	105	1018	65	131
Future Vol, veh/h	993	48	105	1018	65	131
Conflicting Peds, #/hr	0	16	16	0	3	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	0	3	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	993	48	105	1018	65	131

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1057
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	659
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	649
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	146
HCM LOS			F












Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	180	-	-	649	-
HCM Lane V/C Ratio	1.089	-	-	0.162	-
HCM Control Delay (s)	146	-	-	11.6	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	9.6	-	-	0.6	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

4: 7 Springs Mtn Rd & Mountain Road
 2025 Build-Improvements_AM Peak

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	156	967	959	101	108	164
Future Volume (veh/h)	156	967	959	101	108	164
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	2027	2027	1723	1723	2145	2145
Adj Flow Rate, veh/h	151	936	928	98	105	159
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	298	1590	1032	109	224	304
Arrive On Green	0.06	0.78	0.67	0.67	0.11	0.11
Sat Flow, veh/h	1931	2027	1532	162	2043	1818
Grp Volume(v), veh/h	151	936	0	1026	105	159
Grp Sat Flow(s),veh/h/ln	1931	2027	0	1694	2043	1818
Q Serve(g_s), s	1.8	15.7	0.0	42.5	4.1	6.8
Cycle Q Clear(g_c), s	1.8	15.7	0.0	42.5	4.1	6.8
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	298	1590	0	1141	224	304
V/C Ratio(X)	0.51	0.59	0.00	0.90	0.47	0.52
Avail Cap(c_a), veh/h	438	2938	0	2145	436	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	3.7	0.0	11.4	35.4	32.2
Incr Delay (d2), s/veh	1.3	0.3	0.0	2.9	1.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	4.0	0.0	13.4	2.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.7	4.0	0.0	14.3	36.9	33.6
LnGrp LOS	B	A	A	B	D	C
Approach Vol, veh/h		1087	1026		264	
Approach Delay, s/veh		6.2	14.3		35.0	
Approach LOS		A	B		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		71.0		13.8	9.4	61.6
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		122.9		18.1	11.0	107.4
Max Q Clear Time (g_c+I1), s		17.7		8.8	3.8	44.5
Green Ext Time (p_c), s		10.3		0.6	0.2	12.6
Intersection Summary						
HCM 6th Ctrl Delay			12.9			
HCM 6th LOS			B			

HCM Signalized Intersection Capacity Analysis

5: Mountain Road/Acres Road & Forest Road

05/22/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↑	↘	↙	↘
Traffic Volume (vph)	101	1208	1241	67	79	78
Future Volume (vph)	101	1208	1241	67	79	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	14	14	12	12	12	12
Grade (%)		-1%	0%		-6%	
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.96	1.00	0.95
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1897	1997	1863	1526	1823	1545
Flt Permitted	0.15	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	291	1997	1863	1526	1823	1545
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor (vph)	90%	90%	90%	90%	90%	90%
Adj. Flow (vph)	102	1222	1255	68	80	79
RTOR Reduction (vph)	0	0	0	11	0	73
Lane Group Flow (vph)	102	1222	1255	57	80	6
Confl. Peds. (#/hr)	5			5	10	5
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		4 6	8 6		5	
Permitted Phases	4 6			8 6		5
Actuated Green, G (s)	101.0	101.0	101.0	101.0	9.0	9.0
Effective Green, g (s)	101.0	101.0	101.0	101.0	9.0	9.0
Actuated g/C Ratio	0.84	0.84	0.84	0.84	0.08	0.08
Clearance Time (s)					5.0	5.0
Vehicle Extension (s)					3.0	3.0
Lane Grp Cap (vph)	244	1680	1568	1284	136	115
v/s Ratio Prot		0.61	c0.67		c0.04	
v/s Ratio Perm	0.35			0.04		0.00
v/c Ratio	0.42	0.73	0.80	0.04	0.59	0.05
Uniform Delay, d1	2.3	3.9	4.6	1.6	53.7	51.5
Progression Factor	0.79	0.92	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.1	3.0	0.0	6.4	0.2
Delay (s)	1.9	3.7	7.6	1.6	60.1	51.7
Level of Service	A	A	A	A	E	D
Approach Delay (s)		3.6	7.3		55.9	
Approach LOS		A	A		E	


















Intersection Summary

HCM 2000 Control Delay	8.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	80.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group





















HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

6: Satmar Dr/Drwy & Acres Road
2025 Build-Improvements_AM Peak





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1209	57	146	1096	1	34	0	132	2	0	0
Future Volume (veh/h)	1	1209	57	146	1096	1	34	0	132	2	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.96		0.96	0.98		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1921	1921	1921	2027	2027	2027	1582	1582	1582	2381	2381	2381
Adj Flow Rate, veh/h	1	1170	55	141	1061	1	33	0	128	2	0	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	33	1370	64	284	1526	1	67	13	158	221	0	0
Arrive On Green	0.75	0.75	0.75	1.00	1.00	1.00	0.16	0.00	0.16	0.16	0.00	0.00
Sat Flow, veh/h	0	1819	85	493	2025	2	178	83	1014	996	0	0
Grp Volume(v), veh/h	1226	0	0	141	0	1062	161	0	0	2	0	0
Grp Sat Flow(s),veh/h/ln	1904	0	0	493	0	2027	1275	0	0	996	0	0
Q Serve(g_s), s	0.0	0.0	0.0	6.0	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	49.0	0.0	0.0	55.0	0.0	0.0	13.3	0.0	0.0	0.2	0.0	0.0
Prop In Lane	0.00		0.04	1.00		0.00	0.20		0.80	1.00		0.00
Lane Grp Cap(c), veh/h	1467	0	0	284	0	1527	238	0	0	221	0	0
V/C Ratio(X)	0.84	0.00	0.00	0.50	0.00	0.70	0.68	0.00	0.00	0.01	0.00	0.00
Avail Cap(c_a), veh/h	1467	0	0	284	0	1527	271	0	0	262	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	0.61	0.00	0.61	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.4	0.0	0.0	3.3	0.0	0.0	44.7	0.0	0.0	39.3	0.0	0.0
Incr Delay (d2), s/veh	5.8	0.0	0.0	3.7	0.0	1.6	5.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.4	0.0	0.0	0.3	0.0	0.7	4.6	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.2	0.0	0.0	7.0	0.0	1.6	50.3	0.0	0.0	39.3	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	D	A	A	D	A	A
Approach Vol, veh/h		1226			1203			161				2
Approach Delay, s/veh		15.2			2.3			50.3				39.3
Approach LOS		B			A			D				D
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		87.9		22.1		87.9		22.1				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		80.0		20.0		80.0		20.0				
Max Q Clear Time (g_c+I1), s		51.0		2.2		57.0		15.3				
Green Ext Time (p_c), s		14.7		0.0		11.9		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				11.4								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

7: Bakertown Rd & Acres Road
2025 Build-Improvements_AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	127	639	30	113	36	640	248	34	46	286	183
Future Volume (veh/h)	179	127	639	30	113	36	640	248	34	46	286	183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1582	1582	1582	2224	2224	2224	1658	1658	1658	2027	2027	2027
Adj Flow Rate, veh/h	177	126	632	30	112	36	633	245	34	45	283	181
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	249	141	803	92	528	170	431	389	54	507	303	194
Arrive On Green	0.11	0.11	0.11	0.33	0.33	0.33	0.46	0.46	0.46	0.26	0.26	0.26
Sat Flow, veh/h	602	429	1334	841	1610	518	1579	1425	198	1931	1154	738
Grp Volume(v), veh/h	303	0	632	30	0	148	633	0	279	45	0	464
Grp Sat Flow(s),veh/h/ln	1031	0	1334	841	0	2128	1579	0	1622	1931	0	1893
Q Serve(g_s), s	27.1	0.0	32.7	3.5	0.0	5.5	30.0	0.0	14.5	1.9	0.0	26.3
Cycle Q Clear(g_c), s	32.6	0.0	32.7	36.1	0.0	5.5	30.0	0.0	14.5	1.9	0.0	26.3
Prop In Lane	0.58		1.00	1.00		0.24	1.00		0.12	1.00		0.39
Lane Grp Cap(c), veh/h	390	0	803	92	0	698	431	0	442	507	0	497
V/C Ratio(X)	0.78	0.00	0.79	0.33	0.00	0.21	1.47	0.00	0.63	0.09	0.00	0.93
Avail Cap(c_a), veh/h	390	0	803	92	0	698	431	0	442	527	0	516
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(l)	0.71	0.00	0.71	1.00	0.00	1.00	0.61	0.00	0.61	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.2	0.0	20.3	53.5	0.0	26.7	30.0	0.0	25.7	30.6	0.0	39.6
Incr Delay (d2), s/veh	10.3	0.0	5.5	2.0	0.0	0.1	219.0	0.0	1.8	0.1	0.0	23.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	0.0	19.9	0.9	0.0	2.8	35.5	0.0	4.8	0.9	0.0	15.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.6	0.0	25.8	55.5	0.0	26.8	249.0	0.0	27.5	30.7	0.0	63.4
LnGrp LOS	E	A	C	E	A	C	F	A	C	C	A	E
Approach Vol, veh/h		935			178			912			509	
Approach Delay, s/veh		37.1			31.7			181.2			60.5	
Approach LOS		D			C			F			E	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.1		33.9		41.1		35.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		35.0		30.0		35.0		30.0				
Max Q Clear Time (g_c+I1), s		34.7		28.3		38.1		32.0				
Green Ext Time (p_c), s		0.2		0.5		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			93.3									
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary 10: Bakertown Rd & Israel Zupnik Dr/Dinev Court
 118-304 Palm Tree-KJ Comp TIS 2025 Build-Improvements_AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	40	331	102	53	98	263	744	152	83	829	19
Future Volume (veh/h)	34	40	331	102	53	98	263	744	152	83	829	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.89	0.97		0.89	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	2027	2027	2027	1723	1723	1723	2185	2185	2185
Adj Flow Rate, veh/h	34	40	335	103	54	99	266	752	154	84	838	19
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	40	416	54	18	378	386	860	176	276	1231	28
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.08	0.62	0.62	0.04	0.58	0.58
Sat Flow, veh/h	0	200	1411	0	88	1529	1641	1384	283	2081	2127	48
Grp Volume(v), veh/h	74	0	335	157	0	99	266	0	906	84	0	857
Grp Sat Flow(s),veh/h/ln	200	0	1411	88	0	1529	1641	0	1667	2081	0	2175
Q Serve(g_s), s	0.0	0.0	22.0	0.0	0.0	5.8	6.8	0.0	49.5	1.8	0.0	30.1
Cycle Q Clear(g_c), s	22.0	0.0	22.0	22.0	0.0	5.8	6.8	0.0	49.5	1.8	0.0	30.1
Prop In Lane	0.46		1.00	0.66		1.00	1.00		0.17	1.00		0.02
Lane Grp Cap(c), veh/h	88	0	416	72	0	378	386	0	1036	276	0	1259
V/C Ratio(X)	0.84	0.00	0.80	2.19	0.00	0.26	0.69	0.00	0.87	0.30	0.00	0.68
Avail Cap(c_a), veh/h	88	0	416	72	0	378	500	0	1036	283	0	1259
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.56	0.00	0.56
Uniform Delay (d), s/veh	43.8	0.0	36.9	49.7	0.0	33.8	15.1	0.0	17.2	18.6	0.0	16.1
Incr Delay (d2), s/veh	49.2	0.0	11.0	576.1	0.0	0.4	2.7	0.0	10.2	0.3	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	9.6	13.5	0.0	2.2	3.2	0.0	20.2	0.9	0.0	14.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.9	0.0	47.9	625.8	0.0	34.2	17.8	0.0	27.5	18.9	0.0	17.8
LnGrp LOS	F	A	D	F	A	C	B	A	C	B	A	B
Approach Vol, veh/h		409			256			1172			941	
Approach Delay, s/veh		56.0			397.0			25.3			17.9	
Approach LOS		E			F			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	73.4		27.0	14.3	68.7		27.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	68.0		22.0	17.0	56.0		22.0				
Max Q Clear Time (g_c+I1), s	3.8	51.5		24.0	8.8	32.1		24.0				
Green Ext Time (p_c), s	0.0	6.7		0.0	0.5	7.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	61.6
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

11: Bakertown Rd & Meron Dr/Drwy
2025 Build Connector Road_AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	68	82	41	30	7	63	913	49	13	960	239
Future Volume (veh/h)	206	68	82	41	30	7	63	913	49	13	960	239
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.93		0.95	0.87		0.84	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1449	1449	1449	1945	1945	1945	2185	2185	2185	1870	1870	1870
Adj Flow Rate, veh/h	208	69	83	41	30	7	64	923	50	13	971	242
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	394	163	196	136	54	10	279	2273	123	288	1237	307
Arrive On Green	0.12	0.28	0.28	0.08	0.08	0.08	0.05	0.57	0.57	0.44	0.44	0.44
Sat Flow, veh/h	1380	582	701	635	663	128	2081	4003	217	577	2817	700
Grp Volume(v), veh/h	208	0	152	78	0	0	64	479	494	13	611	602
Grp Sat Flow(s),veh/h/ln	1380	0	1283	1426	0	0	2081	2075	2145	577	1777	1741
Q Serve(g_s), s	8.0	0.0	6.4	2.8	0.0	0.0	0.0	8.5	8.5	1.0	19.3	19.4
Cycle Q Clear(g_c), s	8.0	0.0	6.4	3.4	0.0	0.0	0.0	8.5	8.5	9.5	19.3	19.4
Prop In Lane	1.00		0.55	0.53		0.09	1.00		0.10	1.00		0.40
Lane Grp Cap(c), veh/h	394	0	359	200	0	0	279	1178	1218	288	780	764
V/C Ratio(X)	0.53	0.00	0.42	0.39	0.00	0.00	0.23	0.41	0.41	0.05	0.78	0.79
Avail Cap(c_a), veh/h	394	0	391	234	0	0	408	1582	1634	369	1029	1008
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	0.0	19.3	29.1	0.0	0.0	26.0	8.0	8.0	16.0	15.7	15.8
Incr Delay (d2), s/veh	1.3	0.0	0.8	1.2	0.0	0.0	0.4	0.2	0.2	0.1	3.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	1.8	1.2	0.0	0.0	0.9	3.2	3.3	0.1	7.1	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	0.0	20.1	30.4	0.0	0.0	26.4	8.2	8.2	16.1	18.7	18.9
LnGrp LOS	C	A	C	C	A	A	C	A	A	B	B	B
Approach Vol, veh/h		360			78			1037			1226	
Approach Delay, s/veh		22.3			30.4			9.3			18.8	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		42.3		23.4	8.4	33.8	13.0	10.4				
Change Period (Y+Rc), s		5.0		5.0	5.0	* 5	5.0	5.0				
Max Green Setting (Gmax), s		50.0		20.0	7.5	* 38	8.0	7.0				
Max Q Clear Time (g_c+I1), s		10.5		8.4	2.0	21.4	10.0	5.4				
Green Ext Time (p_c), s		7.8		0.6	0.0	7.4	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

12: CR 105 & Bakertown Rd
2025 Build Connector Road_AM Peak























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	548	308	355	100	349	210	308	476	106	183	571	573
Future Volume (veh/h)	548	308	355	100	349	210	308	476	106	183	571	573
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1393	1393	1393
Adj Flow Rate, veh/h	560	315	363	102	357	215	315	487	108	187	584	586
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	488	399	572	544	354	450	338	343	76	201	474	534
Arrive On Green	0.27	0.21	0.21	0.25	0.19	0.19	0.15	0.23	0.23	0.09	0.18	0.18
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1482	329	1327	2647	1177
Grp Volume(v), veh/h	560	315	363	102	357	215	315	0	595	187	584	586
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	0	1811	1327	1324	1177
Q Serve(g_s), s	26.0	15.1	6.5	0.0	18.0	4.2	13.3	0.0	22.0	9.0	17.0	15.8
Cycle Q Clear(g_c), s	26.0	15.1	6.5	0.0	18.0	4.2	13.3	0.0	22.0	9.0	17.0	15.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	488	399	572	544	354	450	338	0	419	201	474	534
V/C Ratio(X)	1.15	0.79	0.64	0.19	1.01	0.48	0.93	0.00	1.42	0.93	1.23	1.10
Avail Cap(c_a), veh/h	488	709	834	544	354	450	338	0	419	201	474	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	35.4	8.9	26.4	38.5	10.3	26.5	0.0	36.5	33.0	39.0	8.6
Incr Delay (d2), s/veh	88.5	3.5	1.2	0.2	49.7	0.8	31.7	0.0	201.9	43.6	122.0	68.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.9	7.2	2.5	1.7	12.8	1.7	8.4	0.0	33.0	3.4	13.3	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	123.0	38.9	10.1	26.6	88.2	11.1	58.2	0.0	238.4	76.6	161.0	76.9
LnGrp LOS	F	D	B	C	F	B	E	A	F	E	F	F
Approach Vol, veh/h		1238			674			910			1357	
Approach Delay, s/veh		68.5			54.3			176.0			113.1	
Approach LOS		E			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	27.0	28.7	25.3	19.0	22.0	31.0	23.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	9.0	22.0	8.0	36.0	14.0	17.0	26.0	18.0				
Max Q Clear Time (g_c+I1), s	11.0	24.0	2.0	17.1	15.3	19.0	28.0	20.0				
Green Ext Time (p_c), s	0.0	0.0	0.1	3.1	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	104.1
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

13: CR 105 & Dunderberg Rd (CR 64)
2025 Build Connector Road_AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	97	172	158	30	245	192	721	145	182	892	130
Future Volume (veh/h)	202	97	172	158	30	245	192	721	145	182	892	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	2027	2027	2027	1817	1817	1817	1949	1949	1949
Adj Flow Rate, veh/h	195	94	166	153	29	184	186	698	66	176	863	126
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	229	82	146	200	29	183	211	1000	847	358	909	133
Arrive On Green	0.10	0.14	0.14	0.08	0.12	0.12	0.07	0.55	0.55	0.06	0.55	0.55
Sat Flow, veh/h	1781	607	1071	1931	239	1516	1731	1817	1540	1856	1662	243
Grp Volume(v), veh/h	195	0	260	153	0	213	186	698	66	176	0	989
Grp Sat Flow(s),veh/h/ln	1781	0	1678	1931	0	1754	1731	1817	1540	1856	0	1905
Q Serve(g_s), s	12.7	0.0	18.0	9.2	0.0	16.0	7.4	37.1	2.7	5.5	0.0	64.8
Cycle Q Clear(g_c), s	12.7	0.0	18.0	9.2	0.0	16.0	7.4	37.1	2.7	5.5	0.0	64.8
Prop In Lane	1.00		0.64	1.00		0.86	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	229	0	228	200	0	212	211	1000	847	358	0	1042
V/C Ratio(X)	0.85	0.00	1.14	0.76	0.00	1.01	0.88	0.70	0.08	0.49	0.00	0.95
Avail Cap(c_a), veh/h	229	0	228	200	0	212	243	1056	895	420	0	1129
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.3	0.0	57.2	47.4	0.0	58.2	34.7	21.7	14.0	18.2	0.0	28.3
Incr Delay (d2), s/veh	25.0	0.0	102.7	16.0	0.0	63.1	27.0	1.9	0.0	0.4	0.0	15.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	0.0	14.1	5.2	0.0	10.7	4.7	15.5	0.9	2.2	0.0	31.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.4	0.0	160.0	63.4	0.0	121.4	61.7	23.7	14.0	18.6	0.0	43.8
LnGrp LOS	E	A	F	E	A	F	E	C	B	B	A	D
Approach Vol, veh/h		455			366			950			1165	
Approach Delay, s/veh		122.0			97.2			30.4			40.0	
Approach LOS		F			F			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.6	78.9	16.0	24.0	14.0	78.5	18.0	22.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	* 6	4.5	6.0	5.0	6.0				
Max Green Setting (Gmax), s	12.0	77.0	10.0	* 18	12.0	78.5	13.0	15.0				
Max Q Clear Time (g_c+I1), s	7.5	39.1	11.2	20.0	9.4	66.8	14.7	18.0				
Green Ext Time (p_c), s	0.1	5.4	0.0	0.0	0.1	5.7	0.0	0.0				

Intersection Summary













HCM 6th Ctrl Delay	56.7
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

14: CR 105 & Larkin Dr
 2025 Build Connector Road_AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	151	323	735	307	432	792
Future Volume (veh/h)	151	323	735	307	432	792
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1847	1847	1864	1864	1776	1776
Adj Flow Rate, veh/h	149	319	727	304	427	783
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	340	608	834	1012	458	1239
Arrive On Green	0.19	0.19	0.45	0.45	0.20	0.70
Sat Flow, veh/h	1759	1565	1864	1580	1692	1776
Grp Volume(v), veh/h	149	319	727	304	427	783
Grp Sat Flow(s),veh/h/ln	1759	1565	1864	1580	1692	1776
Q Serve(g_s), s	6.8	14.3	32.3	7.8	15.6	21.8
Cycle Q Clear(g_c), s	6.8	14.3	32.3	7.8	15.6	21.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	340	608	834	1012	458	1239
V/C Ratio(X)	0.44	0.52	0.87	0.30	0.93	0.63
Avail Cap(c_a), veh/h	577	820	1305	1411	516	1748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	21.5	22.9	7.3	23.9	7.5
Incr Delay (d2), s/veh	0.9	0.7	4.2	0.2	21.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	5.2	13.7	4.1	11.4	6.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.4	22.2	27.1	7.5	45.4	8.0
LnGrp LOS	C	C	C	A	D	A
Approach Vol, veh/h	468		1031			1210
Approach Delay, s/veh	25.7		21.3			21.2
Approach LOS	C		C			C
Timer - Assigned Phs	1	2				6
Phs Duration (G+Y+Rc), s	22.9	45.9			68.8	22.7
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	21.0	64.0			90.0	30.0
Max Q Clear Time (g_c+I1), s	17.6	34.3			23.8	16.3
Green Ext Time (p_c), s	0.3	6.6			6.4	1.4
Intersection Summary						
HCM 6th Ctrl Delay			22.0			
HCM 6th LOS			C			

Intersection

Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	100	3	68	5	3	3	74	509	6	6	578	123
Future Vol, veh/h	100	3	68	5	3	3	74	509	6	6	578	123
Conflicting Peds, #/hr	6	0	2	2	0	6	26	0	26	26	0	26
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-7	-	-	0	-	-	4	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	102	3	70	5	3	3	76	521	6	6	591	126

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1377	1397	682	1407	1457	556	743	0	0	553	0	0
Stage 1	692	692	-	702	702	-	-	-	-	-	-	-
Stage 2	685	705	-	705	755	-	-	-	-	-	-	-
Critical Hdwy	5.72	5.12	5.52	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	4.72	4.12	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.72	4.12	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	209	243	514	117	130	531	864	-	-	1017	-	-
Stage 1	568	583	-	429	440	-	-	-	-	-	-	-
Stage 2	572	578	-	427	417	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	176	200	500	87	107	514	843	-	-	992	-	-
Mov Cap-2 Maneuver	176	200	-	87	107	-	-	-	-	-	-	-
Stage 1	483	563	-	365	374	-	-	-	-	-	-	-
Stage 2	488	491	-	361	402	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	53	38.1	1.2	0.1
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	843	-	-	238	120	992	-	-
HCM Lane V/C Ratio	0.09	-	-	0.735	0.094	0.006	-	-
HCM Control Delay (s)	9.7	0	-	53	38.1	8.7	0	-
HCM Lane LOS	A	A	-	F	E	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	5.1	0.3	0	-	-

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

16: Forest Rd & Drwy/Van Buren Dr
 2025 Build-Improvements_AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	61	104	73	85	191	74	343	114	281	393	35
Future Volume (veh/h)	39	61	104	73	85	191	74	343	114	281	393	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.94		0.87	0.91		0.87	0.98		0.96	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1817	1817	1817	1909	1909	1909
Adj Flow Rate, veh/h	36	56	96	67	78	175	68	315	105	258	361	32
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	184	250	141	142	249	413	384	128	424	631	56
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.06	0.30	0.30	0.13	0.37	0.37
Sat Flow, veh/h	178	586	797	206	451	793	1731	1290	430	1818	1723	153
Grp Volume(v), veh/h	188	0	0	320	0	0	68	0	420	258	0	393
Grp Sat Flow(s),veh/h/ln	1561	0	0	1450	0	0	1731	0	1720	1818	0	1876
Q Serve(g_s), s	0.0	0.0	0.0	5.5	0.0	0.0	1.5	0.0	13.0	5.3	0.0	9.6
Cycle Q Clear(g_c), s	5.3	0.0	0.0	10.8	0.0	0.0	1.5	0.0	13.0	5.3	0.0	9.6
Prop In Lane	0.19		0.51	0.21		0.55	1.00		0.25	1.00		0.08
Lane Grp Cap(c), veh/h	565	0	0	531	0	0	413	0	512	424	0	687
V/C Ratio(X)	0.33	0.00	0.00	0.60	0.00	0.00	0.16	0.00	0.82	0.61	0.00	0.57
Avail Cap(c_a), veh/h	600	0	0	567	0	0	464	0	679	449	0	852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.3	0.0	0.0	17.0	0.0	0.0	12.7	0.0	18.7	12.7	0.0	14.5
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.6	0.0	0.0	0.2	0.0	6.0	2.2	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	3.5	0.0	0.0	0.5	0.0	5.5	2.0	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	0.0	0.0	18.7	0.0	0.0	12.9	0.0	24.7	14.9	0.0	15.3
LnGrp LOS	B	A	A	B	A	A	B	A	C	B	A	B
Approach Vol, veh/h		188			320			488			651	
Approach Delay, s/veh		15.6			18.7			23.1			15.1	
Approach LOS		B			B			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	22.0		23.0	8.3	26.0		23.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	22.6		19.4	5.0	26.0		19.4				
Max Q Clear Time (g_c+I1), s	7.3	15.0		7.3	3.5	11.6		12.8				
Green Ext Time (p_c), s	0.1	1.6		0.9	0.0	2.1		1.1				

Intersection Summary












HCM 6th Ctrl Delay	18.2
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

17: Quickway Rd & Rimenev Ct
 2025 Build-Improvements_AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	535	337	51	495	312	48
Future Volume (veh/h)	535	337	51	495	312	48
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1864	1864	2108	2108	1890	1890
Adj Flow Rate, veh/h	529	333	50	490	309	47
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	618	550	51	496	372	983
Arrive On Green	0.35	0.35	0.31	0.31	0.15	0.52
Sat Flow, veh/h	1776	1580	164	1608	1800	1890
Grp Volume(v), veh/h	529	333	0	540	309	47
Grp Sat Flow(s),veh/h/ln	1776	1580	0	1772	1800	1890
Q Serve(g_s), s	18.8	11.9	0.0	20.7	7.3	0.8
Cycle Q Clear(g_c), s	18.8	11.9	0.0	20.7	7.3	0.8
Prop In Lane	1.00	1.00		0.91	1.00	
Lane Grp Cap(c), veh/h	618	550	0	546	372	983
V/C Ratio(X)	0.86	0.61	0.00	0.99	0.83	0.05
Avail Cap(c_a), veh/h	977	870	0	546	586	1207
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	18.4	0.0	23.4	14.9	8.0
Incr Delay (d2), s/veh	4.6	1.1	0.0	35.5	5.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	4.1	0.0	13.3	3.2	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.2	19.4	0.0	58.9	20.6	8.1
LnGrp LOS	C	B	A	E	C	A
Approach Vol, veh/h	862		540			356
Approach Delay, s/veh	23.0		58.9			18.9
Approach LOS	C		E			B
Timer - Assigned Phs	1	2				6
Phs Duration (G+Y+Rc), s	14.4	25.5				39.9
Change Period (Y+Rc), s	4.5	4.5				4.5
Max Green Setting (Gmax), s	18.0	21.0				43.5
Max Q Clear Time (g_c+I1), s	9.3	22.7				2.8
Green Ext Time (p_c), s	0.6	0.0				0.2
Intersection Summary						
HCM 6th Ctrl Delay			33.2			
HCM 6th LOS			C			

HCM Signalized Intersection Capacity Analysis

21: Forest Road & Mountain Road

05/22/2020









Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	947	250	448	873	247	363
Future Volume (vph)	947	250	448	873	247	363
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	15	15	13	13
Grade (%)	-2%			0%	0%	
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1728	1501	1942	2049	1925	1636
Flt Permitted	0.95	1.00	0.39	1.00	1.00	1.00
Satd. Flow (perm)	1728	1501	795	2049	1925	1636
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor (vph)	90%	90%	90%	90%	90%	90%
Adj. Flow (vph)	958	253	453	883	250	367
RTOR Reduction (vph)	0	71	0	0	0	5
Lane Group Flow (vph)	958	182	453	883	250	362
Confl. Peds. (#/hr)		4	5			
Turn Type	Prot	pm+ov	pm+pt	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4	2			6
Actuated Green, G (s)	62.0	71.0	48.0	48.0	34.0	96.0
Effective Green, g (s)	62.0	71.0	48.0	48.0	34.0	96.0
Actuated g/C Ratio	0.52	0.59	0.40	0.40	0.28	0.80
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	892	950	404	819	545	1376
v/s Ratio Prot	c0.55	0.01	0.08	c0.43	0.13	0.14
v/s Ratio Perm		0.11	c0.36			0.09
v/c Ratio	1.07	0.19	1.12	1.08	0.46	0.26
Uniform Delay, d1	29.0	11.3	36.3	36.0	35.4	3.0
Progression Factor	1.00	1.00	1.00	1.00	1.05	0.40
Incremental Delay, d2	52.0	0.1	82.0	54.7	0.4	0.1
Delay (s)	81.0	11.4	118.3	90.7	37.5	1.3
Level of Service	F	B	F	F	D	A
Approach Delay (s)	66.5			100.0	15.9	
Approach LOS	E			F	B	

Intersection Summary			
HCM 2000 Control Delay	70.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	96.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

23: Quickway Rd & Forest Rd
 2025 Build-Improvements_AM Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	416	489	73	459	519	80
Future Volume (veh/h)	416	489	73	459	519	80
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.99	1.00		1.00	0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	2027	2027	1776	1776	1876	1876
Adj Flow Rate, veh/h	407	478	71	449	508	78
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	658	553	302	818	569	87
Arrive On Green	0.32	0.32	0.06	0.46	0.38	0.38
Sat Flow, veh/h	2027	1705	1692	1776	1496	230
Grp Volume(v), veh/h	407	478	71	449	587	0
Grp Sat Flow(s),veh/h/ln	2027	1705	1692	1776	1729	0
Q Serve(g_s), s	10.7	16.5	1.6	11.5	20.0	0.0
Cycle Q Clear(g_c), s	10.7	16.5	1.6	11.5	20.0	0.0
Prop In Lane		1.00	1.00		0.87	0.13
Lane Grp Cap(c), veh/h	658	553	302	818	657	0
V/C Ratio(X)	0.62	0.86	0.23	0.55	0.89	0.00
Avail Cap(c_a), veh/h	742	624	341	921	1029	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.9	19.9	12.8	12.2	18.3	0.0
Incr Delay (d2), s/veh	1.3	11.1	0.4	0.6	6.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	7.6	0.6	4.0	8.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.2	31.0	13.1	12.8	24.9	0.0
LnGrp LOS	B	C	B	B	C	A
Approach Vol, veh/h	885			520	587	
Approach Delay, s/veh	25.6			12.9	24.9	
Approach LOS	C			B	C	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		28.9	8.6	25.4		34.0
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s		37.4	5.0	23.0		32.6
Max Q Clear Time (g_c+I1), s		22.0	3.6	18.5		13.5
Green Ext Time (p_c), s		1.9	0.0	1.9		2.7
Intersection Summary						
HCM 6th Ctrl Delay			22.0			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

24: Chevron Rd & 7 Springs Mtn Rd
 2025 Build-Improvements_AM Peak












Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	939	15	72	964	46	21	5	80	42	10	76
Future Volume (veh/h)	58	939	15	72	964	46	21	5	80	42	10	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.97		0.96	0.97		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1817	1817	1817	1921	1921	1921	2272	2272	2272
Adj Flow Rate, veh/h	57	919	15	70	943	45	21	5	78	41	10	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	280	1155	19	302	1175	56	101	30	170	145	48	161
Arrive On Green	0.68	0.68	0.68	0.68	0.68	0.68	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	525	1690	28	582	1720	82	180	210	1170	435	332	1112
Grp Volume(v), veh/h	57	0	934	70	0	988	104	0	0	125	0	0
Grp Sat Flow(s),veh/h/ln	525	0	1718	582	0	1802	1560	0	0	1879	0	0
Q Serve(g_s), s	5.0	0.0	22.0	5.5	0.0	22.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	27.3	0.0	22.0	27.5	0.0	22.4	3.4	0.0	0.0	3.2	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.05	0.20		0.75	0.33		0.59
Lane Grp Cap(c), veh/h	280	0	1173	302	0	1231	301	0	0	355	0	0
V/C Ratio(X)	0.20	0.00	0.80	0.23	0.00	0.80	0.35	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	486	0	1847	530	0	1937	601	0	0	704	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.1	0.0	6.4	15.9	0.0	6.5	22.7	0.0	0.0	22.7	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	1.3	0.4	0.0	1.4	0.7	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	5.0	0.7	0.0	4.4	1.3	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	7.7	16.3	0.0	7.8	23.4	0.0	0.0	23.3	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		991			1058			104			125	
Approach Delay, s/veh		8.2			8.4			23.4			23.3	
Approach LOS		A			A			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		44.7		13.4		44.7		13.4				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		62.5		20.0		62.5		20.0				
Max Q Clear Time (g_c+I1), s		29.3		5.2		29.5		5.4				
Green Ext Time (p_c), s		10.1		0.5		10.2		0.4				

Intersection Summary

HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A











HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

26: Israel Zupnik Dr & Acres Road
 2025 Build-Improvements_AM Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	938	424	28	900	355	28
Future Volume (veh/h)	938	424	28	900	355	28
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1847	1847	2067	2067	1900	1900
Adj Flow Rate, veh/h	898	406	27	862	340	27
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	1310	1105	396	1466	326	26
Arrive On Green	1.00	1.00	0.71	0.71	0.20	0.20
Sat Flow, veh/h	1847	1559	466	2067	1631	130
Grp Volume(v), veh/h	898	406	27	862	368	0
Grp Sat Flow(s),veh/h/ln	1847	1559	466	2067	1765	0
Q Serve(g_s), s	0.0	0.0	2.0	22.9	22.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	2.0	22.9	22.0	0.0
Prop In Lane		1.00	1.00		0.92	0.07
Lane Grp Cap(c), veh/h	1310	1105	396	1466	353	0
V/C Ratio(X)	0.69	0.37	0.07	0.59	1.04	0.00
Avail Cap(c_a), veh/h	1310	1105	396	1466	353	0
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.09	0.09	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	4.9	8.0	44.0	0.0
Incr Delay (d2), s/veh	1.5	0.5	0.0	0.2	59.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.2	8.9	15.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	1.5	0.5	5.0	8.1	103.3	0.0
LnGrp LOS	A	A	A	A	F	A
Approach Vol, veh/h	1304			889	368	
Approach Delay, s/veh	1.2			8.0	103.3	
Approach LOS	A			A	F	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		83.0			83.0	27.0
Change Period (Y+Rc), s		5.0			5.0	5.0
Max Green Setting (Gmax), s		78.0			78.0	22.0
Max Q Clear Time (g_c+I1), s		2.0			24.9	24.0
Green Ext Time (p_c), s		12.1			9.2	0.0
Intersection Summary						
HCM 6th Ctrl Delay			18.2			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

28: Forest Rd & Mordeche Scher Blvd
 2025 Build-Improvements_AM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	40	97	70	477	698	44
Future Volume (veh/h)	40	97	70	477	698	44
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.92	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1970	1970	1645	1645	2027	2027
Adj Flow Rate, veh/h	38	91	66	447	654	41
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	67	160	363	1022	829	52
Arrive On Green	0.14	0.14	0.06	0.62	0.44	0.44
Sat Flow, veh/h	467	1119	1567	1645	1884	118
Grp Volume(v), veh/h	130	0	66	447	0	695
Grp Sat Flow(s),veh/h/ln	1599	0	1567	1645	0	2002
Q Serve(g_s), s	3.2	0.0	0.8	6.0	0.0	12.7
Cycle Q Clear(g_c), s	3.2	0.0	0.8	6.0	0.0	12.7
Prop In Lane	0.29	0.70	1.00			0.06
Lane Grp Cap(c), veh/h	229	0	363	1022	0	881
V/C Ratio(X)	0.57	0.00	0.18	0.44	0.00	0.79
Avail Cap(c_a), veh/h	677	0	447	1447	0	1309
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.0	0.0	7.3	4.2	0.0	10.2
Incr Delay (d2), s/veh	2.2	0.0	0.2	0.3	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.2	1.1	0.0	4.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.2	0.0	7.5	4.5	0.0	12.2
LnGrp LOS	B	A	A	A	A	B
Approach Vol, veh/h	130			513	695	
Approach Delay, s/veh	19.2			4.9	12.2	
Approach LOS	B			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		31.4		11.1	7.7	23.7
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		37.4		18.0	5.0	27.8
Max Q Clear Time (g_c+I1), s		8.0		5.2	2.8	14.7
Green Ext Time (p_c), s		3.0		0.3	0.0	4.1

Intersection Summary











HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
















HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

29: Forest Rd & Hayes Ct
 2025 Build-Improvements_AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	177	159	431	90	85	567
Future Volume (veh/h)	177	159	431	90	85	567
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.95		0.97	0.99	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1676	1676	1847	1847	2027	2027
Adj Flow Rate, veh/h	164	148	400	84	79	526
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	209	189	520	109	404	1061
Arrive On Green	0.28	0.28	0.35	0.35	0.07	0.52
Sat Flow, veh/h	756	682	1471	309	1931	2027
Grp Volume(v), veh/h	313	0	0	484	79	526
Grp Sat Flow(s),veh/h/ln	1443	0	0	1779	1931	2027
Q Serve(g_s), s	9.0	0.0	0.0	10.9	1.0	7.5
Cycle Q Clear(g_c), s	9.0	0.0	0.0	10.9	1.0	7.5
Prop In Lane	0.52	0.47		0.17	1.00	
Lane Grp Cap(c), veh/h	399	0	0	629	404	1061
V/C Ratio(X)	0.78	0.00	0.00	0.77	0.20	0.50
Avail Cap(c_a), veh/h	581	0	0	922	489	1484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	0.0	12.9	8.6	6.9
Incr Delay (d2), s/veh	4.3	0.0	0.0	2.4	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0	3.9	0.3	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.4	0.0	0.0	15.3	8.9	7.3
LnGrp LOS	B	A	A	B	A	A
Approach Vol, veh/h	313		484			605
Approach Delay, s/veh	19.4		15.3			7.5
Approach LOS	B		B			A
Timer - Assigned Phs	1	2				6
Phs Duration (G+Y+Rc), s	7.6	20.4				28.0
Change Period (Y+Rc), s	4.5	4.5				4.5
Max Green Setting (Gmax), s	5.1	23.3				32.9
Max Q Clear Time (g_c+I1), s	3.0	12.9				9.5
Green Ext Time (p_c), s	0.0	2.3				3.5
Green Ext Time (p_c), s						0.6
Intersection Summary						
HCM 6th Ctrl Delay			12.8			
HCM 6th LOS			B			

HCM Signalized Intersection Capacity Analysis
 35: Bakertown Rd & Driveway & Hamaspik Way

05/22/2020

										
Movement	WBL	WBR	NBT	NBR	NBR2	SBL2	SBL	SBT	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	11	3	1119	20	30	5	47	1210	32	44
Future Volume (vph)	11	3	1119	20	30	5	47	1210	32	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	2%		-1%					-8%	3%	
Total Lost time (s)	4.5		4.5				4.5	4.5	4.5	
Lane Util. Factor	1.00		1.00				1.00	1.00	1.00	
Frbp, ped/bikes	0.99		0.99				1.00	1.00	0.98	
Flpb, ped/bikes	1.00		1.00				1.00	1.00	1.00	
Frt	0.97		0.99				1.00	1.00	0.92	
Flt Protected	0.96		1.00				0.95	1.00	0.98	
Satd. Flow (prot)	1714		1847				1840	1937	1625	
Flt Permitted	0.96		1.00				0.10	1.00	0.98	
Satd. Flow (perm)	1714		1847				201	1937	1625	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor (vph)	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%
Adj. Flow (vph)	12	3	1171	21	31	5	49	1266	33	46
RTOR Reduction (vph)	15	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1223	0	0	0	54	1266	79	0
Confl. Peds. (#/hr)	16	4		25	28	25	28		16	4
Turn Type	Prot		NA			Perm	Perm	NA	Prot	
Protected Phases	8		2					6	7	
Permitted Phases						6	6			
Actuated Green, G (s)	2.2		84.9				84.9	84.9	9.4	
Effective Green, g (s)	2.2		84.9				84.9	84.9	9.4	
Actuated g/C Ratio	0.02		0.77				0.77	0.77	0.09	
Clearance Time (s)	4.5		4.5				4.5	4.5	4.5	
Vehicle Extension (s)	3.0		3.0				3.0	3.0	3.0	
Lane Grp Cap (vph)	34		1425				155	1495	138	
v/s Ratio Prot	c0.00		c0.66					0.65	c0.05	
v/s Ratio Perm							0.27			
v/c Ratio	0.01		0.86				0.35	0.85	0.57	
Uniform Delay, d1	52.8		8.5				3.9	8.3	48.4	
Progression Factor	1.00		1.00				0.82	0.77	1.00	
Incremental Delay, d2	0.1		6.9				4.2	4.3	5.6	
Delay (s)	52.9		15.4				7.4	10.6	54.0	
Level of Service	D		B				A	B	D	
Approach Delay (s)	52.9		15.4					10.5	54.0	
Approach LOS	D		B					B	D	
Intersection Summary										
HCM 2000 Control Delay			14.3				HCM 2000 Level of Service		B	
HCM 2000 Volume to Capacity ratio			0.81							
Actuated Cycle Length (s)			110.0				Sum of lost time (s)		13.5	
Intersection Capacity Utilization			84.9%				ICU Level of Service		E	
Analysis Period (min)			15							
c Critical Lane Group										

Intersection

Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1252	46	20	1253	65	43
Future Vol, veh/h	1252	46	20	1253	65	43
Conflicting Peds, #/hr	0	31	31	0	0	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	2	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1212	45	19	1213	63	42

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1288
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	538
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	526
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	68.2
HCM LOS			F













Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	153	-	-	526	-
HCM Lane V/C Ratio	0.683	-	-	0.037	-
HCM Control Delay (s)	68.2	-	-	12.1	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	3.9	-	-	0.1	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

1: NY 208 & Mountain Rd
 2025 Build_AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	412	330	979	633	368	433
Future Volume (veh/h)	412	330	979	633	368	433
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	2185	2185	1847	1847	2106	2106
Adj Flow Rate, veh/h	378	303	899	581	338	398
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	505	694	682	958	402	1236
Arrive On Green	0.24	0.24	0.37	0.37	0.13	0.59
Sat Flow, veh/h	2081	1851	1847	1565	2006	2106
Grp Volume(v), veh/h	378	303	899	581	338	398
Grp Sat Flow(s),veh/h/ln	2081	1851	1847	1565	2006	2106
Q Serve(g_s), s	8.9	6.5	19.5	12.1	5.0	5.1
Cycle Q Clear(g_c), s	8.9	6.5	19.5	12.1	5.0	5.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	505	694	682	958	402	1236
V/C Ratio(X)	0.75	0.44	1.32	0.61	0.84	0.32
Avail Cap(c_a), veh/h	965	1104	682	958	421	1256
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	12.3	16.6	6.3	11.2	5.6
Incr Delay (d2), s/veh	2.2	0.4	153.3	1.1	13.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	2.2	34.7	5.1	2.7	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.7	12.8	170.0	7.4	25.0	5.7
LnGrp LOS	C	B	F	A	C	A
Approach Vol, veh/h	681		1480			736
Approach Delay, s/veh	17.2		106.2			14.6
Approach LOS	B		F			B
Timer - Assigned Phs	1	2				6
Phs Duration (G+Y+Rc), s	11.5	24.0				35.5
Change Period (Y+Rc), s	4.5	4.5				4.5
Max Green Setting (Gmax), s	7.5	19.5				31.5
Max Q Clear Time (g_c+I1), s	7.0	21.5				7.1
Green Ext Time (p_c), s	0.1	0.0				2.0
Green Ext Time (p_c), s						1.9
Intersection Summary						
HCM 6th Ctrl Delay			62.0			
HCM 6th LOS			E			

HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

2: 7 Springs Rd & 7 Springs Mtn Rd
2025 Build_AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	863	67	218	685	7	64	6	254	7	6	3
Future Volume (veh/h)	3	863	67	218	685	7	64	6	254	7	6	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1864	1864	1864	1864	1864	1864	1847	1847	1847	1988	1988	1988
Adj Flow Rate, veh/h	3	844	66	213	670	7	63	6	248	7	6	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	53	898	70	381	1250	13	329	27	402	167	136	53
Arrive On Green	0.53	0.53	0.53	0.08	0.68	0.68	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1	1705	133	1776	1842	19	1295	152	1565	524	766	298
Grp Volume(v), veh/h	913	0	0	213	0	677	69	0	248	16	0	0
Grp Sat Flow(s),veh/h/ln	1839	0	0	1776	0	1861	1447	0	1565	1588	0	0
Q Serve(g_s), s	2.6	0.0	0.0	3.5	0.0	12.8	1.7	0.0	9.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	32.4	0.0	0.0	3.5	0.0	12.8	2.7	0.0	9.7	0.5	0.0	0.0
Prop In Lane	0.00		0.07	1.00		0.01	0.91		1.00	0.44		0.19
Lane Grp Cap(c), veh/h	1021	0	0	381	0	1263	356	0	402	356	0	0
V/C Ratio(X)	0.89	0.00	0.00	0.56	0.00	0.54	0.19	0.00	0.62	0.04	0.00	0.00
Avail Cap(c_a), veh/h	1068	0	0	469	0	1403	472	0	530	479	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.4	0.0	0.0	5.9	0.0	5.6	24.6	0.0	22.8	23.7	0.0	0.0
Incr Delay (d2), s/veh	9.6	0.0	0.0	1.3	0.0	0.4	0.3	0.0	1.5	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.2	0.0	0.0	1.0	0.0	3.2	0.9	0.0	3.4	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	0.0	0.0	7.2	0.0	6.0	24.8	0.0	24.3	23.8	0.0	0.0
LnGrp LOS	C	A	A	A	A	A	C	A	C	C	A	A
Approach Vol, veh/h		913			890			317				16
Approach Delay, s/veh		25.0			6.3			24.4				23.8
Approach LOS		C			A			C				C
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		52.2		17.3	10.5	41.6		17.3				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s		52.4		18.0	9.0	38.4		18.0				
Max Q Clear Time (g_c+I1), s		14.8		11.7	5.5	34.4		2.5				
Green Ext Time (p_c), s		5.0		0.6	0.2	2.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				17.1								
HCM 6th LOS				B								

Intersection

Int Delay, s/veh	4.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	
Traffic Vol, veh/h	1079	62	169	995	30	119
Future Vol, veh/h	1079	62	169	995	30	119
Conflicting Peds, #/hr	0	16	16	0	3	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	0	3	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1012	58	158	933	28	112

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1086
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	642
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	632
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	62.7
HCM LOS			F












Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	191	-	-	632	-
HCM Lane V/C Ratio	0.731	-	-	0.251	-
HCM Control Delay (s)	62.7	-	-	12.6	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	4.7	-	-	1	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

4: 7 Springs Mtn Rd & Mountain Road
 2025 Build_AM Peak

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	168	1030	988	138	113	175
Future Volume (veh/h)	168	1030	988	138	113	175
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	2027	2027	1723	1723	2145	2145
Adj Flow Rate, veh/h	158	966	926	129	106	164
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	279	1604	1019	142	226	298
Arrive On Green	0.05	0.79	0.69	0.69	0.11	0.11
Sat Flow, veh/h	1931	2027	1480	206	2043	1818
Grp Volume(v), veh/h	158	966	0	1055	106	164
Grp Sat Flow(s),veh/h/ln	1931	2027	0	1686	2043	1818
Q Serve(g_s), s	1.9	17.4	0.0	47.7	4.5	7.6
Cycle Q Clear(g_c), s	1.9	17.4	0.0	47.7	4.5	7.6
Prop In Lane	1.00			0.12	1.00	1.00
Lane Grp Cap(c), veh/h	279	1604	0	1161	226	298
V/C Ratio(X)	0.57	0.60	0.00	0.91	0.47	0.55
Avail Cap(c_a), veh/h	408	2718	0	1975	403	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	3.8	0.0	11.9	38.3	35.2
Incr Delay (d2), s/veh	1.8	0.4	0.0	3.8	1.5	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	4.7	0.0	15.5	2.3	7.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.0	4.2	0.0	15.7	39.8	36.8
LnGrp LOS	C	A	A	B	D	D
Approach Vol, veh/h		1124	1055		270	
Approach Delay, s/veh		6.8	15.7		38.0	
Approach LOS		A	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		77.0		14.6	9.4	67.6
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		122.9		18.1	11.0	107.4
Max Q Clear Time (g_c+I1), s		19.4		9.6	3.9	49.7
Green Ext Time (p_c), s		11.1		0.5	0.2	13.4
<u>Intersection Summary</u>						
HCM 6th Ctrl Delay			14.1			
HCM 6th LOS			B			

HCM Signalized Intersection Capacity Analysis

5: Mountain Road/Acres Road & Forest Road

05/22/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↑	↗	↙	↗
Traffic Volume (vph)	96	1285	1263	73	65	109
Future Volume (vph)	96	1285	1263	73	65	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	14	14	12	12	12	12
Grade (%)		-1%	0%		-6%	
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.96	1.00	0.95
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1897	1997	1863	1526	1823	1545
Flt Permitted	0.15	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	296	1997	1863	1526	1823	1545
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor (vph)	90%	90%	90%	90%	90%	90%
Adj. Flow (vph)	95	1271	1249	72	64	108
RTOR Reduction (vph)	0	0	0	11	0	100
Lane Group Flow (vph)	95	1271	1249	61	64	8
Confl. Peds. (#/hr)	5			5	10	5
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		4 6	8 6		5	
Permitted Phases	4 6			8 6		5
Actuated Green, G (s)	101.0	101.0	101.0	101.0	9.0	9.0
Effective Green, g (s)	101.0	101.0	101.0	101.0	9.0	9.0
Actuated g/C Ratio	0.84	0.84	0.84	0.84	0.08	0.08
Clearance Time (s)					5.0	5.0
Vehicle Extension (s)					3.0	3.0
Lane Grp Cap (vph)	249	1680	1568	1284	136	115
v/s Ratio Prot		0.64	c0.67		c0.04	
v/s Ratio Perm	0.32			0.04		0.01
v/c Ratio	0.38	0.76	0.80	0.05	0.47	0.07
Uniform Delay, d1	2.2	4.1	4.6	1.6	53.2	51.6
Progression Factor	0.93	0.90	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.9	2.9	0.0	2.6	0.3
Delay (s)	2.5	4.6	7.5	1.6	55.8	51.9
Level of Service	A	A	A	A	E	D
Approach Delay (s)		4.5	7.1		53.3	
Approach LOS		A	A		D	

















Intersection Summary

HCM 2000 Control Delay	8.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	81.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

6: Satmar Dr/Drwy & Acres Road
 2025 Build_AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	1115	47	157	1146	5	50	1	193	0	1	4
Future Volume (veh/h)	2	1115	47	157	1146	5	50	1	193	0	1	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.96		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1921	1921	1921	2027	2027	2027	1582	1582	1582	2381	2381	2381
Adj Flow Rate, veh/h	2	1045	44	147	1074	5	47	1	181	0	1	4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	33	1329	56	336	1466	7	75	13	184	0	73	293
Arrive On Green	0.73	0.73	0.73	1.00	1.00	1.00	0.18	0.18	0.18	0.00	0.18	0.18
Sat Flow, veh/h	1	1827	77	561	2016	9	196	72	1010	0	403	1612
Grp Volume(v), veh/h	1091	0	0	147	0	1079	229	0	0	0	0	5
Grp Sat Flow(s),veh/h/ln	1905	0	0	561	0	2026	1278	0	0	0	0	2015
Q Serve(g_s), s	0.0	0.0	0.0	2.1	0.0	0.0	14.8	0.0	0.0	0.0	0.0	0.2
Cycle Q Clear(g_c), s	40.1	0.0	0.0	42.2	0.0	0.0	19.6	0.0	0.0	0.0	0.0	0.2
Prop In Lane	0.00		0.04	1.00		0.00	0.21		0.79	0.00		0.80
Lane Grp Cap(c), veh/h	1418	0	0	336	0	1473	272	0	0	0	0	366
V/C Ratio(X)	0.77	0.00	0.00	0.44	0.00	0.73	0.84	0.00	0.00	0.00	0.00	0.01
Avail Cap(c_a), veh/h	1418	0	0	336	0	1473	272	0	0	0	0	366
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.60	0.00	0.60	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	9.6	0.0	0.0	1.0	0.0	0.0	44.7	0.0	0.0	0.0	0.0	36.9
Incr Delay (d2), s/veh	4.1	0.0	0.0	2.5	0.0	2.0	20.7	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.5	0.0	0.0	0.2	0.0	0.8	7.7	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.6	0.0	0.0	3.5	0.0	2.0	65.4	0.0	0.0	0.0	0.0	36.9
LnGrp LOS	B	A	A	A	A	A	E	A	A	A	A	D
Approach Vol, veh/h		1091			1226			229				5
Approach Delay, s/veh		13.6			2.2			65.4				36.9
Approach LOS		B			A			E				D
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		85.0		25.0		85.0		25.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		80.0		20.0		80.0		20.0				
Max Q Clear Time (g_c+I1), s		42.1		2.2		44.2		21.6				
Green Ext Time (p_c), s		13.0		0.0		14.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

7: Bakertown Rd & Acres Road
2025 Build_AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	107	650	45	108	48	708	260	38	37	266	166
Future Volume (veh/h)	180	107	650	45	108	48	708	260	38	37	266	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1582	1582	1582	2224	2224	2224	1658	1658	1658	2027	2027	2027
Adj Flow Rate, veh/h	174	104	629	44	105	46	685	252	37	36	257	161
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	276	134	830	126	509	223	431	385	57	469	283	177
Arrive On Green	0.11	0.11	0.11	0.35	0.35	0.35	0.46	0.46	0.46	0.24	0.24	0.24
Sat Flow, veh/h	640	385	1335	860	1464	641	1579	1413	207	1931	1165	730
Grp Volume(v), veh/h	278	0	629	44	0	151	685	0	289	36	0	418
Grp Sat Flow(s),veh/h/ln	1024	0	1335	860	0	2105	1579	0	1621	1931	0	1894
Q Serve(g_s), s	24.9	0.0	31.6	5.5	0.0	5.5	30.0	0.0	15.2	1.6	0.0	23.6
Cycle Q Clear(g_c), s	30.5	0.0	31.6	36.0	0.0	5.5	30.0	0.0	15.2	1.6	0.0	23.6
Prop In Lane	0.63		1.00	1.00		0.30	1.00		0.13	1.00		0.39
Lane Grp Cap(c), veh/h	409	0	830	126	0	732	431	0	442	469	0	461
V/C Ratio(X)	0.68	0.00	0.76	0.35	0.00	0.21	1.59	0.00	0.65	0.08	0.00	0.91
Avail Cap(c_a), veh/h	409	0	830	126	0	732	431	0	442	527	0	517
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.00	0.65	1.00	0.00	1.00	0.52	0.00	0.52	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.9	0.0	18.9	50.0	0.0	25.2	30.0	0.0	25.9	32.1	0.0	40.4
Incr Delay (d2), s/veh	5.8	0.0	4.3	1.6	0.0	0.1	271.4	0.0	1.8	0.1	0.0	18.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	0.0	19.6	1.2	0.0	2.8	41.8	0.0	5.1	0.8	0.0	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.7	0.0	23.1	51.7	0.0	25.3	301.3	0.0	27.7	32.2	0.0	59.0
LnGrp LOS	D	A	C	D	A	C	F	A	C	C	A	E
Approach Vol, veh/h		907			195			974			454	
Approach Delay, s/veh		32.5			31.3			220.1			56.9	
Approach LOS		C			C			F			E	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		43.3		31.7		43.3		35.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		35.0		30.0		35.0		30.0				
Max Q Clear Time (g_c+I1), s		33.6		25.6		38.0		32.0				
Green Ext Time (p_c), s		0.7		1.1		0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	109.0
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary 10: Bakertown Rd & Israel Zupnik Dr/Dinev Court
 118-304 Palm Tree-KJ Comp TIS 2025 Build_AM Peak

Movement												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	6	50	280	107	41	93	247	877	174	75	835	1
Future Volume (veh/h)	6	50	280	107	41	93	247	877	174	75	835	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.95		0.89	0.96		0.89	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	2027	2027	2027	1723	1723	1723	2185	2185	2185
Adj Flow Rate, veh/h	6	47	262	100	38	87	232	822	163	70	783	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	195	403	56	14	375	417	868	172	203	1282	2
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.08	0.62	0.62	0.04	0.59	0.59
Sat Flow, veh/h	0	977	1411	0	70	1529	1641	1393	276	2081	2181	3
Grp Volume(v), veh/h	53	0	262	138	0	87	232	0	985	70	0	784
Grp Sat Flow(s),veh/h/ln	977	0	1411	70	0	1529	1641	0	1669	2081	0	2184
Q Serve(g_s), s	0.0	0.0	18.2	0.0	0.0	5.0	5.9	0.0	59.7	1.4	0.0	25.4
Cycle Q Clear(g_c), s	22.0	0.0	18.2	22.0	0.0	5.0	5.9	0.0	59.7	1.4	0.0	25.4
Prop In Lane	0.11		1.00	0.72		1.00	1.00		0.17	1.00		0.00
Lane Grp Cap(c), veh/h	232	0	403	70	0	375	417	0	1040	203	0	1283
V/C Ratio(X)	0.23	0.00	0.65	1.96	0.00	0.23	0.56	0.00	0.95	0.34	0.00	0.61
Avail Cap(c_a), veh/h	232	0	403	70	0	375	546	0	1040	214	0	1283
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.63	0.00	0.63
Uniform Delay (d), s/veh	36.7	0.0	35.4	50.7	0.0	33.7	11.9	0.0	19.0	23.7	0.0	14.6
Incr Delay (d2), s/veh	0.5	0.0	3.7	478.5	0.0	0.3	1.2	0.0	17.7	0.6	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	6.6	11.3	0.0	1.9	2.1	0.0	25.9	1.0	0.0	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.2	0.0	39.1	529.2	0.0	34.0	13.0	0.0	36.7	24.3	0.0	16.0
LnGrp LOS	D	A	D	F	A	C	B	A	D	C	A	B
Approach Vol, veh/h		315			225			1217			854	
Approach Delay, s/veh		38.8			337.7			32.2			16.7	
Approach LOS		D			F			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	73.6		27.0	13.4	69.6		27.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	68.0		22.0	17.0	56.0		22.0				
Max Q Clear Time (g_c+I1), s	3.4	61.7		24.0	7.9	27.4		24.0				
Green Ext Time (p_c), s	0.0	3.8		0.0	0.4	6.5		0.0				
<u>Intersection Summary</u>												
HCM 6th Ctrl Delay			54.2									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

11: Bakertown Rd & Meron Dr/Drwy
 2025 Build Connector Road_PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	41	101	17	37	3	118	958	22	8	915	212
Future Volume (veh/h)	233	41	101	17	37	3	118	958	22	8	915	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.92		0.95	0.86		0.84	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1449	1449	1449	1945	1945	1945	2185	2170	2170	1870	1856	1856
Adj Flow Rate, veh/h	225	40	98	16	36	3	114	927	21	8	885	205
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	3	3	2	3	3
Cap, veh/h	414	102	250	100	95	7	324	2297	52	280	1162	269
Arrive On Green	0.13	0.28	0.28	0.08	0.08	0.08	0.07	0.56	0.56	0.41	0.41	0.41
Sat Flow, veh/h	1380	360	881	336	1234	91	2081	4120	93	591	2839	657
Grp Volume(v), veh/h	225	0	138	55	0	0	114	464	484	8	549	541
Grp Sat Flow(s),veh/h/ln	1380	0	1241	1661	0	0	2081	2061	2152	591	1763	1733
Q Serve(g_s), s	8.0	0.0	5.6	0.5	0.0	0.0	0.0	8.1	8.1	0.6	16.8	16.8
Cycle Q Clear(g_c), s	8.0	0.0	5.6	1.8	0.0	0.0	0.0	8.1	8.1	8.7	16.8	16.8
Prop In Lane	1.00		0.71	0.29		0.05	1.00		0.04	1.00		0.38
Lane Grp Cap(c), veh/h	414	0	352	201	0	0	324	1149	1200	280	722	710
V/C Ratio(X)	0.54	0.00	0.39	0.27	0.00	0.00	0.35	0.40	0.40	0.03	0.76	0.76
Avail Cap(c_a), veh/h	414	0	395	256	0	0	429	1639	1711	396	1065	1047
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	0.0	18.2	27.6	0.0	0.0	25.3	7.9	7.9	16.5	15.9	15.9
Incr Delay (d2), s/veh	1.5	0.0	0.7	0.7	0.0	0.0	0.7	0.2	0.2	0.0	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	1.6	0.8	0.0	0.0	1.6	3.0	3.1	0.1	6.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	0.0	18.9	28.3	0.0	0.0	25.9	8.2	8.2	16.5	17.8	17.9
LnGrp LOS	C	A	B	C	A	A	C	A	A	B	B	B
Approach Vol, veh/h		363			55			1062			1098	
Approach Delay, s/veh		21.7			28.3			10.1			17.8	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		40.1		22.8	9.3	30.7	13.0	9.8				
Change Period (Y+Rc), s		5.0		5.0	5.0	* 5	5.0	5.0				
Max Green Setting (Gmax), s		50.0		20.0	7.5	* 38	8.0	7.0				
Max Q Clear Time (g_c+I1), s		10.1		7.6	2.0	18.8	10.0	3.8				
Green Ext Time (p_c), s		7.5		0.6	0.1	6.9	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.























HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

12: CR 105 & Bakertown Rd
2025 Build Connector Road_PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	550	422	366	166	331	221	344	654	109	77	604	487
Future Volume (veh/h)	550	422	366	166	331	221	344	654	109	77	604	487
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1870	1870	1870	1707	1870	1870	1870	1260	1393	1364
Adj Flow Rate, veh/h	516	396	343	156	310	207	322	613	102	72	566	457
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	7	2	2	2	2	13	2	2	2	11	2	4
Cap, veh/h	471	479	641	440	346	354	340	420	70	147	476	525
Arrive On Green	0.28	0.26	0.26	0.20	0.19	0.19	0.15	0.27	0.27	0.06	0.18	0.18
Sat Flow, veh/h	1711	1870	1585	1781	1870	1447	1781	1563	260	1200	2647	1152
Grp Volume(v), veh/h	516	396	343	156	310	207	322	0	715	72	566	457
Grp Sat Flow(s),veh/h/ln	1711	1870	1585	1781	1870	1447	1781	0	1824	1200	1324	1152
Q Serve(g_s), s	26.0	18.9	6.1	2.8	15.3	5.1	13.6	0.0	25.4	4.6	17.0	12.5
Cycle Q Clear(g_c), s	26.0	18.9	6.1	2.8	15.3	5.1	13.6	0.0	25.4	4.6	17.0	12.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	471	479	641	440	346	354	340	0	490	147	476	525
V/C Ratio(X)	1.10	0.83	0.54	0.35	0.90	0.58	0.95	0.00	1.46	0.49	1.19	0.87
Avail Cap(c_a), veh/h	471	713	839	440	356	362	340	0	490	190	476	525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	33.2	7.3	30.4	37.6	11.6	26.3	0.0	34.6	30.6	38.7	7.6
Incr Delay (d2), s/veh	70.2	5.1	0.7	0.5	23.6	2.3	35.0	0.0	217.9	2.5	104.2	14.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.7	9.0	2.3	2.9	9.0	2.0	8.9	0.0	40.6	1.4	12.2	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.4	38.3	7.9	30.8	61.2	14.0	61.4	0.0	252.5	33.1	143.0	22.2
LnGrp LOS	F	D	A	C	E	B	E	A	F	C	F	C
Approach Vol, veh/h		1255			673			1037			1095	
Approach Delay, s/veh		57.2			39.6			193.1			85.3	
Approach LOS		E			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.6	30.4	24.3	29.2	19.0	22.0	31.0	22.5				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	9.0	22.0	8.0	36.0	14.0	17.0	26.0	18.0				
Max Q Clear Time (g_c+I1), s	6.6	27.4	4.8	20.9	15.6	19.0	28.0	17.3				
Green Ext Time (p_c), s	0.0	0.0	0.1	3.3	0.0	0.0	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay			96.6									
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

13: CR 105 & Dunderberg Rd (CR 64)
2025 Build Connector Road_PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	208	86	176	256	30	247	228	857	341	169	783	179
Future Volume (veh/h)	208	86	176	256	30	247	228	857	341	169	783	179
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	2012	2027	2027	1817	1803	1847	1919	1949	1949
Adj Flow Rate, veh/h	201	83	170	248	29	186	221	829	256	164	758	173
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	3	2	2	2	3	0	4	2	2
Cap, veh/h	232	75	154	202	29	186	244	983	854	244	807	184
Arrive On Green	0.10	0.14	0.14	0.08	0.12	0.12	0.09	0.55	0.55	0.06	0.53	0.53
Sat Flow, veh/h	1781	547	1121	1916	237	1518	1731	1803	1565	1827	1535	350
Grp Volume(v), veh/h	201	0	253	248	0	215	221	829	256	164	0	931
Grp Sat Flow(s),veh/h/ln	1781	0	1669	1916	0	1754	1731	1803	1565	1827	0	1886
Q Serve(g_s), s	12.9	0.0	18.0	10.0	0.0	16.0	9.5	50.6	11.6	5.4	0.0	60.5
Cycle Q Clear(g_c), s	12.9	0.0	18.0	10.0	0.0	16.0	9.5	50.6	11.6	5.4	0.0	60.5
Prop In Lane	1.00		0.67	1.00		0.87	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	232	0	230	202	0	215	244	983	854	244	0	992
V/C Ratio(X)	0.87	0.00	1.10	1.23	0.00	1.00	0.90	0.84	0.30	0.67	0.00	0.94
Avail Cap(c_a), veh/h	232	0	230	202	0	215	251	1061	921	307	0	1132
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.6	0.0	56.4	50.1	0.0	57.4	35.0	25.0	16.1	25.2	0.0	29.0
Incr Delay (d2), s/veh	27.3	0.0	89.3	139.2	0.0	61.9	32.3	6.0	0.2	2.1	0.0	13.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	0.0	13.3	9.1	0.0	10.7	9.2	21.8	4.1	2.5	0.0	29.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.9	0.0	145.7	189.3	0.0	119.3	67.3	31.0	16.3	27.4	0.0	42.5
LnGrp LOS	E	A	F	F	A	F	E	C	B	C	A	D
Approach Vol, veh/h		454			463			1306			1095	
Approach Delay, s/veh		113.5			156.8			34.2			40.3	
Approach LOS		F			F			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.4	77.4	16.0	24.0	16.0	74.8	18.0	22.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	* 6	4.5	6.0	5.0	6.0				
Max Green Setting (Gmax), s	12.0	77.0	10.0	* 18	12.0	78.5	13.0	15.0				
Max Q Clear Time (g_c+I1), s	7.4	52.6	12.0	20.0	11.5	62.5	14.9	18.0				
Green Ext Time (p_c), s	0.1	7.2	0.0	0.0	0.0	6.3	0.0	0.0				

Intersection Summary













HCM 6th Ctrl Delay	64.2
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

14: CR 105 & Larkin Dr
 2025 Build Connector Road_PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	424	446	970	296	368	846
Future Volume (veh/h)	424	446	970	296	368	846
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1847	1847	1864	1864	1776	1776
Adj Flow Rate, veh/h	389	410	891	272	338	777
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	408	616	914	1141	341	1227
Arrive On Green	0.23	0.23	0.49	0.49	0.16	0.69
Sat Flow, veh/h	1759	1565	1864	1580	1692	1776
Grp Volume(v), veh/h	389	410	891	272	338	777
Grp Sat Flow(s),veh/h/ln	1759	1565	1864	1580	1692	1776
Q Serve(g_s), s	28.2	27.9	60.4	7.5	20.7	31.1
Cycle Q Clear(g_c), s	28.2	27.9	60.4	7.5	20.7	31.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	408	616	914	1141	341	1227
V/C Ratio(X)	0.95	0.67	0.97	0.24	0.99	0.63
Avail Cap(c_a), veh/h	408	616	922	1147	341	1235
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	32.2	32.2	6.0	43.6	11.0
Incr Delay (d2), s/veh	33.0	2.7	23.5	0.1	46.3	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.1	11.0	31.6	5.0	15.1	11.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	82.0	34.9	55.7	6.2	89.9	12.0
LnGrp LOS	F	C	E	A	F	B
Approach Vol, veh/h	799		1163			1115
Approach Delay, s/veh	57.9		44.1			35.6
Approach LOS	E		D			D
Timer - Assigned Phs	1	2				6
Phs Duration (G+Y+Rc), s	26.0	68.5				94.5
Change Period (Y+Rc), s	5.0	5.0				5.0
Max Green Setting (Gmax), s	21.0	64.0				90.0
Max Q Clear Time (g_c+I1), s	22.7	62.4				33.1
Green Ext Time (p_c), s	0.0	1.1				6.3
Green Ext Time (p_c), s						0.0
Intersection Summary						
HCM 6th Ctrl Delay			44.6			
HCM 6th LOS			D			

Intersection

Int Delay, s/veh	11											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	109	1	56	15	4	16	91	657	20	5	581	111
Future Vol, veh/h	109	1	56	15	4	16	91	657	20	5	581	111
Conflicting Peds, #/hr	6	0	2	2	0	6	26	0	26	26	0	26
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-7	-	-	0	-	-	4	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	108	1	55	15	4	16	90	650	20	5	575	110

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1522	1542	658	1536	1587	692	711	0	0	696	0	0
Stage 1	666	666	-	866	866	-	-	-	-	-	-	-
Stage 2	856	876	-	670	721	-	-	-	-	-	-	-
Critical Hdwy	5.72	5.12	5.52	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	4.72	4.12	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.72	4.12	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	175	210	528	95	108	444	888	-	-	900	-	-
Stage 1	581	593	-	348	370	-	-	-	-	-	-	-
Stage 2	492	515	-	446	432	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	137	165	514	71	85	430	866	-	-	878	-	-
Mov Cap-2 Maneuver	137	165	-	71	85	-	-	-	-	-	-	-
Stage 1	472	573	-	283	301	-	-	-	-	-	-	-
Stage 2	387	419	-	393	417	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	95	47.7	1.1	0.1
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	866	-	-	182	118	878	-	-
HCM Lane V/C Ratio	0.104	-	-	0.902	0.293	0.006	-	-
HCM Control Delay (s)	9.6	0	-	95	47.7	9.1	0	-
HCM Lane LOS	A	A	-	F	E	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	6.8	1.1	0	-	-

HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

16: Forest Rd & Drwy/Van Buren Dr
2025 Build_AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	105	86	72	71	221	62	408	131	304	380	42
Future Volume (veh/h)	61	105	86	72	71	221	62	408	131	304	380	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.94		0.86	0.92		0.86	0.99		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1817	1817	1817	1909	1909	1909
Adj Flow Rate, veh/h	60	104	85	71	70	219	61	404	130	301	376	42
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	225	154	132	110	269	431	442	142	382	695	78
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.05	0.34	0.34	0.13	0.41	0.41
Sat Flow, veh/h	244	757	519	213	369	905	1731	1305	420	1818	1681	188
Grp Volume(v), veh/h	249	0	0	360	0	0	61	0	534	301	0	418
Grp Sat Flow(s),veh/h/ln	1520	0	0	1488	0	0	1731	0	1724	1818	0	1869
Q Serve(g_s), s	0.0	0.0	0.0	5.5	0.0	0.0	1.4	0.0	18.7	6.4	0.0	10.7
Cycle Q Clear(g_c), s	8.1	0.0	0.0	13.6	0.0	0.0	1.4	0.0	18.7	6.4	0.0	10.7
Prop In Lane	0.24		0.34	0.20		0.61	1.00		0.24	1.00		0.10
Lane Grp Cap(c), veh/h	522	0	0	510	0	0	431	0	584	382	0	773
V/C Ratio(X)	0.48	0.00	0.00	0.71	0.00	0.00	0.14	0.00	0.91	0.79	0.00	0.54
Avail Cap(c_a), veh/h	537	0	0	524	0	0	478	0	617	382	0	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.4	0.0	0.0	20.2	0.0	0.0	12.4	0.0	20.0	13.8	0.0	14.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	4.2	0.0	0.0	0.1	0.0	17.7	10.5	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0	5.0	0.0	0.0	0.5	0.0	9.6	3.3	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	0.0	0.0	24.4	0.0	0.0	12.6	0.0	37.7	24.3	0.0	14.7
LnGrp LOS	B	A	A	C	A	A	B	A	D	C	A	B
Approach Vol, veh/h		249			360			595			719	
Approach Delay, s/veh		19.1			24.4			35.1			18.7	
Approach LOS		B			C			D			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	26.4		23.7	8.3	31.1		23.7				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	22.6		19.4	5.0	26.0		19.4				
Max Q Clear Time (g_c+I1), s	8.4	20.7		10.1	3.4	12.7		15.6				
Green Ext Time (p_c), s	0.0	0.7		1.0	0.0	2.2		0.9				

Intersection Summary












HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

17: Quickway Rd & Rimenev Ct
 2025 Build_AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	497	331	81	514	317	44
Future Volume (veh/h)	497	331	81	514	317	44
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1864	1864	2108	2108	1890	1890
Adj Flow Rate, veh/h	532	355	87	551	340	47
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	619	550	72	459	395	990
Arrive On Green	0.35	0.35	0.30	0.30	0.16	0.52
Sat Flow, veh/h	1776	1580	243	1541	1800	1890
Grp Volume(v), veh/h	532	355	0	638	340	47
Grp Sat Flow(s),veh/h/ln	1776	1580	0	1784	1800	1890
Q Serve(g_s), s	19.7	13.3	0.0	21.0	8.8	0.9
Cycle Q Clear(g_c), s	19.7	13.3	0.0	21.0	8.8	0.9
Prop In Lane	1.00	1.00		0.86	1.00	
Lane Grp Cap(c), veh/h	619	550	0	531	395	990
V/C Ratio(X)	0.86	0.64	0.00	1.20	0.86	0.05
Avail Cap(c_a), veh/h	944	840	0	531	561	1166
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	19.3	0.0	24.8	16.3	8.2
Incr Delay (d2), s/veh	5.2	1.3	0.0	107.5	9.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	4.7	0.0	24.1	4.2	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.6	20.6	0.0	132.3	25.7	8.2
LnGrp LOS	C	C	A	F	C	A
Approach Vol, veh/h	887		638			387
Approach Delay, s/veh	24.2		132.3			23.6
Approach LOS	C		F			C
Timer - Assigned Phs	1	2				6
Phs Duration (G+Y+Rc), s	16.0	25.5				41.5
Change Period (Y+Rc), s	4.5	4.5				4.5
Max Green Setting (Gmax), s	18.0	21.0				43.5
Max Q Clear Time (g_c+I1), s	10.8	23.0				2.9
Green Ext Time (p_c), s	0.6	0.0				0.2
Intersection Summary						
HCM 6th Ctrl Delay			60.1			
HCM 6th LOS			E			

HCM Signalized Intersection Capacity Analysis

21: Forest Road & Mountain Road

05/22/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	924	253	316	457	445	927
Future Volume (vph)	924	253	316	457	445	927
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	15	15	13	13
Grade (%)	-2%			0%	0%	
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1728	1501	1947	2049	1925	1636
Flt Permitted	0.95	1.00	0.13	1.00	1.00	1.00
Satd. Flow (perm)	1728	1501	273	2049	1925	1636
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor (vph)	90%	90%	90%	90%	90%	90%
Adj. Flow (vph)	934	256	320	462	450	937
RTOR Reduction (vph)	0	55	0	0	0	3
Lane Group Flow (vph)	934	201	320	462	450	934
Confl. Peds. (#/hr)		4	5			
Turn Type	Prot	pm+ov	pm+pt	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4	2			6
Actuated Green, G (s)	62.0	71.0	48.0	48.0	34.0	96.0
Effective Green, g (s)	62.0	71.0	48.0	48.0	34.0	96.0
Actuated g/C Ratio	0.52	0.59	0.40	0.40	0.28	0.80
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	892	950	234	819	545	1376
v/s Ratio Prot	c0.54	0.02	c0.10	0.23	0.23	0.35
v/s Ratio Perm		0.12	c0.44			0.22
v/c Ratio	1.05	0.21	1.37	0.56	0.83	0.68
Uniform Delay, d1	29.0	11.4	30.9	27.9	40.2	5.3
Progression Factor	1.00	1.00	1.00	1.00	1.02	0.26
Incremental Delay, d2	43.2	0.1	190.3	0.9	6.5	0.9
Delay (s)	72.2	11.6	221.2	28.8	47.4	2.2
Level of Service	E	B	F	C	D	A
Approach Delay (s)	59.2			107.5	16.9	
Approach LOS	E			F	B	







Intersection Summary

HCM 2000 Control Delay	53.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	95.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group




















HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

23: Quickway Rd & Forest Rd
 2025 Build_AM Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↓	↑	↓	↓
Traffic Volume (veh/h)	483	553	60	393	495	64
Future Volume (veh/h)	483	553	60	393	495	64
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.99	1.00		1.00	0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	2027	2027	1776	1776	1876	1876
Adj Flow Rate, veh/h	472	541	59	384	484	63
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	713	600	284	858	547	71
Arrive On Green	0.35	0.35	0.05	0.48	0.36	0.36
Sat Flow, veh/h	2027	1706	1692	1776	1530	199
Grp Volume(v), veh/h	472	541	59	384	548	0
Grp Sat Flow(s),veh/h/ln	2027	1706	1692	1776	1733	0
Q Serve(g_s), s	12.3	18.8	1.3	8.9	18.6	0.0
Cycle Q Clear(g_c), s	12.3	18.8	1.3	8.9	18.6	0.0
Prop In Lane		1.00	1.00		0.88	0.11
Lane Grp Cap(c), veh/h	713	600	284	858	619	0
V/C Ratio(X)	0.66	0.90	0.21	0.45	0.89	0.00
Avail Cap(c_a), veh/h	746	627	332	926	1036	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.1	19.2	12.2	10.7	18.9	0.0
Incr Delay (d2), s/veh	2.1	15.9	0.4	0.4	5.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	9.3	0.5	3.1	7.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.2	35.2	12.5	11.0	24.2	0.0
LnGrp LOS	B	D	B	B	C	A
Approach Vol, veh/h	1013			443	548	
Approach Delay, s/veh	27.7			11.2	24.2	
Approach LOS	C			B	C	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		27.3	8.2	27.0		35.2
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s		37.4	5.0	23.0		32.6
Max Q Clear Time (g_c+I1), s		20.6	3.3	20.8		10.9
Green Ext Time (p_c), s		1.7	0.0	1.2		2.3
Intersection Summary						
HCM 6th Ctrl Delay			23.1			
HCM 6th LOS			C			













HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

24: Chevron Rd & 7 Springs Mtn Rd
 2025 Build_AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	1022	41	89	900	36	17	7	79	39	7	50
Future Volume (veh/h)	67	1022	41	89	900	36	17	7	79	39	7	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.96		0.95	0.97		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1817	1817	1817	1921	1921	1921	2272	2272	2272
Adj Flow Rate, veh/h	68	1033	41	90	910	36	17	7	80	39	7	51
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	1204	48	239	1270	50	75	30	161	140	47	132
Arrive On Green	0.73	0.73	0.73	0.73	0.73	0.73	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	546	1646	65	510	1736	69	140	222	1206	539	356	991
Grp Volume(v), veh/h	68	0	1074	90	0	946	104	0	0	97	0	0
Grp Sat Flow(s),veh/h/ln	546	0	1711	510	0	1805	1568	0	0	1886	0	0
Q Serve(g_s), s	5.9	0.0	33.5	11.4	0.0	21.9	0.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	27.8	0.0	33.5	44.9	0.0	21.9	4.4	0.0	0.0	3.2	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.04	0.16		0.77	0.40		0.53
Lane Grp Cap(c), veh/h	335	0	1251	239	0	1320	266	0	0	320	0	0
V/C Ratio(X)	0.20	0.00	0.86	0.38	0.00	0.72	0.39	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	397	0	1446	298	0	1525	475	0	0	556	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.5	0.0	7.2	23.4	0.0	5.6	29.7	0.0	0.0	29.2	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	4.8	1.0	0.0	1.4	0.9	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	9.3	1.3	0.0	4.9	1.7	0.0	0.0	1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.8	0.0	12.0	24.3	0.0	7.0	30.6	0.0	0.0	29.7	0.0	0.0
LnGrp LOS	B	A	B	C	A	A	C	A	A	C	A	A
Approach Vol, veh/h		1142			1036			104			97	
Approach Delay, s/veh		12.1			8.5			30.6			29.7	
Approach LOS		B			A			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		59.1		14.9		59.1		14.9				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		62.5		20.0		62.5		20.0				
Max Q Clear Time (g_c+I1), s		35.5		5.2		46.9		6.4				
Green Ext Time (p_c), s		12.0		0.4		7.2		0.4				
Intersection Summary												
HCM 6th Ctrl Delay			12.1									
HCM 6th LOS			B									











HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

26: Israel Zupnik Dr & Acres Road
2025 Build_AM Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1019	424	17	969	347	23
Future Volume (veh/h)	1019	424	17	969	347	23
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1847	1847	2067	2067	1900	1900
Adj Flow Rate, veh/h	965	402	16	918	329	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	1310	1105	377	1466	330	22
Arrive On Green	1.00	1.00	0.71	0.71	0.20	0.20
Sat Flow, veh/h	1847	1559	439	2067	1652	110
Grp Volume(v), veh/h	965	402	16	918	352	0
Grp Sat Flow(s),veh/h/ln	1847	1559	439	2067	1768	0
Q Serve(g_s), s	0.0	0.0	1.2	25.6	21.9	0.0
Cycle Q Clear(g_c), s	0.0	0.0	1.2	25.6	21.9	0.0
Prop In Lane		1.00	1.00		0.93	0.06
Lane Grp Cap(c), veh/h	1310	1105	377	1466	354	0
V/C Ratio(X)	0.74	0.36	0.04	0.63	1.00	0.00
Avail Cap(c_a), veh/h	1310	1105	377	1466	354	0
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.09	0.09	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	4.8	8.4	44.0	0.0
Incr Delay (d2), s/veh	2.3	0.6	0.0	0.2	46.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.2	0.1	10.0	14.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.3	0.6	4.8	8.6	90.6	0.0
LnGrp LOS	A	A	A	A	F	A
Approach Vol, veh/h	1367			934	352	
Approach Delay, s/veh	1.8			8.5	90.6	
Approach LOS	A			A	F	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		83.0			83.0	27.0
Change Period (Y+Rc), s		5.0			5.0	5.0
Max Green Setting (Gmax), s		78.0			78.0	22.0
Max Q Clear Time (g_c+I1), s		2.0			27.6	23.9
Green Ext Time (p_c), s		13.8			10.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			15.9			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

28: Forest Rd & Mordeche Scher Blvd
 2025 Build_AM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	82	127	85	659	673	50
Future Volume (veh/h)	82	127	85	659	673	50
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.94	1.00			0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1970	1970	1645	1645	2027	2027
Adj Flow Rate, veh/h	78	120	81	624	638	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	120	184	345	988	789	58
Arrive On Green	0.18	0.18	0.07	0.60	0.42	0.42
Sat Flow, veh/h	647	995	1567	1645	1861	137
Grp Volume(v), veh/h	199	0	81	624	0	685
Grp Sat Flow(s),veh/h/ln	1650	0	1567	1645	0	1998
Q Serve(g_s), s	5.2	0.0	1.2	11.4	0.0	14.0
Cycle Q Clear(g_c), s	5.2	0.0	1.2	11.4	0.0	14.0
Prop In Lane	0.39	0.60	1.00			0.07
Lane Grp Cap(c), veh/h	305	0	345	988	0	847
V/C Ratio(X)	0.65	0.00	0.23	0.63	0.00	0.81
Avail Cap(c_a), veh/h	637	0	404	1319	0	1191
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.6	0.0	8.4	6.0	0.0	11.8
Incr Delay (d2), s/veh	2.4	0.0	0.3	0.7	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.3	2.5	0.0	5.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.0	0.0	8.8	6.7	0.0	14.7
LnGrp LOS	B	A	A	A	A	B
Approach Vol, veh/h	199			705	685	
Approach Delay, s/veh	20.0			6.9	14.7	
Approach LOS	B			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		33.0		13.6	8.2	24.8
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		37.4		18.0	5.0	27.8
Max Q Clear Time (g_c+I1), s		13.4		7.2	3.2	16.0
Green Ext Time (p_c), s		4.5		0.4	0.0	3.8

Intersection Summary











HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

29: Forest Rd & Hayes Ct
 2025 Build_AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	215	199	546	141	64	589
Future Volume (veh/h)	215	199	546	141	64	589
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.96		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1676	1676	1847	1847	2027	2027
Adj Flow Rate, veh/h	215	199	546	141	64	589
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	233	216	564	146	248	1082
Arrive On Green	0.31	0.31	0.40	0.40	0.06	0.53
Sat Flow, veh/h	749	693	1406	363	1931	2027
Grp Volume(v), veh/h	415	0	0	687	64	589
Grp Sat Flow(s),veh/h/ln	1446	0	0	1769	1931	2027
Q Serve(g_s), s	16.1	0.0	0.0	22.1	1.0	11.1
Cycle Q Clear(g_c), s	16.1	0.0	0.0	22.1	1.0	11.1
Prop In Lane	0.52	0.48		0.21	1.00	
Lane Grp Cap(c), veh/h	450	0	0	709	248	1082
V/C Ratio(X)	0.92	0.00	0.00	0.97	0.26	0.54
Avail Cap(c_a), veh/h	450	0	0	709	310	1148
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	0.0	0.0	17.0	13.1	8.9
Incr Delay (d2), s/veh	24.4	0.0	0.0	26.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	0.0	0.0	12.8	0.4	4.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.8	0.0	0.0	43.2	13.7	9.4
LnGrp LOS	D	A	A	D	B	A
Approach Vol, veh/h	415		687			653
Approach Delay, s/veh	43.8		43.2			9.8
Approach LOS	D		D			A
Timer - Assigned Phs	1	2				6
Phs Duration (G+Y+Rc), s	7.7	27.8				35.5
Change Period (Y+Rc), s	4.5	4.5				4.5
Max Green Setting (Gmax), s	5.1	23.3				32.9
Max Q Clear Time (g_c+I1), s	3.0	24.1				13.1
Green Ext Time (p_c), s	0.0	0.0				3.9
Green Ext Time (p_c), s						0.0
Intersection Summary						
HCM 6th Ctrl Delay			30.9			
HCM 6th LOS			C			

HCM Signalized Intersection Capacity Analysis
 35: Bakertown Rd & Driveway & Hamaspik Way

05/22/2020



Movement	WBL	WBR	NBT	NBR	NBR2	SBL	SBT	NWL	NWR
Lane Configurations									
Traffic Volume (vph)	3	1	1245	10	2	17	1035	27	19
Future Volume (vph)	3	1	1245	10	2	17	1035	27	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	2%		-1%				-8%	3%	
Total Lost time (s)	4.5		4.5			4.5	4.5	4.5	
Lane Util. Factor	1.00		1.00			1.00	1.00	1.00	
Frpb, ped/bikes	0.99		1.00			1.00	1.00	0.99	
Flpb, ped/bikes	1.00		1.00			1.00	1.00	1.00	
Frt	0.97		1.00			1.00	1.00	0.94	
Flt Protected	0.96		1.00			0.95	1.00	0.97	
Satd. Flow (prot)	1704		1866			1840	1937	1662	
Flt Permitted	0.96		1.00			0.14	1.00	0.97	
Satd. Flow (perm)	1704		1866			264	1937	1662	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor (vph)	90%	90%	90%	90%	90%	90%	90%	90%	90%
Adj. Flow (vph)	3	1	1192	10	2	16	991	26	18
RTOR Reduction (vph)	4	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1204	0	0	16	991	44	0
Confl. Peds. (#/hr)	16	4		25	28	28		16	4
Turn Type	Prot		NA			Perm	NA	Prot	
Protected Phases	8		2				6	7	
Permitted Phases						6			
Actuated Green, G (s)	1.1		88.1			88.1	88.1	7.3	
Effective Green, g (s)	1.1		88.1			88.1	88.1	7.3	
Actuated g/C Ratio	0.01		0.80			0.80	0.80	0.07	
Clearance Time (s)	4.5		4.5			4.5	4.5	4.5	
Vehicle Extension (s)	3.0		3.0			3.0	3.0	3.0	
Lane Grp Cap (vph)	17		1494			211	1551	110	
v/s Ratio Prot	c0.00		c0.65				0.51	c0.03	
v/s Ratio Perm						0.06			
v/c Ratio	0.00		0.81			0.08	0.64	0.40	
Uniform Delay, d1	53.9		6.1			2.3	4.5	49.2	
Progression Factor	1.00		1.00			1.01	0.63	1.00	
Incremental Delay, d2	0.1		4.7			0.5	1.6	2.4	
Delay (s)	54.0		10.9			2.9	4.4	51.6	
Level of Service	D		B			A	A	D	
Approach Delay (s)	54.0		10.9				4.4	51.6	
Approach LOS	D		B				A	D	
Intersection Summary									
HCM 2000 Control Delay			8.8			HCM 2000 Level of Service		A	
HCM 2000 Volume to Capacity ratio			0.77						
Actuated Cycle Length (s)			110.0			Sum of lost time (s)		13.5	
Intersection Capacity Utilization			86.7%			ICU Level of Service		E	
Analysis Period (min)			15						
c Critical Lane Group									

Intersection

Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↑	↑	↑	↑
Traffic Vol, veh/h	1299	57	25	1266	53	48
Future Vol, veh/h	1299	57	25	1266	53	48
Conflicting Peds, #/hr	0	31	31	0	0	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	2	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1231	54	24	1199	50	45

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1316
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	525
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	513
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	61.4
HCM LOS			F













Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	153	-	-	513	-
HCM Lane V/C Ratio	0.625	-	-	0.046	-
HCM Control Delay (s)	61.4	-	-	12.4	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	3.4	-	-	0.1	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

1: NY 208 & Mountain Rd
 2025 Build-Improvements_FRI Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	592	421	660	693	408	554
Future Volume (veh/h)	592	421	660	693	408	554
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	2185	2185	1847	1847	2106	2106
Adj Flow Rate, veh/h	544	387	606	636	375	509
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	654	817	610	1009	378	1123
Arrive On Green	0.31	0.31	0.33	0.33	0.13	0.53
Sat Flow, veh/h	2081	1851	1847	1565	2006	2106
Grp Volume(v), veh/h	544	387	606	636	375	509
Grp Sat Flow(s),veh/h/ln	2081	1851	1847	1565	2006	2106
Q Serve(g_s), s	14.3	8.7	19.3	14.4	7.4	8.8
Cycle Q Clear(g_c), s	14.3	8.7	19.3	14.4	7.4	8.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	654	817	610	1009	378	1123
V/C Ratio(X)	0.83	0.47	0.99	0.63	0.99	0.45
Avail Cap(c_a), veh/h	863	1003	610	1009	378	1123
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	11.7	19.7	6.3	14.6	8.5
Incr Delay (d2), s/veh	5.3	0.4	34.9	1.3	44.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	2.9	12.2	7.8	6.9	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.1	12.1	54.6	7.6	58.8	8.8
LnGrp LOS	C	B	D	A	E	A
Approach Vol, veh/h	931		1242			884
Approach Delay, s/veh	19.1		30.5			30.0
Approach LOS	B		C			C
Timer - Assigned Phs	1	2				6
Phs Duration (G+Y+Rc), s	12.0	24.0				36.0
Change Period (Y+Rc), s	4.5	4.5				4.5
Max Green Setting (Gmax), s	7.5	19.5				31.5
Max Q Clear Time (g_c+I1), s	9.4	21.3				10.8
Green Ext Time (p_c), s	0.0	0.0				2.6
Intersection Summary						
HCM 6th Ctrl Delay			26.9			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

2: 7 Springs Rd & 7 Springs Mtn Rd
 2025 Build-Improvements_FRI Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	999	99	298	946	15	72	6	331	4	7	4
Future Volume (veh/h)	2	999	99	298	946	15	72	6	331	4	7	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1864	1864	1864	1864	1864	1864	1847	1847	1847	1988	1988	1988
Adj Flow Rate, veh/h	2	946	94	282	896	14	68	6	314	4	7	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	834	83	357	1215	19	356	28	476	119	195	93
Arrive On Green	0.50	0.50	0.50	0.10	0.66	0.66	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1	1668	165	1776	1831	29	1292	135	1565	289	948	450
Grp Volume(v), veh/h	1042	0	0	282	0	910	74	0	314	15	0	0
Grp Sat Flow(s),veh/h/ln	1834	0	0	1776	0	1859	1426	0	1565	1686	0	0
Q Serve(g_s), s	6.3	0.0	0.0	5.4	0.0	24.7	2.7	0.0	13.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	38.4	0.0	0.0	5.4	0.0	24.7	3.2	0.0	13.4	0.5	0.0	0.0
Prop In Lane	0.00		0.09	1.00		0.02	0.92		1.00	0.27		0.27
Lane Grp Cap(c), veh/h	964	0	0	357	0	1234	384	0	476	407	0	0
V/C Ratio(X)	1.08	0.00	0.00	0.79	0.00	0.74	0.19	0.00	0.66	0.04	0.00	0.00
Avail Cap(c_a), veh/h	964	0	0	390	0	1269	424	0	521	452	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.1	0.0	0.0	10.7	0.0	8.5	25.4	0.0	23.2	24.4	0.0	0.0
Incr Delay (d2), s/veh	53.3	0.0	0.0	9.7	0.0	2.2	0.2	0.0	2.7	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.2	0.0	0.0	2.5	0.0	7.6	1.1	0.0	4.9	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.4	0.0	0.0	20.4	0.0	10.7	25.7	0.0	25.9	24.4	0.0	0.0
LnGrp LOS	F	A	A	C	A	B	C	A	C	C	A	A
Approach Vol, veh/h		1042			1192			388				15
Approach Delay, s/veh		73.4			13.0			25.9				24.4
Approach LOS		E			B			C				C
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		56.0		20.8	12.6	43.4		20.8				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s		52.4		18.0	9.0	38.4		18.0				
Max Q Clear Time (g_c+I1), s		26.7		15.4	7.4	40.4		2.5				
Green Ext Time (p_c), s		7.3		0.4	0.1	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				38.9								
HCM 6th LOS				D								

Intersection

Int Delay, s/veh	34.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1316	72	171	1281	72	152
Future Vol, veh/h	1316	72	171	1281	72	152
Conflicting Peds, #/hr	0	16	16	0	3	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	0	3	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1234	68	160	1201	68	143

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1318
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	524
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	516
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	\$ 460.3
HCM LOS			F












Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	116	-	-	516	-
HCM Lane V/C Ratio	1.81	-	-	0.311	-
HCM Control Delay (s)	\$ 460.3	-	-	15.1	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	16.5	-	-	1.3	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

4: 7 Springs Mtn Rd & Mountain Road
 2025 Build-Improvements_FRI Peak

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	193	1275	1257	138	128	195
Future Volume (veh/h)	193	1275	1257	138	128	195
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	2027	2027	1723	1723	2145	2145
Adj Flow Rate, veh/h	181	1195	1178	129	120	183
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	193	1687	1110	122	218	330
Arrive On Green	0.07	0.83	0.73	0.73	0.11	0.11
Sat Flow, veh/h	1931	2027	1526	167	2043	1818
Grp Volume(v), veh/h	181	1195	0	1307	120	183
Grp Sat Flow(s),veh/h/ln	1931	2027	0	1693	2043	1818
Q Serve(g_s), s	10.0	35.6	0.0	107.4	8.2	13.5
Cycle Q Clear(g_c), s	10.0	35.6	0.0	107.4	8.2	13.5
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	193	1687	0	1231	218	330
V/C Ratio(X)	0.94	0.71	0.00	1.06	0.55	0.55
Avail Cap(c_a), veh/h	193	1687	0	1231	250	358
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.2	5.1	0.0	20.1	62.6	55.0
Incr Delay (d2), s/veh	47.9	1.4	0.0	43.7	2.1	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	12.3	0.0	52.4	4.4	13.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	107.0	6.5	0.0	63.8	64.7	56.6
LnGrp LOS	F	A	A	F	E	E
Approach Vol, veh/h		1376	1307		303	
Approach Delay, s/veh		19.7	63.8		59.8	
Approach LOS		B	E		E	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		127.4		20.3	15.5	111.9
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		122.9		18.1	11.0	107.4
Max Q Clear Time (g_c+I1), s		37.6		15.5	12.0	109.4
Green Ext Time (p_c), s		19.2		0.3	0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			43.1			
HCM 6th LOS			D			

HCM Signalized Intersection Capacity Analysis

5: Mountain Road/Acres Road & Forest Road

05/22/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↷	↷	↶	↶	↶
Traffic Volume (vph)	108	1585	1589	81	78	131
Future Volume (vph)	108	1585	1589	81	78	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	14	14	12	12	12	12
Grade (%)		-1%	0%		-6%	
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.96	1.00	0.95
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1897	1997	1863	1526	1823	1545
Flt Permitted	0.04	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	79	1997	1863	1526	1823	1545
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor (vph)	90%	90%	90%	90%	90%	90%
Adj. Flow (vph)	103	1518	1521	78	75	125
RTOR Reduction (vph)	0	0	0	12	0	91
Lane Group Flow (vph)	103	1518	1521	66	75	34
Confl. Peds. (#/hr)	5			5	10	5
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		4 6	8 6		5	
Permitted Phases	4 6			8 6		5
Actuated Green, G (s)	101.0	101.0	101.0	101.0	9.0	9.0
Effective Green, g (s)	101.0	101.0	101.0	101.0	9.0	9.0
Actuated g/C Ratio	0.84	0.84	0.84	0.84	0.08	0.08
Clearance Time (s)					5.0	5.0
Vehicle Extension (s)					3.0	3.0
Lane Grp Cap (vph)	66	1680	1568	1284	136	115
v/s Ratio Prot		0.76	0.82		c0.04	
v/s Ratio Perm	c1.30			0.04		0.02
v/c Ratio	1.56	0.90	0.97	0.05	0.55	0.30
Uniform Delay, d1	9.5	6.3	8.2	1.6	53.6	52.5
Progression Factor	1.10	1.09	1.00	1.00	1.00	1.00
Incremental Delay, d2	258.9	0.7	16.1	0.0	4.8	1.5
Delay (s)	269.4	7.6	24.3	1.6	58.3	54.0
Level of Service	F	A	C	A	E	D
Approach Delay (s)		24.2	23.2		55.6	
Approach LOS		C	C		E	

Intersection Summary			
HCM 2000 Control Delay	25.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.54		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	93.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

6: Satmar Dr/Drwy & Acres Road
2025 Build-Improvements_FRI Peak





















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1450	67	203	1449	3	69	1	302	4	3	3
Future Volume (veh/h)	3	1450	67	203	1449	3	69	1	302	4	3	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.96		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1921	1921	1921	2027	2027	2027	1582	1582	1582	2381	2381	2381
Adj Flow Rate, veh/h	3	1403	65	196	1402	3	67	1	292	4	3	3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	33	1322	61	133	1471	3	75	8	188	122	99	75
Arrive On Green	0.73	0.73	0.73	1.00	1.00	1.00	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1	1817	84	391	2022	4	197	43	1032	418	546	413
Grp Volume(v), veh/h	1471	0	0	196	0	1405	360	0	0	10	0	0
Grp Sat Flow(s),veh/h/ln	1902	0	0	391	0	2026	1273	0	0	1378	0	0
Q Serve(g_s), s	15.9	0.0	0.0	0.0	0.0	0.0	16.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	80.0	0.0	0.0	80.0	0.0	0.0	20.0	0.0	0.0	0.4	0.0	0.0
Prop In Lane	0.00		0.04	1.00		0.00	0.19		0.81	0.40		0.30
Lane Grp Cap(c), veh/h	1416	0	0	133	0	1474	270	0	0	296	0	0
V/C Ratio(X)	1.04	0.00	0.00	1.47	0.00	0.95	1.33	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	1416	0	0	133	0	1474	270	0	0	296	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	0.09	0.00	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.9	0.0	0.0	19.6	0.0	0.0	46.4	0.0	0.0	37.0	0.0	0.0
Incr Delay (d2), s/veh	34.6	0.0	0.0	215.6	0.0	2.0	172.7	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	43.6	0.0	0.0	11.0	0.0	0.8	20.4	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.5	0.0	0.0	235.3	0.0	2.0	219.1	0.0	0.0	37.0	0.0	0.0
LnGrp LOS	F	A	A	F	A	A	F	A	A	D	A	A
Approach Vol, veh/h		1471			1601			360				10
Approach Delay, s/veh		50.5			30.6			219.1				37.0
Approach LOS		D			C			F				D
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		85.0		25.0		85.0		25.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		80.0		20.0		80.0		20.0				
Max Q Clear Time (g_c+I1), s		82.0		2.4		82.0		22.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	58.8
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

7: Bakertown Rd & Acres Road
2025 Build-Improvements_FRI Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	145	875	46	141	53	812	383	60	58	360	223
Future Volume (veh/h)	244	145	875	46	141	53	812	383	60	58	360	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1582	1582	1582	2224	2224	2224	1658	1658	1658	2027	2027	2027
Adj Flow Rate, veh/h	231	137	829	44	134	50	769	363	57	55	341	211
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	110	790	65	491	183	431	381	60	527	319	198
Arrive On Green	0.11	0.11	0.11	0.32	0.32	0.32	0.46	0.46	0.46	0.27	0.27	0.27
Sat Flow, veh/h	584	346	1334	692	1542	575	1579	1399	220	1931	1171	724
Grp Volume(v), veh/h	368	0	829	44	0	184	769	0	420	55	0	552
Grp Sat Flow(s),veh/h/ln	930	0	1334	692	0	2117	1579	0	1618	1931	0	1895
Q Serve(g_s), s	27.9	0.0	35.0	0.0	0.0	7.1	30.0	0.0	27.4	2.3	0.0	30.0
Cycle Q Clear(g_c), s	35.0	0.0	35.0	35.0	0.0	7.1	30.0	0.0	27.4	2.3	0.0	30.0
Prop In Lane	0.63		1.00	1.00		0.27	1.00		0.14	1.00		0.38
Lane Grp Cap(c), veh/h	349	0	790	65	0	674	431	0	441	527	0	517
V/C Ratio(X)	1.05	0.00	1.05	0.67	0.00	0.27	1.79	0.00	0.95	0.10	0.00	1.07
Avail Cap(c_a), veh/h	349	0	790	65	0	674	431	0	441	527	0	517
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(l)	0.37	0.00	0.37	1.00	0.00	1.00	0.41	0.00	0.41	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.9	0.0	21.5	55.0	0.0	28.0	30.0	0.0	29.3	29.9	0.0	40.0
Incr Delay (d2), s/veh	44.5	0.0	33.9	23.6	0.0	0.2	357.3	0.0	17.0	0.1	0.0	58.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.6	0.0	30.8	1.6	0.0	3.7	52.1	0.0	10.8	1.1	0.0	22.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.4	0.0	55.4	78.6	0.0	28.2	387.2	0.0	46.3	30.0	0.0	98.9
LnGrp LOS	F	A	F	E	A	C	F	A	D	C	A	F
Approach Vol, veh/h		1197			228			1189			607	
Approach Delay, s/veh		68.9			37.9			266.8			92.7	
Approach LOS		E			D			F			F	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		35.0		40.0		35.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		35.0		30.0		35.0		30.0				
Max Q Clear Time (g_c+I1), s		37.0		32.0		37.0		32.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	144.2
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary 10: Bakertown Rd & Israel Zupnik Dr/Dinev Court
 118-304 Palm Tree-KJ Comp TIS 2025 Build-Improvements_FRI Peak




















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	37	347	76	37	75	316	1063	148	61	1099	58
Future Volume (veh/h)	49	37	347	76	37	75	316	1063	148	61	1099	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.95		0.89	0.97		0.89	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	2027	2027	2027	1723	1723	1723	2185	2185	2185
Adj Flow Rate, veh/h	45	34	319	70	34	69	290	976	136	56	1009	53
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	51	26	484	55	18	370	318	925	129	143	1102	58
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.13	0.63	0.63	0.04	0.54	0.54
Sat Flow, veh/h	0	128	1411	0	90	1529	1641	1477	206	2081	2055	108
Grp Volume(v), veh/h	79	0	319	104	0	69	290	0	1112	56	0	1062
Grp Sat Flow(s),veh/h/ln	128	0	1411	90	0	1529	1641	0	1683	2081	0	2163
Q Serve(g_s), s	0.0	0.0	21.6	0.0	0.0	4.0	11.7	0.0	68.9	1.3	0.0	49.2
Cycle Q Clear(g_c), s	22.0	0.0	21.6	22.0	0.0	4.0	11.7	0.0	68.9	1.3	0.0	49.2
Prop In Lane	0.57		1.00	0.67		1.00	1.00		0.12	1.00		0.05
Lane Grp Cap(c), veh/h	77	0	484	73	0	370	318	0	1054	143	0	1160
V/C Ratio(X)	1.03	0.00	0.66	1.43	0.00	0.19	0.91	0.00	1.06	0.39	0.00	0.92
Avail Cap(c_a), veh/h	77	0	484	73	0	370	363	0	1054	160	0	1160
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.20	0.00	0.20
Uniform Delay (d), s/veh	47.9	0.0	32.1	49.7	0.0	33.5	30.9	0.0	20.5	26.1	0.0	23.2
Incr Delay (d2), s/veh	109.6	0.0	3.3	256.4	0.0	0.2	24.7	0.0	43.5	0.4	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	7.7	7.2	0.0	1.5	9.8	0.0	36.8	0.8	0.0	24.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	157.5	0.0	35.4	306.1	0.0	33.8	55.6	0.0	64.0	26.4	0.0	26.4
LnGrp LOS	F	A	D	F	A	C	E	A	F	C	A	C
Approach Vol, veh/h		398			173			1402			1118	
Approach Delay, s/veh		59.7			197.4			62.3			26.4	
Approach LOS		E			F			E			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	73.9		27.0	19.0	64.0		27.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	68.0		22.0	17.0	56.0		22.0				
Max Q Clear Time (g_c+I1), s	3.3	70.9		24.0	13.7	51.2		24.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.3	3.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay	56.5
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

11: Bakertown Rd & Meron Dr/Drwy
2025 Build Connector Road_FRI Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	62	105	28	50	14	108	1176	54	12	1257	245
Future Volume (veh/h)	240	62	105	28	50	14	108	1176	54	12	1257	245
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.93		0.95	0.87		0.84	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1449	1449	1449	1945	1945	1945	2185	2170	2170	1870	1856	1856
Adj Flow Rate, veh/h	232	60	102	27	48	14	105	1138	52	12	1216	237
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	3	3	2	3	3
Cap, veh/h	348	120	204	93	79	20	256	2432	111	249	1406	272
Arrive On Green	0.11	0.26	0.26	0.08	0.08	0.08	0.06	0.61	0.61	0.48	0.48	0.48
Sat Flow, veh/h	1380	466	792	358	971	248	2081	4014	183	470	2944	569
Grp Volume(v), veh/h	232	0	162	89	0	0	105	584	606	12	724	729
Grp Sat Flow(s),veh/h/ln	1380	0	1257	1576	0	0	2081	2061	2136	470	1763	1750
Q Serve(g_s), s	8.0	0.0	8.1	2.7	0.0	0.0	0.0	11.4	11.5	1.3	26.7	27.4
Cycle Q Clear(g_c), s	8.0	0.0	8.1	3.9	0.0	0.0	0.0	11.4	11.5	12.8	26.7	27.4
Prop In Lane	1.00		0.63	0.30		0.16	1.00		0.09	1.00		0.33
Lane Grp Cap(c), veh/h	348	0	324	191	0	0	256	1249	1294	249	842	836
V/C Ratio(X)	0.67	0.00	0.50	0.46	0.00	0.00	0.41	0.47	0.47	0.05	0.86	0.87
Avail Cap(c_a), veh/h	348	0	342	213	0	0	344	1403	1454	268	912	906
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	0.0	23.2	32.7	0.0	0.0	31.5	8.0	8.0	17.3	17.0	17.2
Incr Delay (d2), s/veh	4.8	0.0	1.2	1.8	0.0	0.0	1.0	0.3	0.3	0.1	7.9	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	2.4	1.6	0.0	0.0	1.8	4.3	4.5	0.1	10.8	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	0.0	24.4	34.5	0.0	0.0	32.6	8.2	8.2	17.4	24.9	26.0
LnGrp LOS	C	A	C	C	A	A	C	A	A	B	C	C
Approach Vol, veh/h		394			89			1295			1465	
Approach Delay, s/veh		28.9			34.5			10.2			25.4	
Approach LOS		C			C			B			C	
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		49.5		23.9	9.4	40.1	13.0	10.9				
Change Period (Y+Rc), s		5.0		5.0	5.0	* 5	5.0	5.0				
Max Green Setting (Gmax), s		50.0		20.0	7.5	* 38	8.0	7.0				
Max Q Clear Time (g_c+I1), s		13.5		10.1	2.0	29.4	10.0	5.9				
Green Ext Time (p_c), s		10.4		0.6	0.1	5.7	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	20.0
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

12: CR 105 & Bakertown Rd
 2025 Build Connector Road_FRI Peak























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	696	501	478	139	446	268	527	835	148	258	620	691
Future Volume (veh/h)	696	501	478	139	446	268	527	835	148	258	620	691
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1870	1870	1870	1707	1870	1870	1870	1260	1393	1364
Adj Flow Rate, veh/h	652	470	448	130	418	251	494	783	139	242	581	648
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	7	2	2	2	2	13	2	2	2	11	2	4
Cap, veh/h	468	555	704	372	354	411	338	358	64	189	474	522
Arrive On Green	0.27	0.30	0.30	0.17	0.19	0.19	0.15	0.23	0.23	0.09	0.18	0.18
Sat Flow, veh/h	1711	1870	1585	1781	1870	1447	1781	1546	275	1200	2647	1152
Grp Volume(v), veh/h	652	470	448	130	418	251	494	0	922	242	581	648
Grp Sat Flow(s),veh/h/ln	1711	1870	1585	1781	1870	1447	1781	0	1821	1200	1324	1152
Q Serve(g_s), s	26.0	22.4	8.7	1.9	18.0	5.7	14.0	0.0	22.0	9.0	17.0	15.8
Cycle Q Clear(g_c), s	26.0	22.4	8.7	1.9	18.0	5.7	14.0	0.0	22.0	9.0	17.0	15.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	468	555	704	372	354	411	338	0	422	189	474	522
V/C Ratio(X)	1.39	0.85	0.64	0.35	1.18	0.61	1.46	0.00	2.19	1.28	1.23	1.24
Avail Cap(c_a), veh/h	468	709	834	372	354	411	338	0	422	189	474	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	31.4	6.7	33.2	38.5	10.8	27.3	0.0	36.5	34.6	39.0	8.6
Incr Delay (d2), s/veh	189.4	7.6	1.2	0.6	106.2	2.6	222.8	0.0	541.6	159.1	119.5	123.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	35.1	11.0	3.2	2.5	18.3	2.3	26.9	0.0	73.0	9.7	13.1	21.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	223.9	39.0	8.0	33.8	144.7	13.4	250.1	0.0	578.1	193.7	158.5	132.2
LnGrp LOS	F	D	A	C	F	B	F	A	F	F	F	F
Approach Vol, veh/h		1570			799			1416			1471	
Approach Delay, s/veh		106.9			85.4			463.7			152.7	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	27.0	20.8	33.2	19.0	22.0	31.0	23.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	9.0	22.0	8.0	36.0	14.0	17.0	26.0	18.0				
Max Q Clear Time (g_c+I1), s	11.0	24.0	3.9	24.4	16.0	19.0	28.0	20.0				
Green Ext Time (p_c), s	0.0	0.0	0.1	3.7	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	212.6
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

13: CR 105 & Dunderberg Rd (CR 64)
 2025 Build Connector Road_FRI Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	276	113	234	368	37	298	281	1057	207	218	1111	292
Future Volume (veh/h)	276	113	234	368	37	298	281	1057	207	218	1111	292
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	2012	2027	2027	1817	1803	1847	1919	1949	1949
Adj Flow Rate, veh/h	267	109	226	356	36	235	272	1023	126	211	1075	283
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	3	2	2	2	3	0	4	2	2
Cap, veh/h	215	69	144	187	26	173	198	984	855	207	828	218
Arrive On Green	0.09	0.13	0.13	0.07	0.11	0.11	0.09	0.55	0.55	0.09	0.56	0.56
Sat Flow, veh/h	1781	543	1125	1916	233	1521	1731	1803	1565	1827	1487	391
Grp Volume(v), veh/h	267	0	335	356	0	271	272	1023	126	211	0	1358
Grp Sat Flow(s),veh/h/ln	1781	0	1668	1916	0	1754	1731	1803	1565	1827	0	1878
Q Serve(g_s), s	13.0	0.0	18.0	10.0	0.0	16.0	12.0	77.0	5.6	12.0	0.0	78.5
Cycle Q Clear(g_c), s	13.0	0.0	18.0	10.0	0.0	16.0	12.0	77.0	5.6	12.0	0.0	78.5
Prop In Lane	1.00		0.67	1.00		0.87	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	215	0	213	187	0	199	198	984	855	207	0	1046
V/C Ratio(X)	1.24	0.00	1.57	1.90	0.00	1.36	1.37	1.04	0.15	1.02	0.00	1.30
Avail Cap(c_a), veh/h	215	0	213	187	0	199	198	984	855	207	0	1046
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.3	0.0	61.5	55.2	0.0	62.5	49.6	32.0	15.8	50.2	0.0	31.3
Incr Delay (d2), s/veh	141.1	0.0	279.4	426.1	0.0	191.8	195.7	39.4	0.1	68.3	0.0	141.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.8	0.0	24.2	23.5	0.0	17.6	14.4	42.1	2.0	7.7	0.0	74.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	194.5	0.0	341.0	481.4	0.0	254.3	245.2	71.4	15.9	118.5	0.0	172.8
LnGrp LOS	F	A	F	F	A	F	F	F	B	F	A	F
Approach Vol, veh/h		602			627			1421				1569
Approach Delay, s/veh		276.0			383.2			99.7				165.5
Approach LOS		F			F			F				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	83.0	16.0	24.0	16.5	84.5	18.0	22.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	* 6	4.5	6.0	5.0	6.0				
Max Green Setting (Gmax), s	12.0	77.0	10.0	* 18	12.0	78.5	13.0	15.0				
Max Q Clear Time (g_c+I1), s	14.0	79.0	12.0	20.0	14.0	80.5	15.0	18.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				

Intersection Summary













HCM 6th Ctrl Delay	191.5
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

14: CR 105 & Larkin Dr
 2025 Build Connector Road_FRI Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	422	497	979	376	601	1098
Future Volume (veh/h)	422	497	979	376	601	1098
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1847	1847	1864	1864	1776	1776
Adj Flow Rate, veh/h	396	466	918	352	563	1029
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	406	614	918	1143	329	1230
Arrive On Green	0.23	0.23	0.49	0.49	0.16	0.69
Sat Flow, veh/h	1759	1565	1864	1580	1692	1776
Grp Volume(v), veh/h	396	466	918	352	563	1029
Grp Sat Flow(s),veh/h/ln	1759	1565	1864	1580	1692	1776
Q Serve(g_s), s	29.1	30.0	64.0	10.3	21.0	55.1
Cycle Q Clear(g_c), s	29.1	30.0	64.0	10.3	21.0	55.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	406	614	918	1143	329	1230
V/C Ratio(X)	0.98	0.76	1.00	0.31	1.71	0.84
Avail Cap(c_a), veh/h	406	614	918	1143	329	1230
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	34.2	33.0	6.4	45.5	14.6
Incr Delay (d2), s/veh	38.1	5.5	29.7	0.2	333.6	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.0	13.6	34.7	6.8	40.5	20.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	87.8	39.6	62.7	6.6	379.1	19.8
LnGrp LOS	F	D	F	A	F	B
Approach Vol, veh/h	862		1270			1592
Approach Delay, s/veh	61.8		47.2			146.9
Approach LOS	E		D			F
Timer - Assigned Phs	1	2				6
Phs Duration (G+Y+Rc), s	26.0	69.0			95.0	35.0
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	21.0	64.0			90.0	30.0
Max Q Clear Time (g_c+I1), s	23.0	66.0			57.1	32.0
Green Ext Time (p_c), s	0.0	0.0			9.9	0.0
Intersection Summary						
HCM 6th Ctrl Delay			93.2			
HCM 6th LOS			F			

Intersection

Int Delay, s/veh	29.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	120	4	72	20	3	24	110	759	25	16	728	139
Future Vol, veh/h	120	4	72	20	3	24	110	759	25	16	728	139
Conflicting Peds, #/hr	6	0	2	2	0	6	26	0	26	26	0	26
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-7	-	-	0	-	-	4	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	113	4	68	19	3	23	103	712	23	15	683	130

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1753	1771	776	1772	1825	756	839	0	0	761	0	0
Stage 1	804	804	-	956	956	-	-	-	-	-	-	-
Stage 2	949	967	-	816	869	-	-	-	-	-	-	-
Critical Hdwy	5.72	5.12	5.52	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	4.72	4.12	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.72	4.12	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	132	166	462	65	77	408	796	-	-	851	-	-
Stage 1	515	541	-	310	336	-	-	-	-	-	-	-
Stage 2	452	484	-	371	369	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	~ 94	118	449	42	55	395	776	-	-	830	-	-
Mov Cap-2 Maneuver	~ 94	118	-	42	55	-	-	-	-	-	-	-
Stage 1	389	510	-	234	254	-	-	-	-	-	-	-
Stage 2	324	366	-	302	348	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	273.5		97.1		1.3			0.2		
HCM LOS	F		F							



















Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	776	-	-	133	79	830	-	-
HCM Lane V/C Ratio	0.133	-	-	1.382	0.558	0.018	-	-
HCM Control Delay (s)	10.3	0	-	273.5	97.1	9.4	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.5	-	-	12.1	2.4	0.1	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

16: Forest Rd & Drwy/Van Buren Dr
2025 Build-Improvements_FRI Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	125	124	102	128	243	76	472	149	359	464	46
Future Volume (veh/h)	54	125	124	102	128	243	76	472	149	359	464	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.86	0.93		0.86	0.99		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1817	1817	1817	1909	1909	1909
Adj Flow Rate, veh/h	51	117	116	96	120	228	71	442	140	337	435	43
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	212	181	144	140	228	396	456	144	348	708	70
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.06	0.35	0.35	0.12	0.42	0.42
Sat Flow, veh/h	168	711	607	256	469	765	1731	1311	415	1818	1705	169
Grp Volume(v), veh/h	284	0	0	444	0	0	71	0	582	337	0	478
Grp Sat Flow(s),veh/h/ln	1486	0	0	1490	0	0	1731	0	1726	1818	0	1873
Q Serve(g_s), s	0.0	0.0	0.0	9.1	0.0	0.0	1.7	0.0	21.6	7.5	0.0	13.0
Cycle Q Clear(g_c), s	10.2	0.0	0.0	19.3	0.0	0.0	1.7	0.0	21.6	7.5	0.0	13.0
Prop In Lane	0.18		0.41	0.22		0.51	1.00		0.24	1.00		0.09
Lane Grp Cap(c), veh/h	509	0	0	512	0	0	396	0	600	348	0	778
V/C Ratio(X)	0.56	0.00	0.00	0.87	0.00	0.00	0.18	0.00	0.97	0.97	0.00	0.61
Avail Cap(c_a), veh/h	509	0	0	512	0	0	433	0	600	348	0	778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.4	0.0	0.0	22.5	0.0	0.0	12.7	0.0	20.9	14.7	0.0	14.9
Incr Delay (d2), s/veh	1.4	0.0	0.0	14.6	0.0	0.0	0.2	0.0	29.2	39.7	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	0.0	8.2	0.0	0.0	0.6	0.0	12.7	6.4	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	0.0	0.0	37.0	0.0	0.0	12.9	0.0	50.1	54.4	0.0	16.4
LnGrp LOS	C	A	A	D	A	A	B	A	D	D	A	B
Approach Vol, veh/h		284			444			653				815
Approach Delay, s/veh		20.8			37.0			46.0				32.1
Approach LOS		C			D			D				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	27.6		24.4	8.6	32.0		24.4				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	22.6		19.4	5.0	26.0		19.4				
Max Q Clear Time (g_c+I1), s	9.5	23.6		12.2	3.7	15.0		21.3				
Green Ext Time (p_c), s	0.0	0.0		1.0	0.0	2.3		0.0				

Intersection Summary












HCM 6th Ctrl Delay	35.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

17: Quickway Rd & Rimenev Ct
 2025 Build-Improvements_FRI Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	647	426	106	703	400	66
Future Volume (veh/h)	647	426	106	703	400	66
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1864	1864	2108	2108	1890	1890
Adj Flow Rate, veh/h	619	408	101	673	383	63
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	687	611	60	401	425	949
Arrive On Green	0.39	0.39	0.26	0.26	0.19	0.50
Sat Flow, veh/h	1776	1580	232	1544	1800	1890
Grp Volume(v), veh/h	619	408	0	774	383	63
Grp Sat Flow(s),veh/h/ln	1776	1580	0	1776	1800	1890
Q Serve(g_s), s	26.6	17.3	0.0	21.0	12.7	1.4
Cycle Q Clear(g_c), s	26.6	17.3	0.0	21.0	12.7	1.4
Prop In Lane	1.00	1.00		0.87	1.00	
Lane Grp Cap(c), veh/h	687	611	0	461	425	949
V/C Ratio(X)	0.90	0.67	0.00	1.68	0.90	0.07
Avail Cap(c_a), veh/h	823	732	0	461	489	1016
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	20.5	0.0	30.0	20.5	10.4
Incr Delay (d2), s/veh	11.6	1.8	0.0	315.1	18.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.6	6.3	0.0	48.9	7.0	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.0	22.3	0.0	345.1	38.5	10.4
LnGrp LOS	C	C	A	F	D	B
Approach Vol, veh/h	1027		774			446
Approach Delay, s/veh	29.9		345.1			34.5
Approach LOS	C		F			C
Timer - Assigned Phs	1	2				6
Phs Duration (G+Y+Rc), s	19.6	25.5			45.1	35.8
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	18.0	21.0			43.5	37.5
Max Q Clear Time (g_c+I1), s	14.7	23.0			3.4	28.6
Green Ext Time (p_c), s	0.4	0.0			0.3	2.7
Intersection Summary						
HCM 6th Ctrl Delay			139.4			
HCM 6th LOS			F			

HCM Signalized Intersection Capacity Analysis
21: Forest Road & Mountain Road

05/22/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1156	287	364	1156	350	536
Future Volume (vph)	1156	287	364	1156	350	536
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	15	15	13	13
Grade (%)	-2%			0%	0%	
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1728	1497	1947	2049	1925	1636
Flt Permitted	0.95	1.00	0.27	1.00	1.00	1.00
Satd. Flow (perm)	1728	1497	549	2049	1925	1636
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	90%	90%	90%	90%	90%	90%
Adj. Flow (vph)	1131	281	356	1131	342	524
RTOR Reduction (vph)	0	67	0	0	0	6
Lane Group Flow (vph)	1131	214	356	1131	342	518
Confl. Peds. (#/hr)		5	5			
Turn Type	Prot	pm+ov	pm+pt	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4	2			6
Actuated Green, G (s)	62.0	71.0	48.0	48.0	34.0	96.0
Effective Green, g (s)	62.0	71.0	48.0	48.0	34.0	96.0
Actuated g/C Ratio	0.52	0.59	0.40	0.40	0.28	0.80
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	892	948	324	819	545	1376
v/s Ratio Prot	c0.65	0.02	0.08	c0.55	0.18	0.19
v/s Ratio Perm		0.13	0.36			0.12
v/c Ratio	1.27	0.23	1.10	1.38	0.63	0.38
Uniform Delay, d1	29.0	11.5	35.2	36.0	37.5	3.4
Progression Factor	1.00	1.00	1.00	1.00	1.08	0.43
Incremental Delay, d2	129.5	0.1	79.1	179.1	0.8	0.1
Delay (s)	158.5	11.7	114.4	215.1	41.4	1.5
Level of Service	F	B	F	F	D	A
Approach Delay (s)	129.3			190.9	17.3	
Approach LOS	F			F	B	

Intersection Summary			
HCM 2000 Control Delay	127.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.38		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	120.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

23: Quickway Rd & Forest Rd
 2025 Build-Improvements_FRI Peak

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↖	↗
Traffic Volume (veh/h)	585	694	138	499	685	54
Future Volume (veh/h)	585	694	138	499	685	54
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	2027	2027	1776	1776	1876	1876
Adj Flow Rate, veh/h	572	679	135	488	670	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	606	505	213	762	711	56
Arrive On Green	0.30	0.30	0.07	0.43	0.44	0.44
Sat Flow, veh/h	2027	1689	1692	1776	1612	127
Grp Volume(v), veh/h	572	679	135	488	724	0
Grp Sat Flow(s),veh/h/ln	2027	1689	1692	1776	1742	0
Q Serve(g_s), s	21.2	23.0	4.1	16.6	30.6	0.0
Cycle Q Clear(g_c), s	21.2	23.0	4.1	16.6	30.6	0.0
Prop In Lane		1.00	1.00		0.93	0.07
Lane Grp Cap(c), veh/h	606	505	213	762	768	0
V/C Ratio(X)	0.94	1.34	0.63	0.64	0.94	0.00
Avail Cap(c_a), veh/h	606	505	213	762	847	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.3	27.0	19.5	17.3	20.6	0.0
Incr Delay (d2), s/veh	23.5	167.8	5.9	1.8	17.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.6	32.3	1.8	6.7	15.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.8	194.7	25.5	19.1	38.2	0.0
LnGrp LOS	D	F	C	B	D	A
Approach Vol, veh/h	1251			623	724	
Approach Delay, s/veh	128.5			20.5	38.2	
Approach LOS	F			C	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		38.9	10.0	28.0		38.0
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s		37.4	5.0	23.0		32.6
Max Q Clear Time (g_c+I1), s		32.6	6.1	25.0		18.6
Green Ext Time (p_c), s		1.3	0.0	0.0		2.6
Intersection Summary						
HCM 6th Ctrl Delay			77.4			
HCM 6th LOS			E			







HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

24: Chevron Rd & 7 Springs Mtn Rd
2025 Build-Improvements_FRI Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	1232	40	102	1197	55	27	6	101	56	15	83
Future Volume (veh/h)	92	1232	40	102	1197	55	27	6	101	56	15	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.98		0.97	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1817	1817	1817	1921	1921	1921	2272	2272	2272
Adj Flow Rate, veh/h	88	1180	38	98	1146	53	26	6	97	54	14	79
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	1260	41	161	1308	60	79	23	149	131	38	127
Arrive On Green	0.76	0.76	0.76	0.76	0.76	0.76	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	430	1660	53	445	1723	80	222	189	1244	598	317	1062
Grp Volume(v), veh/h	88	0	1218	98	0	1199	129	0	0	147	0	0
Grp Sat Flow(s),veh/h/ln	430	0	1713	445	0	1802	1654	0	0	1977	0	0
Q Serve(g_s), s	15.3	0.0	48.8	13.7	0.0	39.4	0.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	54.7	0.0	48.8	62.5	0.0	39.4	5.8	0.0	0.0	5.4	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.04	0.20		0.75	0.37		0.54
Lane Grp Cap(c), veh/h	208	0	1300	161	0	1368	250	0	0	296	0	0
V/C Ratio(X)	0.42	0.00	0.94	0.61	0.00	0.88	0.52	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	208	0	1300	161	0	1368	440	0	0	514	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.8	0.0	8.3	36.0	0.0	7.1	34.5	0.0	0.0	34.3	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	12.7	6.4	0.0	6.7	1.6	0.0	0.0	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	15.7	2.2	0.0	10.3	2.5	0.0	0.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	0.0	21.0	42.4	0.0	13.8	36.2	0.0	0.0	35.6	0.0	0.0
LnGrp LOS	C	A	C	D	A	B	D	A	A	D	A	A
Approach Vol, veh/h		1306			1297			129				147
Approach Delay, s/veh		21.5			16.0			36.2				35.6
Approach LOS		C			B			D				D
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.5		14.8		67.5		14.8				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		62.5		20.0		62.5		20.0				
Max Q Clear Time (g_c+I1), s		56.7		7.4		64.5		7.8				
Green Ext Time (p_c), s		4.6		0.6		0.0		0.5				
<u>Intersection Summary</u>												
HCM 6th Ctrl Delay				20.4								
HCM 6th LOS				C								











HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

26: Israel Zupnik Dr & Acres Road
2025 Build-Improvements_FRI Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	1214	481	19	1254	409	125
Future Volume (veh/h)	1214	481	19	1254	409	125
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.99	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1847	1847	2067	2067	1900	1900
Adj Flow Rate, veh/h	1201	476	19	1240	405	124
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	1310	1102	296	1466	265	81
Arrive On Green	1.00	1.00	0.71	0.71	0.20	0.20
Sat Flow, veh/h	1847	1554	326	2067	1323	405
Grp Volume(v), veh/h	1201	476	19	1240	530	0
Grp Sat Flow(s),veh/h/ln	1847	1554	326	2067	1731	0
Q Serve(g_s), s	0.0	0.0	2.0	48.0	22.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	2.0	48.0	22.0	0.0
Prop In Lane		1.00	1.00		0.76	0.23
Lane Grp Cap(c), veh/h	1310	1102	296	1466	346	0
V/C Ratio(X)	0.92	0.43	0.06	0.85	1.53	0.00
Avail Cap(c_a), veh/h	1310	1102	296	1466	346	0
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.09	0.09	0.09	0.09	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	4.9	11.6	44.0	0.0
Incr Delay (d2), s/veh	1.3	0.1	0.0	0.6	252.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.1	18.8	33.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	1.3	0.1	5.0	12.2	296.9	0.0
LnGrp LOS	A	A	A	B	F	A
Approach Vol, veh/h	1677			1259	530	
Approach Delay, s/veh	1.0			12.1	296.9	
Approach LOS	A			B	F	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		83.0			83.0	27.0
Change Period (Y+Rc), s		5.0			5.0	5.0
Max Green Setting (Gmax), s		78.0			78.0	22.0
Max Q Clear Time (g_c+I1), s		2.0			50.0	24.0
Green Ext Time (p_c), s		24.2			15.1	0.0
Intersection Summary						
HCM 6th Ctrl Delay			50.3			
HCM 6th LOS			D			

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

28: Forest Rd & Mordeche Scher Blvd
 2025 Build-Improvements_FRI Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	59	136	101	738	882	65
Future Volume (veh/h)	59	136	101	738	882	65
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.84	1.00			0.85
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1970	1970	1645	1645	2027	2027
Adj Flow Rate, veh/h	55	126	94	685	818	60
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	96	220	249	1018	859	63
Arrive On Green	0.21	0.21	0.07	0.62	0.47	0.47
Sat Flow, veh/h	453	1038	1567	1645	1839	135
Grp Volume(v), veh/h	182	0	94	685	0	878
Grp Sat Flow(s),veh/h/ln	1500	0	1567	1645	0	1974
Q Serve(g_s), s	6.4	0.0	1.6	16.1	0.0	25.2
Cycle Q Clear(g_c), s	6.4	0.0	1.6	16.1	0.0	25.2
Prop In Lane	0.30	0.69	1.00			0.07
Lane Grp Cap(c), veh/h	318	0	249	1018	0	922
V/C Ratio(X)	0.57	0.00	0.38	0.67	0.00	0.95
Avail Cap(c_a), veh/h	457	0	277	1042	0	930
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.9	0.0	13.0	7.4	0.0	15.1
Incr Delay (d2), s/veh	1.6	0.0	0.9	1.7	0.0	18.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.6	4.4	0.0	14.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.5	0.0	13.9	9.0	0.0	34.0
LnGrp LOS	C	A	B	A	A	C
Approach Vol, veh/h	182			779	878	
Approach Delay, s/veh	22.5			9.6	34.0	
Approach LOS	C			A	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		41.5		17.5	8.9	32.6
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		37.4		18.0	5.0	27.8
Max Q Clear Time (g_c+I1), s		18.1		8.4	3.6	27.2
Green Ext Time (p_c), s		4.7		0.4	0.0	0.4

Intersection Summary











HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

29: Forest Rd & Hayes Ct
 2025 Build-Improvements_FRI Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	250	219	671	144	110	710
Future Volume (veh/h)	250	219	671	144	110	710
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.82		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1676	1676	1847	1847	2027	2027
Adj Flow Rate, veh/h	239	210	642	138	105	680
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	218	192	582	125	256	1096
Arrive On Green	0.31	0.31	0.39	0.39	0.07	0.54
Sat Flow, veh/h	711	624	1473	317	1931	2027
Grp Volume(v), veh/h	450	0	0	780	105	680
Grp Sat Flow(s),veh/h/ln	1338	0	0	1789	1931	2027
Q Serve(g_s), s	18.1	0.0	0.0	23.3	1.7	13.7
Cycle Q Clear(g_c), s	18.1	0.0	0.0	23.3	1.7	13.7
Prop In Lane	0.53	0.47		0.18	1.00	
Lane Grp Cap(c), veh/h	410	0	0	707	256	1096
V/C Ratio(X)	1.10	0.00	0.00	1.10	0.41	0.62
Avail Cap(c_a), veh/h	410	0	0	707	289	1130
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.5	0.0	0.0	17.9	13.3	9.4
Incr Delay (d2), s/veh	73.0	0.0	0.0	66.0	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.4	0.0	0.0	21.2	0.7	5.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	93.5	0.0	0.0	83.8	14.3	10.4
LnGrp LOS	F	A	A	F	B	B
Approach Vol, veh/h	450		780			785
Approach Delay, s/veh	93.5		83.8			10.9
Approach LOS	F		F			B
Timer - Assigned Phs	1	2				6
Phs Duration (G+Y+Rc), s	8.6	27.8				36.4
Change Period (Y+Rc), s	4.5	4.5				4.5
Max Green Setting (Gmax), s	5.1	23.3				32.9
Max Q Clear Time (g_c+I1), s	3.7	25.3				15.7
Green Ext Time (p_c), s	0.0	0.0				4.5
0.0						0.0
Intersection Summary						
HCM 6th Ctrl Delay			57.6			
HCM 6th LOS			E			

HCM Signalized Intersection Capacity Analysis

35: Bakertown Rd & Driveway & Hamaspik Way

05/22/2020



Movement	WBL2	WBL	WBR	NBT	NBR	NBR2	SBL2	SBL	SBT	NWL	NWR
Lane Configurations											
Traffic Volume (vph)	2	7	3	1544	8	4	1	17	1484	11	22
Future Volume (vph)	2	7	3	1544	8	4	1	17	1484	11	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%		-1%					-8%	3%	
Total Lost time (s)		4.5		4.5				4.5	4.5	4.5	
Lane Util. Factor		1.00		1.00				1.00	1.00	1.00	
Frbp, ped/bikes		0.99		1.00				1.00	1.00	0.98	
Flpb, ped/bikes		0.88		1.00				1.00	1.00	1.00	
Frt		0.97		1.00				1.00	1.00	0.91	
Flt Protected		0.96		1.00				0.95	1.00	0.98	
Satd. Flow (prot)		1503		1868				1840	1937	1612	
Flt Permitted		0.96		1.00				0.04	1.00	0.98	
Satd. Flow (perm)		1503		1868				86	1937	1612	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%
Adj. Flow (vph)	2	7	3	1463	8	4	1	16	1406	10	21
RTOR Reduction (vph)	0	12	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	1475	0	0	0	17	1406	31	0
Confl. Peds. (#/hr)	20	32	2		26	20	26	20		32	2
Turn Type	Perm	Prot		NA			Perm	Perm	NA	Prot	
Protected Phases		8		2					6	7	
Permitted Phases	8						6	6			
Actuated Green, G (s)		1.1		90.1				90.1	90.1	5.3	
Effective Green, g (s)		1.1		90.1				90.1	90.1	5.3	
Actuated g/C Ratio		0.01		0.82				0.82	0.82	0.05	
Clearance Time (s)		4.5		4.5				4.5	4.5	4.5	
Vehicle Extension (s)		3.0		3.0				3.0	3.0	3.0	
Lane Grp Cap (vph)		15		1530				70	1586	77	
v/s Ratio Prot				c0.79					0.73	c0.02	
v/s Ratio Perm		0.00						0.20			
v/c Ratio		0.01		0.96				0.24	0.89	0.40	
Uniform Delay, d1		53.9		8.6				2.2	6.6	50.8	
Progression Factor		1.00		1.00				0.69	0.67	1.00	
Incremental Delay, d2		0.2		15.9				4.2	4.2	3.4	
Delay (s)		54.1		24.5				5.8	8.7	54.2	
Level of Service		D		C				A	A	D	
Approach Delay (s)		54.1		24.5					8.6	54.2	
Approach LOS		D		C					A	D	

Intersection Summary

HCM 2000 Control Delay	17.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	100.4%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Intersection

Int Delay, s/veh	12.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1621	91	43	1584	77	66
Future Vol, veh/h	1621	91	43	1584	77	66
Conflicting Peds, #/hr	0	38	38	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	2	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1520	85	40	1485	72	62

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1643	0	3166 1601
Stage 1	-	-	-	-	1601 -
Stage 2	-	-	-	-	1565 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	394	-	~ 12 131
Stage 1	-	-	-	-	182 -
Stage 2	-	-	-	-	189 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	383	-	~ 10 127
Mov Cap-2 Maneuver	-	-	-	-	83 -
Stage 1	-	-	-	-	177 -
Stage 2	-	-	-	-	169 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	289.9
HCM LOS			F













Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	99	-	-	383	-
HCM Lane V/C Ratio	1.354	-	-	0.105	-
HCM Control Delay (s)	289.9	-	-	15.5	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	9.6	-	-	0.3	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

18: Forest Ave & Schunnemunk Rd/Forest Rd
 2025 Build-Improvements_AM Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	133	331	833	111	257	728
Future Volume (veh/h)	133	331	833	111	257	728
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1909	1909	1939	1939	1847	1847
Adj Flow Rate, veh/h	129	320	806	107	249	705
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	427	361	905	1238	435	941
Arrive On Green	0.22	0.22	0.35	0.64	0.25	0.25
Sat Flow, veh/h	1909	1614	1847	1939	1759	1565
Grp Volume(v), veh/h	129	320	806	107	249	705
Grp Sat Flow(s),veh/h/ln	1909	1614	1847	1939	1759	1565
Q Serve(g_s), s	4.7	15.9	25.6	1.8	10.3	20.5
Cycle Q Clear(g_c), s	4.7	15.9	25.6	1.8	10.3	20.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	427	361	905	1238	435	941
V/C Ratio(X)	0.30	0.89	0.89	0.09	0.57	0.75
Avail Cap(c_a), veh/h	483	409	1007	1402	435	941
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	31.2	12.8	5.7	27.4	12.0
Incr Delay (d2), s/veh	0.4	18.7	9.4	0.0	1.8	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	7.9	11.3	0.6	4.4	8.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.2	49.9	22.2	5.8	29.2	15.3
LnGrp LOS	C	D	C	A	C	B
Approach Vol, veh/h	449			913	954	
Approach Delay, s/veh	43.4			20.2	19.0	
Approach LOS	D			C	B	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	34.4	23.6			58.0	25.0
Change Period (Y+Rc), s	5.0	5.0			5.0	4.5
Max Green Setting (Gmax), s	34.0	21.0			60.0	20.5
Max Q Clear Time (g_c+I1), s	27.6	17.9			3.8	22.5
Green Ext Time (p_c), s	1.9	0.6			0.6	0.0

Intersection Summary













HCM 6th Ctrl Delay	24.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

18: Forest Ave/Forest Rd & Schunnemunk Rd
2025 Build-Improvements_AM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	133	331	257	728	833	111
Future Volume (veh/h)	133	331	257	728	833	111
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1909	1909	1847	1847	1939	1939
Adj Flow Rate, veh/h	129	320	249	705	806	107
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	379	501	342	1196	919	1122
Arrive On Green	0.21	0.21	0.10	0.65	0.47	0.47
Sat Flow, veh/h	1818	1618	1759	1847	1939	1643
Grp Volume(v), veh/h	129	320	249	705	806	107
Grp Sat Flow(s),veh/h/ln	1818	1618	1759	1847	1939	1643
Q Serve(g_s), s	4.2	11.8	4.5	15.1	25.9	1.5
Cycle Q Clear(g_c), s	4.2	11.8	4.5	15.1	25.9	1.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	379	501	342	1196	919	1122
V/C Ratio(X)	0.34	0.64	0.73	0.59	0.88	0.10
Avail Cap(c_a), veh/h	472	584	621	1664	1118	1290
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	20.6	14.3	7.0	16.4	3.7
Incr Delay (d2), s/veh	0.5	1.8	3.0	0.5	7.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	10.7	2.0	4.6	11.8	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.9	22.4	17.2	7.4	23.4	3.8
LnGrp LOS	C	C	B	A	C	A
Approach Vol, veh/h	449			954	913	
Approach Delay, s/veh	22.9			10.0	21.1	
Approach LOS	C			A	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		49.9		19.5	12.0	37.9
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		62.5		18.0	18.0	40.0
Max Q Clear Time (g_c+I1), s		17.1		13.8	6.5	27.9
Green Ext Time (p_c), s		6.0		0.7	0.5	4.9

Intersection Summary

HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

18: Forest Ave & Schunnemunk Rd/Forest Rd
2025 Build-Improvements_AM Peak

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↖	↗
Traffic Volume (veh/h)	133	331	833	111	257	728
Future Volume (veh/h)	133	331	833	111	257	728
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1909	1909	1939	1939	1847	1847
Adj Flow Rate, veh/h	129	320	806	107	249	705
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	427	361	905	1238	435	941
Arrive On Green	0.22	0.22	0.35	0.64	0.25	0.25
Sat Flow, veh/h	1909	1614	1847	1939	1759	1565
Grp Volume(v), veh/h	129	320	806	107	249	705
Grp Sat Flow(s),veh/h/ln	1909	1614	1847	1939	1759	1565
Q Serve(g_s), s	4.7	15.9	25.6	1.8	10.3	20.5
Cycle Q Clear(g_c), s	4.7	15.9	25.6	1.8	10.3	20.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	427	361	905	1238	435	941
V/C Ratio(X)	0.30	0.89	0.89	0.09	0.57	0.75
Avail Cap(c_a), veh/h	483	409	1007	1402	435	941
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	31.2	12.8	5.7	27.4	12.0
Incr Delay (d2), s/veh	0.4	18.7	9.4	0.0	1.8	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	7.9	11.3	0.6	4.4	8.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.2	49.9	22.2	5.8	29.2	15.3
LnGrp LOS	C	D	C	A	C	B
Approach Vol, veh/h	449			913	954	
Approach Delay, s/veh	43.4			20.2	19.0	
Approach LOS	D			C	B	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	34.4	23.6			58.0	25.0
Change Period (Y+Rc), s	5.0	5.0			5.0	4.5
Max Green Setting (Gmax), s	34.0	21.0			60.0	20.5
Max Q Clear Time (g_c+I1), s	27.6	17.9			3.8	22.5
Green Ext Time (p_c), s	1.9	0.6			0.6	0.0

Intersection Summary













HCM 6th Ctrl Delay	24.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

18: Forest Ave/Forest Rd & Schunnemunk Rd
 2025 Build_AM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	162	282	694	157	284	832
Future Volume (veh/h)	162	282	694	157	284	832
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1909	1909	1847	1847	1939	1939
Adj Flow Rate, veh/h	152	264	651	147	266	780
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	283	613	666	1331	844	971
Arrive On Green	0.16	0.16	0.22	0.72	0.44	0.44
Sat Flow, veh/h	1818	1618	1759	1847	1939	1643
Grp Volume(v), veh/h	152	264	651	147	266	780
Grp Sat Flow(s),veh/h/ln	1818	1618	1759	1847	1939	1643
Q Serve(g_s), s	6.2	9.8	16.9	1.9	7.2	29.8
Cycle Q Clear(g_c), s	6.2	9.8	16.9	1.9	7.2	29.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	283	613	666	1331	844	971
V/C Ratio(X)	0.54	0.43	0.98	0.11	0.32	0.80
Avail Cap(c_a), veh/h	406	722	666	1431	962	1071
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	18.6	12.7	3.4	14.9	12.9
Incr Delay (d2), s/veh	1.6	0.5	29.2	0.0	0.2	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	9.7	10.7	0.6	3.1	15.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.0	19.1	41.9	3.5	15.1	17.0
LnGrp LOS	C	B	D	A	B	B
Approach Vol, veh/h	416			798	1046	
Approach Delay, s/veh	24.2			34.8	16.5	
Approach LOS	C			C	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		63.1		17.5	23.0	40.1
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		62.5		18.0	18.0	40.0
Max Q Clear Time (g_c+I1), s		3.9		11.8	18.9	31.8
Green Ext Time (p_c), s		0.9		0.8	0.0	3.3

Intersection Summary













HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

18: Forest Ave & Schunnemunk Rd/Forest Rd
2025 Build-Improvements_AM Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	178	439	947	175	401	1046
Future Volume (veh/h)	178	439	947	175	401	1046
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1909	1909	1939	1939	1847	1847
Adj Flow Rate, veh/h	165	407	879	162	372	971
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	450	381	908	1286	405	941
Arrive On Green	0.24	0.24	0.37	0.66	0.23	0.23
Sat Flow, veh/h	1909	1615	1847	1939	1759	1565
Grp Volume(v), veh/h	165	407	879	162	372	971
Grp Sat Flow(s),veh/h/ln	1909	1615	1847	1939	1759	1565
Q Serve(g_s), s	6.4	21.0	30.3	2.7	18.4	20.5
Cycle Q Clear(g_c), s	6.4	21.0	30.3	2.7	18.4	20.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	450	381	908	1286	405	941
V/C Ratio(X)	0.37	1.07	0.97	0.13	0.92	1.03
Avail Cap(c_a), veh/h	450	381	929	1307	405	941
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	34.0	13.7	5.5	33.5	17.8
Incr Delay (d2), s/veh	0.5	65.6	21.8	0.0	25.7	37.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	14.9	16.2	1.0	10.5	26.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.0	99.6	35.5	5.6	59.2	55.6
LnGrp LOS	C	F	D	A	E	F
Approach Vol, veh/h	572			1041	1343	
Approach Delay, s/veh	79.2			30.8	56.6	
Approach LOS	E			C	E	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	38.0	26.0			64.0	25.0
Change Period (Y+Rc), s	5.0	5.0			5.0	4.5
Max Green Setting (Gmax), s	34.0	21.0			60.0	20.5
Max Q Clear Time (g_c+I1), s	32.3	23.0			4.7	22.5
Green Ext Time (p_c), s	0.7	0.0			1.0	0.0

Intersection Summary













HCM 6th Ctrl Delay	51.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
118-304 Palm Tree-KJ Comp TIS

18: Forest Ave/Forest Rd & Schunnemunk Rd
2025 Build-Improvements_FRI Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	178	439	401	1046	947	175
Future Volume (veh/h)	178	439	401	1046	947	175
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1909	1909	1847	1847	1939	1939
Adj Flow Rate, veh/h	165	407	372	971	879	162
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	365	625	406	1270	866	1064
Arrive On Green	0.20	0.20	0.19	0.69	0.45	0.45
Sat Flow, veh/h	1818	1618	1759	1847	1939	1643
Grp Volume(v), veh/h	165	407	372	971	879	162
Grp Sat Flow(s),veh/h/ln	1818	1618	1759	1847	1939	1643
Q Serve(g_s), s	7.1	18.0	14.4	31.0	40.0	3.5
Cycle Q Clear(g_c), s	7.1	18.0	14.4	31.0	40.0	3.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	365	625	406	1270	866	1064
V/C Ratio(X)	0.45	0.65	0.92	0.76	1.02	0.15
Avail Cap(c_a), veh/h	365	625	434	1288	866	1064
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	22.6	27.3	9.2	24.8	6.2
Incr Delay (d2), s/veh	0.9	2.4	23.2	2.8	34.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.4	10.3	11.0	25.3	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.3	25.0	50.5	12.0	59.3	6.3
LnGrp LOS	C	C	D	B	F	A
Approach Vol, veh/h	572			1343	1041	
Approach Delay, s/veh	27.1			22.7	51.1	
Approach LOS	C			C	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		66.6		23.0	21.6	45.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		62.5		18.0	18.0	40.0
Max Q Clear Time (g_c+I1), s		33.0		20.0	16.4	42.0
Green Ext Time (p_c), s		9.4		0.0	0.2	0.0

Intersection Summary













HCM 6th Ctrl Delay	33.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

2: Daj Blvd & Meron Dr
 2025 Improvements_AM Peak













						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	137	711	746	141	78	147
Future Volume (veh/h)	137	711	746	141	78	147
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	133	688	722	136	75	142
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	403	1244	876	742	78	148
Arrive On Green	0.10	0.67	0.47	0.47	0.14	0.14
Sat Flow, veh/h	1781	1870	1870	1585	567	1074
Grp Volume(v), veh/h	133	688	722	136	218	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1649	0
Q Serve(g_s), s	1.6	9.9	17.0	2.5	6.7	0.0
Cycle Q Clear(g_c), s	1.6	9.9	17.0	2.5	6.7	0.0
Prop In Lane	1.00			1.00	0.34	0.65
Lane Grp Cap(c), veh/h	403	1244	876	742	227	0
V/C Ratio(X)	0.33	0.55	0.82	0.18	0.96	0.00
Avail Cap(c_a), veh/h	403	1584	1216	1030	227	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.7	4.5	11.7	7.9	21.7	0.0
Incr Delay (d2), s/veh	0.5	0.4	3.4	0.1	48.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.1	6.2	0.7	5.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.2	4.9	15.1	8.0	69.9	0.0
LnGrp LOS	A	A	B	A	E	A
Approach Vol, veh/h		821	858		218	
Approach Delay, s/veh		5.6	13.9		69.9	
Approach LOS		A	B		E	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		38.8		12.0	10.0	28.8
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		43.0		7.0	5.0	33.0
Max Q Clear Time (g_c+I1), s		11.9		8.7	3.6	19.0
Green Ext Time (p_c), s		5.5		0.0	0.0	4.8
Intersection Summary						
HCM 6th Ctrl Delay			16.7			
HCM 6th LOS			B			

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

2: Daj Blvd & Meron Dr
 2025 Improvements_AM Peak

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	151	686	743	144	68	137
Future Volume (veh/h)	151	686	743	144	68	137
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	146	664	719	139	66	133
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	404	1243	874	740	75	151
Arrive On Green	0.10	0.66	0.47	0.47	0.14	0.14
Sat Flow, veh/h	1781	1870	1870	1585	543	1095
Grp Volume(v), veh/h	146	664	719	139	200	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1646	0
Q Serve(g_s), s	1.8	9.4	16.9	2.6	6.0	0.0
Cycle Q Clear(g_c), s	1.8	9.4	16.9	2.6	6.0	0.0
Prop In Lane	1.00			1.00	0.33	0.66
Lane Grp Cap(c), veh/h	404	1243	874	740	227	0
V/C Ratio(X)	0.36	0.53	0.82	0.19	0.88	0.00
Avail Cap(c_a), veh/h	404	1587	1218	1032	227	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.8	4.4	11.7	7.9	21.4	0.0
Incr Delay (d2), s/veh	0.5	0.4	3.3	0.1	30.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.0	6.2	0.7	4.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.4	4.8	15.0	8.0	51.5	0.0
LnGrp LOS	A	A	B	A	D	A
Approach Vol, veh/h		810	858		200	
Approach Delay, s/veh		5.6	13.8		51.5	
Approach LOS		A	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		38.7		12.0	10.0	28.7
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		43.0		7.0	5.0	33.0
Max Q Clear Time (g_c+I1), s		11.4		8.0	3.8	18.9
Green Ext Time (p_c), s		5.2		0.0	0.0	4.8

Intersection Summary













HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 118-304 Palm Tree-KJ Comp TIS

2: Daj Blvd & Meron Dr
 2025 Improvements_FRI Peak

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	146	835	855	186	111	132
Future Volume (veh/h)	146	835	855	186	111	132
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	141	808	827	180	107	128
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	360	1292	952	807	96	115
Arrive On Green	0.09	0.69	0.51	0.51	0.13	0.13
Sat Flow, veh/h	1781	1870	1870	1585	757	906
Grp Volume(v), veh/h	141	808	827	180	236	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1670	0
Q Serve(g_s), s	1.7	12.9	21.4	3.5	7.0	0.0
Cycle Q Clear(g_c), s	1.7	12.9	21.4	3.5	7.0	0.0
Prop In Lane	1.00			1.00	0.45	0.54
Lane Grp Cap(c), veh/h	360	1292	952	807	213	0
V/C Ratio(X)	0.39	0.63	0.87	0.22	1.11	0.00
Avail Cap(c_a), veh/h	360	1463	1123	951	213	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.6	4.6	11.9	7.5	24.0	0.0
Incr Delay (d2), s/veh	0.7	0.7	6.6	0.1	94.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.9	8.6	1.0	8.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.3	5.3	18.5	7.6	118.4	0.0
LnGrp LOS	B	A	B	A	F	A
Approach Vol, veh/h		949	1007		236	
Approach Delay, s/veh		6.2	16.6		118.4	
Approach LOS		A	B		F	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		43.0		12.0	10.0	33.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		43.0		7.0	5.0	33.0
Max Q Clear Time (g_c+I1), s		14.9		9.0	3.7	23.4
Green Ext Time (p_c), s		6.8		0.0	0.0	4.6

Intersection Summary

HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	72	46	30	5	6	134	170	28	8	167	27
Future Vol, veh/h	34	72	46	30	5	6	134	170	28	8	167	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	70	45	29	5	6	131	166	27	8	163	26

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	639	647	176	692	647	180	189	0	0	193	0	0
Stage 1	192	192	-	442	442	-	-	-	-	-	-	-
Stage 2	447	455	-	250	205	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	389	390	867	358	390	863	1385	-	-	1380	-	-
Stage 1	810	742	-	594	576	-	-	-	-	-	-	-
Stage 2	591	569	-	754	732	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	349	346	867	262	346	863	1385	-	-	1380	-	-
Mov Cap-2 Maneuver	349	346	-	262	346	-	-	-	-	-	-	-
Stage 1	724	737	-	531	515	-	-	-	-	-	-	-
Stage 2	520	509	-	642	727	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18	18.7	3.2	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1385	-	-	424	302	1380	-	-
HCM Lane V/C Ratio	0.095	-	-	0.351	0.133	0.006	-	-
HCM Control Delay (s)	7.9	0	-	18	18.7	7.6	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	1.6	0.5	0	-	-

Intersection

Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	24	45	36	35	4	3	111	157	27	4	134	33
Future Vol, veh/h	24	45	36	35	4	3	111	157	27	4	134	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	44	35	34	4	3	109	154	26	4	131	32

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	544	553	147	580	556	167	163	0	0	180	0	0
Stage 1	155	155	-	385	385	-	-	-	-	-	-	-
Stage 2	389	398	-	195	171	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	450	441	900	426	439	877	1416	-	-	1396	-	-
Stage 1	847	769	-	638	611	-	-	-	-	-	-	-
Stage 2	635	603	-	807	757	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	415	402	900	350	400	877	1416	-	-	1396	-	-
Mov Cap-2 Maneuver	415	402	-	350	400	-	-	-	-	-	-	-
Stage 1	774	767	-	583	558	-	-	-	-	-	-	-
Stage 2	574	551	-	729	755	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14	15.9	2.9	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1416	-	-	501	370	1396	-	-
HCM Lane V/C Ratio	0.077	-	-	0.205	0.111	0.003	-	-
HCM Control Delay (s)	7.8	0	-	14	15.9	7.6	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	0.4	0	-	-

Intersection

Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	19	42	29	66	7	7	78	139	61	4	130	23
Future Vol, veh/h	19	42	29	66	7	7	78	139	61	4	130	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	41	28	65	7	7	76	136	60	4	127	23

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	472	495	139	499	476	166	150	0	0	196	0	0
Stage 1	147	147	-	318	318	-	-	-	-	-	-	-
Stage 2	325	348	-	181	158	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	502	476	909	482	488	878	1431	-	-	1377	-	-
Stage 1	856	775	-	693	654	-	-	-	-	-	-	-
Stage 2	687	634	-	821	767	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	469	446	909	414	457	878	1431	-	-	1377	-	-
Mov Cap-2 Maneuver	469	446	-	414	457	-	-	-	-	-	-	-
Stage 1	805	773	-	651	615	-	-	-	-	-	-	-
Stage 2	634	596	-	751	765	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13	15	2.1	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1431	-	-	540	438	1377	-	-
HCM Lane V/C Ratio	0.053	-	-	0.163	0.179	0.003	-	-
HCM Control Delay (s)	7.7	0	-	13	15	7.6	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	0.6	0	-	-

HCM 6th Signalized Intersection Summary
 2: Daj Blvd/Dhrubich Wat & Meron Dr

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗			↖	↗		↕	
Traffic Volume (veh/h)	46	46	113	746	110	31	107	30	711	32	34	14
Future Volume (veh/h)	46	46	113	746	110	31	107	30	711	32	34	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	45	109	722	106	30	104	29	688	31	33	14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	74	139	921	820	232	416	104	1003	177	174	60
Arrive On Green	0.16	0.16	0.16	0.36	0.58	0.58	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	253	466	871	1781	1402	397	1144	377	1585	358	629	216
Grp Volume(v), veh/h	199	0	0	722	0	136	133	0	688	78	0	0
Grp Sat Flow(s),veh/h/ln	1589	0	0	1781	0	1799	1522	0	1585	1203	0	0
Q Serve(g_s), s	4.9	0.0	0.0	20.1	0.0	2.2	0.0	0.0	18.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	7.7	0.0	0.0	20.1	0.0	2.2	3.7	0.0	18.0	3.8	0.0	0.0
Prop In Lane	0.23		0.55	1.00		0.22	0.78		1.00	0.40		0.18
Lane Grp Cap(c), veh/h	322	0	0	921	0	1052	520	0	1003	410	0	0
V/C Ratio(X)	0.62	0.00	0.00	0.78	0.00	0.13	0.26	0.00	0.69	0.19	0.00	0.00
Avail Cap(c_a), veh/h	503	0	0	987	0	1328	520	0	1003	410	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.1	0.0	0.0	11.3	0.0	6.1	18.3	0.0	7.8	17.8	0.0	0.0
Incr Delay (d2), s/veh	1.9	0.0	0.0	3.9	0.0	0.1	0.3	0.0	2.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	0.0	7.4	0.0	0.7	1.5	0.0	5.1	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	0.0	0.0	15.2	0.0	6.1	18.6	0.0	9.7	18.0	0.0	0.0
LnGrp LOS	C	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		199			858			821				78
Approach Delay, s/veh		28.0			13.8			11.2				18.0
Approach LOS		C			B			B				B
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		22.5	27.6	14.9		22.5		42.5				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0	25.5	18.0		18.0		48.0				
Max Q Clear Time (g_c+I1), s		20.0	22.1	9.7		5.8		4.2				
Green Ext Time (p_c), s		0.0	1.0	0.7		0.3		0.8				
Intersection Summary												
HCM 6th Ctrl Delay				14.3								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	3.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	134	23	85	146	19	71
Future Vol, veh/h	134	23	85	146	19	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	146	25	92	159	21	77

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	171	0	502
Stage 1	-	-	-	-	159
Stage 2	-	-	-	-	343
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1406	-	529
Stage 1	-	-	-	-	870
Stage 2	-	-	-	-	719
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1406	-	491
Mov Cap-2 Maneuver	-	-	-	-	491
Stage 1	-	-	-	-	870
Stage 2	-	-	-	-	667

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	757	-	-	1406	-
HCM Lane V/C Ratio	0.129	-	-	0.066	-
HCM Control Delay (s)	10.5	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

HCM 6th Signalized Intersection Summary
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗			↖	↗		↕	
Traffic Volume (veh/h)	49	50	120	743	131	13	137	14	686	18	17	7
Future Volume (veh/h)	49	50	120	743	131	13	137	14	686	18	17	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	48	116	719	127	13	133	14	664	17	16	7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	78	146	914	980	100	463	44	993	175	152	53
Arrive On Green	0.17	0.17	0.17	0.35	0.59	0.59	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	249	466	874	1781	1669	171	1302	159	1585	349	552	191
Grp Volume(v), veh/h	211	0	0	719	0	140	147	0	664	40	0	0
Grp Sat Flow(s),veh/h/ln	1589	0	0	1781	0	1840	1461	0	1585	1093	0	0
Q Serve(g_s), s	5.2	0.0	0.0	20.0	0.0	2.2	0.0	0.0	17.6	0.1	0.0	0.0
Cycle Q Clear(g_c), s	8.3	0.0	0.0	20.0	0.0	2.2	4.9	0.0	17.6	5.0	0.0	0.0
Prop In Lane	0.22		0.55	1.00		0.09	0.90		1.00	0.42		0.17
Lane Grp Cap(c), veh/h	333	0	0	914	0	1081	507	0	993	379	0	0
V/C Ratio(X)	0.63	0.00	0.00	0.79	0.00	0.13	0.29	0.00	0.67	0.11	0.00	0.00
Avail Cap(c_a), veh/h	500	0	0	982	0	1349	507	0	993	379	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.0	0.0	0.0	11.1	0.0	6.0	19.0	0.0	7.9	17.6	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.0	4.1	0.0	0.1	0.3	0.0	1.7	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	7.4	0.0	0.7	1.7	0.0	4.9	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	0.0	0.0	15.2	0.0	6.1	19.3	0.0	9.6	17.7	0.0	0.0
LnGrp LOS	C	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		211			859			811				40
Approach Delay, s/veh		28.0			13.7			11.3				17.7
Approach LOS		C			B			B				B
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		22.5	27.5	15.4		22.5		42.9				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0	25.5	18.0		18.0		48.0				
Max Q Clear Time (g_c+I1), s		19.6	22.0	10.3		7.0		4.2				
Green Ext Time (p_c), s		0.0	1.0	0.7		0.1		0.8				
Intersection Summary												
HCM 6th Ctrl Delay				14.4								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	4.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	138	33	114	160	69	81
Future Vol, veh/h	138	33	114	160	69	81
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	135	32	112	157	68	79

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	167	0	532 151
Stage 1	-	-	-	-	151 -
Stage 2	-	-	-	-	381 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1411	-	508 895
Stage 1	-	-	-	-	877 -
Stage 2	-	-	-	-	691 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1411	-	464 895
Mov Cap-2 Maneuver	-	-	-	-	464 -
Stage 1	-	-	-	-	877 -
Stage 2	-	-	-	-	631 -

Approach	EB	WB	NB
HCM Control Delay, s	0	3.2	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	627	-	-	1411	-
HCM Lane V/C Ratio	0.234	-	-	0.079	-
HCM Control Delay (s)	12.5	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.3	-

HCM 6th Signalized Intersection Summary
 2: Daj Blvd/Dhrubich Wat & Meron Dr

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔			↔	↔		↔	
Traffic Volume (veh/h)	80	95	118	855	173	13	131	15	835	16	14	11
Future Volume (veh/h)	80	95	118	855	173	13	131	15	835	16	14	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	92	114	827	167	13	127	15	808	15	14	11
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	134	125	132	914	1071	83	396	42	958	132	118	69
Arrive On Green	0.21	0.21	0.21	0.35	0.63	0.63	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	337	601	632	1781	1713	133	1206	167	1585	255	474	276
Grp Volume(v), veh/h	283	0	0	827	0	180	142	0	808	40	0	0
Grp Sat Flow(s),veh/h/ln	1570	0	0	1781	0	1846	1373	0	1585	1005	0	0
Q Serve(g_s), s	9.6	0.0	0.0	25.5	0.0	2.9	0.0	0.0	18.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	12.5	0.0	0.0	25.5	0.0	2.9	6.7	0.0	18.0	6.8	0.0	0.0
Prop In Lane	0.27		0.40	1.00		0.07	0.89		1.00	0.37		0.27
Lane Grp Cap(c), veh/h	391	0	0	914	0	1154	438	0	958	320	0	0
V/C Ratio(X)	0.72	0.00	0.00	0.90	0.00	0.16	0.32	0.00	0.84	0.12	0.00	0.00
Avail Cap(c_a), veh/h	454	0	0	914	0	1231	438	0	958	320	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.3	0.0	0.0	11.6	0.0	5.6	22.7	0.0	11.5	20.8	0.0	0.0
Incr Delay (d2), s/veh	4.8	0.0	0.0	12.3	0.0	0.1	0.4	0.0	7.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	0.0	11.3	0.0	0.9	2.0	0.0	10.1	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	0.0	0.0	23.9	0.0	5.7	23.1	0.0	18.5	21.0	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	C	A	B	C	A	A
Approach Vol, veh/h		283			1007			950				40
Approach Delay, s/veh		32.1			20.6			19.2				21.0
Approach LOS		C			C			B				C
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		22.5	30.0	19.5		22.5		49.5				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0	25.5	18.0		18.0		48.0				
Max Q Clear Time (g_c+I1), s		20.0	27.5	14.5		8.8		4.9				
Green Ext Time (p_c), s		0.0	0.0	0.6		0.1		1.1				
Intersection Summary												
HCM 6th Ctrl Delay				21.5								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	4.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	175	27	139	176	34	118
Future Vol, veh/h	175	27	139	176	34	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	171	26	136	172	33	115

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	197	0	628 184
Stage 1	-	-	-	-	184 -
Stage 2	-	-	-	-	444 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1376	-	447 858
Stage 1	-	-	-	-	848 -
Stage 2	-	-	-	-	646 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1376	-	398 858
Mov Cap-2 Maneuver	-	-	-	-	398 -
Stage 1	-	-	-	-	848 -
Stage 2	-	-	-	-	576 -

Approach	EB	WB	NB
HCM Control Delay, s	0	3.5	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	682	-	-	1376	-
HCM Lane V/C Ratio	0.218	-	-	0.099	-
HCM Control Delay (s)	11.7	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.3	-

HCM 6th Roundabout
 2: Daj Blvd/Dhrubich Wat & Meron Dr

09/01/2020

Intersection				
Intersection Delay, s/veh	14.1			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	199	858	821	78
Demand Flow Rate, veh/h	203	875	838	80
Vehicles Circulating, veh/h	802	182	124	950
Vehicles Exiting, veh/h	228	780	881	107
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.7	16.5	12.9	9.0
Approach LOS	B	C	B	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	203	875	838	80
Cap Entry Lane, veh/h	609	1146	1216	524
Entry HV Adj Factor	0.981	0.980	0.980	0.979
Flow Entry, veh/h	199	858	821	78
Cap Entry, veh/h	597	1124	1192	513
V/C Ratio	0.333	0.763	0.689	0.153
Control Delay, s/veh	10.7	16.5	12.9	9.0
LOS	B	C	B	A
95th %tile Queue, veh	1	8	6	1

HCM 6th Roundabout
 2: Daj Blvd/Dhrubich Wat & Meron Dr

09/01/2020

Intersection				
Intersection Delay, s/veh	14.3			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	211	859	811	40
Demand Flow Rate, veh/h	215	876	827	40
Vehicles Circulating, veh/h	766	198	114	999
Vehicles Exiting, veh/h	273	743	867	75
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.5	17.4	12.3	8.3
Approach LOS	B	C	B	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	215	876	827	40
Cap Entry Lane, veh/h	632	1128	1228	498
Entry HV Adj Factor	0.982	0.981	0.980	0.992
Flow Entry, veh/h	211	859	811	40
Cap Entry, veh/h	620	1106	1204	494
V/C Ratio	0.340	0.777	0.673	0.080
Control Delay, s/veh	10.5	17.4	12.3	8.3
LOS	B	C	B	A
95th %tile Queue, veh	2	8	6	0

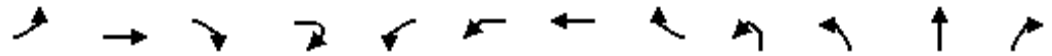
HCM 6th Roundabout
 2: Daj Blvd/Dhrubich Wat & Meron Dr

09/01/2020

Intersection				
Intersection Delay, s/veh	26.4			
Intersection LOS	D			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	283	1007	950	40
Demand Flow Rate, veh/h	289	1027	969	40
Vehicles Circulating, veh/h	873	224	188	1144
Vehicles Exiting, veh/h	311	933	974	107
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	15.6	33.7	22.5	9.8
Approach LOS	C	D	C	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	289	1027	969	40
Cap Entry Lane, veh/h	566	1098	1139	430
Entry HV Adj Factor	0.980	0.980	0.980	0.993
Flow Entry, veh/h	283	1007	950	40
Cap Entry, veh/h	555	1076	1116	427
V/C Ratio	0.510	0.935	0.851	0.093
Control Delay, s/veh	15.6	33.7	22.5	9.8
LOS	C	D	C	A
95th %tile Queue, veh	3	16	11	0

HCM Signalized Intersection Capacity Analysis
 20: Prag Blvd & Daj Blvd/Dhrubich Way & Meron Dr

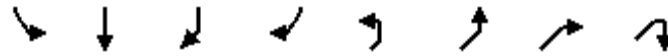
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Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations		↕					↕				↕	
Traffic Volume (vph)	4	40	90	23	746	54	56	31	24	83	30	711
Future Volume (vph)	4	40	90	23	746	54	56	31	24	83	30	711
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-6%					1%				-2%	
Total Lost time (s)		4.5					4.5				4.5	
Lane Util. Factor		1.00					1.00				1.00	
Frbp, ped/bikes		0.98					0.99				0.94	
Flpb, ped/bikes		1.00					1.00				1.00	
Frt		0.90					1.00				0.89	
Flt Protected		1.00					0.96				0.99	
Satd. Flow (prot)		1509					1538				1449	
Flt Permitted		0.98					0.61				0.99	
Satd. Flow (perm)		1485					977				1449	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	4	43	97	25	802	58	60	33	26	89	32	765
RTOR Reduction (vph)	0	4	0	0	0	0	1	0	0	0	121	0
Lane Group Flow (vph)	0	165	0	0	0	0	952	0	0	0	791	0
Confl. Peds. (#/hr)	77		2				2		77	2	5	13
Heavy Vehicles (%)	8%	19%	12%	18%	15%	14%	24%	10%	17%	18%	8%	9%
Turn Type	Perm	NA			Perm	Perm	NA		Split	Split	NA	
Protected Phases		2					6		8	8	8	
Permitted Phases	2				6	6						
Actuated Green, G (s)		62.7					62.7				33.6	
Effective Green, g (s)		62.7					62.7				33.6	
Actuated g/C Ratio		0.47					0.47				0.25	
Clearance Time (s)		4.5					4.5				4.5	
Vehicle Extension (s)		3.0					3.0				3.0	
Lane Grp Cap (vph)		690					454				361	
v/s Ratio Prot											c0.55	
v/s Ratio Perm		0.11					c0.97					
v/c Ratio		0.24					2.10				2.19	
Uniform Delay, d1		21.7					36.1				50.6	
Progression Factor		1.00					1.00				1.00	
Incremental Delay, d2		0.2					501.5				545.2	
Delay (s)		21.9					537.6				595.8	
Level of Service		C					F				F	
Approach Delay (s)		21.9					537.6				595.8	
Approach LOS		C					F				F	
Intersection Summary												
HCM 2000 Control Delay			483.0				HCM 2000 Level of Service				F	
HCM 2000 Volume to Capacity ratio			1.83									
Actuated Cycle Length (s)			134.8				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			137.8%				ICU Level of Service			H		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 20: Prag Blvd & Daj Blvd/Dhrubich Way & Meron Dr

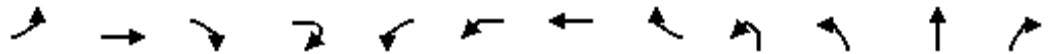
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Movement	SBL	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations		↔				↔		
Traffic Volume (vph)	32	34	7	7	19	42	6	23
Future Volume (vph)	32	34	7	7	19	42	6	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%				-3%		
Total Lost time (s)		4.5				4.5		
Lane Util. Factor		1.00				1.00		
Frbp, ped/bikes		0.98				0.98		
Flpb, ped/bikes		1.00				1.00		
Frt		0.98				0.96		
Flt Protected		0.98				0.97		
Satd. Flow (prot)		1667				1443		
Flt Permitted		0.98				0.97		
Satd. Flow (perm)		1667				1443		
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	34	37	8	8	20	45	6	25
RTOR Reduction (vph)	0	3	0	0	0	71	0	0
Lane Group Flow (vph)	0	84	0	0	0	25	0	0
Confl. Peds. (#/hr)	2		13	16	5	77	13	
Heavy Vehicles (%)	10%	6%	6%	6%	39%	24%	8%	4%
Turn Type	Split	NA			Prot	Prot		
Protected Phases	4	4			9	9		
Permitted Phases								
Actuated Green, G (s)		12.2				8.3		
Effective Green, g (s)		12.2				8.3		
Actuated g/C Ratio		0.09				0.06		
Clearance Time (s)		4.5				4.5		
Vehicle Extension (s)		3.0				3.0		
Lane Grp Cap (vph)		150				88		
v/s Ratio Prot		c0.05				c0.02		
v/s Ratio Perm								
v/c Ratio		0.56				0.28		
Uniform Delay, d1		58.7				60.4		
Progression Factor		1.00				1.00		
Incremental Delay, d2		4.7				1.7		
Delay (s)		63.5				62.1		
Level of Service		E				E		
Approach Delay (s)		63.5				62.1		
Approach LOS		E				E		
Intersection Summary								

HCM Signalized Intersection Capacity Analysis
 20: Prag Blvd & Daj Blvd/Dhrubich Way & Meron Dr

09/01/2020

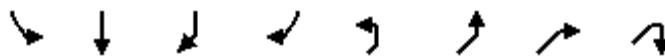


Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations		↕					↕				↕	
Traffic Volume (vph)	4	27	103	23	405	52	49	29	26	90	32	267
Future Volume (vph)	4	27	103	23	405	52	49	29	26	90	32	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-6%					1%				-2%	
Total Lost time (s)		4.5					4.5				4.5	
Lane Util. Factor		1.00					1.00				1.00	
Frbp, ped/bikes		0.98					0.98				0.96	
Flpb, ped/bikes		1.00					1.00				1.00	
Frt		0.89					0.99				0.91	
Flt Protected		1.00					0.96				0.99	
Satd. Flow (prot)		1495					1527				1484	
Flt Permitted		0.99					0.62				0.99	
Satd. Flow (perm)		1481					994				1484	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	4	29	111	25	435	56	53	31	28	97	34	287
RTOR Reduction (vph)	0	4	0	0	0	0	1	0	0	0	42	0
Lane Group Flow (vph)	0	165	0	0	0	0	574	0	0	0	404	0
Confl. Peds. (#/hr)	77		2				2		77	2	5	13
Heavy Vehicles (%)	8%	19%	12%	18%	15%	14%	24%	10%	17%	18%	8%	9%
Turn Type	Perm	NA			Perm	Perm	NA		Split	Split	NA	
Protected Phases		2					6		8	8	8	
Permitted Phases	2				6	6						
Actuated Green, G (s)		64.7					64.7				31.6	
Effective Green, g (s)		64.7					64.7				31.6	
Actuated g/C Ratio		0.48					0.48				0.23	
Clearance Time (s)		4.5					4.5				4.5	
Vehicle Extension (s)		3.0					3.0				3.0	
Lane Grp Cap (vph)		711					477				348	
v/s Ratio Prot											c0.27	
v/s Ratio Perm		0.11					c0.58					
v/c Ratio		0.23					1.20				1.16	
Uniform Delay, d1		20.5					35.0				51.5	
Progression Factor		1.00					1.00				1.00	
Incremental Delay, d2		0.2					110.0				99.5	
Delay (s)		20.6					145.0				151.0	
Level of Service		C					F				F	
Approach Delay (s)		20.6					145.0				151.0	
Approach LOS		C					F				F	
Intersection Summary												
HCM 2000 Control Delay			120.7				HCM 2000 Level of Service				F	
HCM 2000 Volume to Capacity ratio			1.06									
Actuated Cycle Length (s)			134.7				Sum of lost time (s)		18.0			
Intersection Capacity Utilization			95.8%				ICU Level of Service				F	
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

20: Prag Blvd & Daj Blvd/Dhrubich Way & Meron Dr

09/01/2020

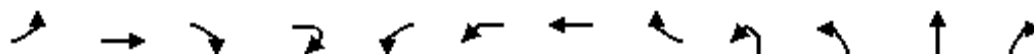


Movement	SBL	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations								
Traffic Volume (vph)	21	45	7	7	19	42	3	26
Future Volume (vph)	21	45	7	7	19	42	3	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%				-3%		
Total Lost time (s)		4.5				4.5		
Lane Util. Factor		1.00				1.00		
Frbp, ped/bikes		0.98				0.98		
Flpb, ped/bikes		1.00				1.00		
Frt		0.98				0.96		
Flt Protected		0.99				0.97		
Satd. Flow (prot)		1685				1445		
Flt Permitted		0.99				0.97		
Satd. Flow (perm)		1685				1445		
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	23	48	8	8	20	45	3	28
RTOR Reduction (vph)	0	3	0	0	0	71	0	0
Lane Group Flow (vph)	0	84	0	0	0	25	0	0
Confl. Peds. (#/hr)	2		13	16	5	77	13	
Heavy Vehicles (%)	10%	6%	6%	6%	39%	24%	8%	4%
Turn Type	Split	NA			Prot	Prot		
Protected Phases	4	4			9	9		
Permitted Phases								
Actuated Green, G (s)		12.1				8.3		
Effective Green, g (s)		12.1				8.3		
Actuated g/C Ratio		0.09				0.06		
Clearance Time (s)		4.5				4.5		
Vehicle Extension (s)		3.0				3.0		
Lane Grp Cap (vph)		151				89		
v/s Ratio Prot		c0.05				c0.02		
v/s Ratio Perm								
v/c Ratio		0.56				0.28		
Uniform Delay, d1		58.7				60.3		
Progression Factor		1.00				1.00		
Incremental Delay, d2		4.4				1.7		
Delay (s)		63.2				62.0		
Level of Service		E				E		
Approach Delay (s)		63.2				62.0		
Approach LOS		E				E		
Intersection Summary								

HCM Signalized Intersection Capacity Analysis

20: Prag Blvd & Daj Blvd/Dhrubich Way & Meron Dr

09/01/2020



Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations		↕					↕				↕	
Traffic Volume (vph)	4	47	87	33	743	64	67	13	47	90	14	686
Future Volume (vph)	4	47	87	33	743	64	67	13	47	90	14	686
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-6%					1%				-2%	
Total Lost time (s)		4.5					4.5				4.5	
Lane Util. Factor		1.00					1.00				1.00	
Frbp, ped/bikes		0.98					1.00				0.95	
Flpb, ped/bikes		1.00					1.00				1.00	
Frt		0.90					1.00				0.89	
Flt Protected		1.00					0.96				0.99	
Satd. Flow (prot)		1640					1748				1517	
Flt Permitted		0.98					0.59				0.99	
Satd. Flow (perm)		1616					1079				1517	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	51	95	36	808	70	73	14	51	98	15	746
RTOR Reduction (vph)	0	5	0	0	0	0	1	0	0	0	104	0
Lane Group Flow (vph)	0	181	0	0	0	0	964	0	0	0	806	0
Confl. Peds. (#/hr)	77		2				2		77	2	5	13
Heavy Vehicles (%)	10%	4%	5%	10%	2%	3%	6%	0%	2%	3%	10%	6%
Turn Type	Perm	NA			Perm	Perm	NA		Split	Split	NA	
Protected Phases		2					6		8	8	8	
Permitted Phases	2				6	6						
Actuated Green, G (s)		60.8					60.8				35.7	
Effective Green, g (s)		60.8					60.8				35.7	
Actuated g/C Ratio		0.46					0.46				0.27	
Clearance Time (s)		4.5					4.5				4.5	
Vehicle Extension (s)		3.0					3.0				3.0	
Lane Grp Cap (vph)		750					501				413	
v/s Ratio Prot											c0.53	
v/s Ratio Perm		0.11					c0.89					
v/c Ratio		0.24					1.93				1.95	
Uniform Delay, d1		21.1					35.1				47.6	
Progression Factor		1.00					1.00				1.00	
Incremental Delay, d2		0.2					423.6				437.0	
Delay (s)		21.3					458.7				484.6	
Level of Service		C					F				F	
Approach Delay (s)		21.3					458.7				484.6	
Approach LOS		C					F				F	

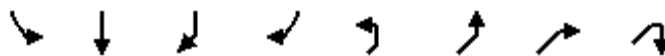
Intersection Summary

HCM 2000 Control Delay	404.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.71		
Actuated Cycle Length (s)	130.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	138.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

20: Prag Blvd & Daj Blvd/Dhrubich Way & Meron Dr

09/01/2020

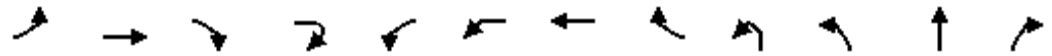


Movement	SBL	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations								
Traffic Volume (vph)	18	17	3	4	24	45	3	33
Future Volume (vph)	18	17	3	4	24	45	3	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%				-3%		
Total Lost time (s)		4.5				4.5		
Lane Util. Factor		1.00				1.00		
Frbp, ped/bikes		0.98				0.98		
Flpb, ped/bikes		1.00				1.00		
Frt		0.98				0.95		
Flt Protected		0.98				0.97		
Satd. Flow (prot)		1726				1658		
Flt Permitted		0.98				0.97		
Satd. Flow (perm)		1726				1658		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	18	3	4	26	49	3	36
RTOR Reduction (vph)	0	3	0	0	0	71	0	0
Lane Group Flow (vph)	0	42	0	0	0	43	0	0
Confl. Peds. (#/hr)	2		13	16	5	77	13	
Heavy Vehicles (%)	10%	0%	0%	0%	17%	2%	10%	0%
Turn Type	Split	NA			Prot	Prot		
Protected Phases	4	4			9	9		
Permitted Phases								
Actuated Green, G (s)		7.4				9.0		
Effective Green, g (s)		7.4				9.0		
Actuated g/C Ratio		0.06				0.07		
Clearance Time (s)		4.5				4.5		
Vehicle Extension (s)		3.0				3.0		
Lane Grp Cap (vph)		97				113		
v/s Ratio Prot		c0.02				c0.03		
v/s Ratio Perm								
v/c Ratio		0.43				0.38		
Uniform Delay, d1		59.7				58.3		
Progression Factor		1.00				1.00		
Incremental Delay, d2		3.1				2.2		
Delay (s)		62.8				60.4		
Level of Service		E				E		
Approach Delay (s)		62.8				60.4		
Approach LOS		E				E		

Intersection Summary

HCM Signalized Intersection Capacity Analysis
 20: Prag Blvd & Daj Blvd/Dhrubich Way & Meron Dr

09/01/2020



Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations		↕					↕				↕	
Traffic Volume (vph)	4	38	56	33	320	60	59	11	51	58	16	229
Future Volume (vph)	4	38	56	33	320	60	59	11	51	58	16	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-6%					1%				-2%	
Total Lost time (s)		4.5					4.5				4.5	
Lane Util. Factor		1.00					1.00				1.00	
Frbp, ped/bikes		0.98					0.99				0.96	
Flpb, ped/bikes		1.00					1.00				1.00	
Frt		0.91					1.00				0.91	
Flt Protected		1.00					0.96				0.98	
Satd. Flow (prot)		1638					1742				1573	
Flt Permitted		0.99					0.66				0.98	
Satd. Flow (perm)		1623					1201				1573	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	41	61	36	348	65	64	12	55	63	17	249
RTOR Reduction (vph)	0	7	0	0	0	0	1	0	0	0	43	0
Lane Group Flow (vph)	0	135	0	0	0	0	488	0	0	0	341	0
Confl. Peds. (#/hr)	77		2				2		77	2	5	13
Heavy Vehicles (%)	10%	4%	5%	10%	2%	3%	6%	0%	2%	3%	10%	6%
Turn Type	Perm	NA			Perm	Perm	NA		Split	Split	NA	
Protected Phases		2					6			8	8	8
Permitted Phases	2				6	6						
Actuated Green, G (s)		61.6					61.6				32.2	
Effective Green, g (s)		61.6					61.6				32.2	
Actuated g/C Ratio		0.50					0.50				0.26	
Clearance Time (s)		4.5					4.5				4.5	
Vehicle Extension (s)		3.0					3.0				3.0	
Lane Grp Cap (vph)		805					596				408	
v/s Ratio Prot											c0.22	
v/s Ratio Perm		0.08					c0.41					
v/c Ratio		0.17					0.82				0.84	
Uniform Delay, d1		17.2					26.5				43.5	
Progression Factor		1.00					1.00				1.00	
Incremental Delay, d2		0.1					8.6				13.8	
Delay (s)		17.3					35.2				57.2	
Level of Service		B					D				E	
Approach Delay (s)		17.3					35.2				57.2	
Approach LOS		B					D				E	
Intersection Summary												
HCM 2000 Control Delay		42.8			HCM 2000 Level of Service		D					
HCM 2000 Volume to Capacity ratio		0.76										
Actuated Cycle Length (s)		124.1			Sum of lost time (s)		18.0					
Intersection Capacity Utilization		83.1%			ICU Level of Service		E					
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

20: Prag Blvd & Daj Blvd/Dhrubich Way & Meron Dr

09/01/2020

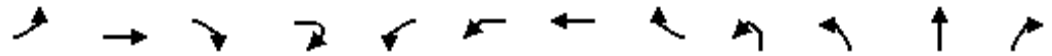


Movement	SBL	SBT	SBR	SBR2	NEL2	NEL	NER2
Lane Configurations		↕				↕	
Traffic Volume (vph)	15	20	3	4	24	43	3
Future Volume (vph)	15	20	3	4	24	43	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%				-3%	
Total Lost time (s)		4.5				4.5	
Lane Util. Factor		1.00				1.00	
Frbp, ped/bikes		0.98				1.00	
Flpb, ped/bikes		1.00				1.00	
Frt		0.98				0.99	
Flt Protected		0.98				0.95	
Satd. Flow (prot)		1750				1710	
Flt Permitted		0.98				0.95	
Satd. Flow (perm)		1750				1710	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	22	3	4	26	47	3
RTOR Reduction (vph)	0	3	0	0	0	73	0
Lane Group Flow (vph)	0	42	0	0	0	3	0
Confl. Peds. (#/hr)	2		13	16	5	77	
Heavy Vehicles (%)	10%	0%	0%	0%	17%	2%	0%
Turn Type	Split	NA			Prot	Prot	
Protected Phases	4	4			9	9	
Permitted Phases							
Actuated Green, G (s)		7.0				5.3	
Effective Green, g (s)		7.0				5.3	
Actuated g/C Ratio		0.06				0.04	
Clearance Time (s)		4.5				4.5	
Vehicle Extension (s)		3.0				3.0	
Lane Grp Cap (vph)		98				73	
v/s Ratio Prot		c0.02				c0.00	
v/s Ratio Perm							
v/c Ratio		0.43				0.04	
Uniform Delay, d1		56.6				57.0	
Progression Factor		1.00				1.00	
Incremental Delay, d2		3.0				0.3	
Delay (s)		59.6				57.2	
Level of Service		E				E	
Approach Delay (s)		59.6				57.2	
Approach LOS		E				E	

Intersection Summary

HCM Signalized Intersection Capacity Analysis
 20: Prag Blvd & Daj Blvd/Dhrubich Way & Meron Dr

09/01/2020



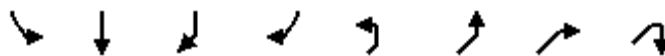
Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations		↕					↕				↕	
Traffic Volume (vph)	8	90	77	27	855	77	96	13	57	74	15	835
Future Volume (vph)	8	90	77	27	855	77	96	13	57	74	15	835
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-6%					1%				-2%	
Total Lost time (s)		4.5					4.5				4.5	
Lane Util. Factor		1.00					1.00				1.00	
Frbp, ped/bikes		0.99					1.00				0.94	
Flpb, ped/bikes		1.00					1.00				1.00	
Frt		0.93					1.00				0.89	
Flt Protected		1.00					0.96				0.99	
Satd. Flow (prot)		1717					1774				1547	
Flt Permitted		0.96					0.57				0.99	
Satd. Flow (perm)		1655					1048				1547	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	8	95	81	28	900	81	101	14	60	78	16	879
RTOR Reduction (vph)	0	3	0	0	0	0	1	0	0	0	133	0
Lane Group Flow (vph)	0	209	0	0	0	0	1095	0	0	0	900	0
Confl. Peds. (#/hr)	77		2				2		77	2	5	13
Heavy Vehicles (%)	4%	6%	4%	0%	1%	3%	0%	0%	0%	1%	4%	3%
Turn Type	Perm	NA			Perm	Perm	NA		Split	Split	NA	
Protected Phases		2					6		8	8	8	
Permitted Phases	2				6	6						
Actuated Green, G (s)		62.7					62.7				33.6	
Effective Green, g (s)		62.7					62.7				33.6	
Actuated g/C Ratio		0.46					0.46				0.24	
Clearance Time (s)		4.5					4.5				4.5	
Vehicle Extension (s)		3.0					3.0				3.0	
Lane Grp Cap (vph)		756					478				378	
v/s Ratio Prot											c0.58	
v/s Ratio Perm		0.13					c1.05					
v/c Ratio		0.28					2.29				2.38	
Uniform Delay, d1		23.1					37.2				51.8	
Progression Factor		1.00					1.00				1.00	
Incremental Delay, d2		0.2					587.9				629.7	
Delay (s)		23.3					625.1				681.5	
Level of Service		C					F				F	
Approach Delay (s)		23.3					625.1				681.5	
Approach LOS		C					F				F	

Intersection Summary

HCM 2000 Control Delay	553.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.98		
Actuated Cycle Length (s)	137.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	159.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 20: Prag Blvd & Daj Blvd/Dhrubich Way & Meron Dr

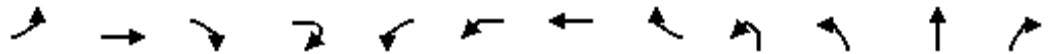
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Movement	SBL	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations								
Traffic Volume (vph)	16	14	5	6	34	72	5	41
Future Volume (vph)	16	14	5	6	34	72	5	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%				-3%		
Total Lost time (s)		4.5				4.5		
Lane Util. Factor		1.00				1.00		
Frbp, ped/bikes		0.97				0.98		
Flpb, ped/bikes		1.00				1.00		
Frt		0.97				0.96		
Flt Protected		0.98				0.97		
Satd. Flow (prot)		1715				1737		
Flt Permitted		0.53				0.97		
Satd. Flow (perm)		935				1737		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	17	15	5	6	36	76	5	43
RTOR Reduction (vph)	0	4	0	0	0	69	0	0
Lane Group Flow (vph)	0	39	0	0	0	91	0	0
Confl. Peds. (#/hr)	2		13	16	5	77	13	
Heavy Vehicles (%)	0%	4%	4%	4%	3%	0%	4%	0%
Turn Type	Perm	NA			Prot	Prot		
Protected Phases		4			9	9		
Permitted Phases	4							
Actuated Green, G (s)		11.0				11.9		
Effective Green, g (s)		11.0				11.9		
Actuated g/C Ratio		0.08				0.09		
Clearance Time (s)		4.5				4.5		
Vehicle Extension (s)		3.0				3.0		
Lane Grp Cap (vph)		74				150		
v/s Ratio Prot						c0.05		
v/s Ratio Perm		c0.04						
v/c Ratio		0.53				0.60		
Uniform Delay, d1		60.6				60.4		
Progression Factor		1.00				1.00		
Incremental Delay, d2		7.1				6.7		
Delay (s)		67.8				67.1		
Level of Service		E				E		
Approach Delay (s)		67.8				67.1		
Approach LOS		E				E		
Intersection Summary								

HCM Signalized Intersection Capacity Analysis
 20: Prag Blvd & Daj Blvd/Dhrubich Way & Meron Dr

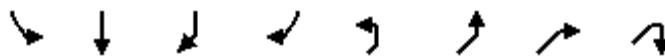
09/01/2020



Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations		↕					↕				↕	
Traffic Volume (vph)	8	78	89	27	261	71	88	11	63	82	17	228
Future Volume (vph)	8	78	89	27	261	71	88	11	63	82	17	228
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-6%					1%				-2%	
Total Lost time (s)		4.5					4.5				4.5	
Lane Util. Factor		1.00					1.00				1.00	
Frbp, ped/bikes		0.98					0.99				0.96	
Flpb, ped/bikes		1.00					1.00				1.00	
Frt		0.92					1.00				0.92	
Flt Protected		1.00					0.96				0.98	
Satd. Flow (prot)		1696					1774				1631	
Flt Permitted		0.98					0.60				0.98	
Satd. Flow (perm)		1669					1110				1631	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	8	82	94	28	275	75	93	12	66	86	18	240
RTOR Reduction (vph)	0	3	0	0	0	0	1	0	0	0	33	0
Lane Group Flow (vph)	0	209	0	0	0	0	454	0	0	0	377	0
Confl. Peds. (#/hr)	77		2				2		77	2	5	13
Heavy Vehicles (%)	4%	6%	4%	0%	1%	3%	0%	0%	0%	1%	4%	3%
Turn Type	Perm	NA			Perm	Perm	NA		Split	Split	NA	
Protected Phases		2					6		8	8	8	
Permitted Phases	2				6	6						
Actuated Green, G (s)		62.7					62.7				33.6	
Effective Green, g (s)		62.7					62.7				33.6	
Actuated g/C Ratio		0.46					0.46				0.25	
Clearance Time (s)		4.5					4.5				4.5	
Vehicle Extension (s)		3.0					3.0				3.0	
Lane Grp Cap (vph)		771					512				403	
v/s Ratio Prot											c0.23	
v/s Ratio Perm		0.13					c0.41					
v/c Ratio		0.27					0.89				0.94	
Uniform Delay, d1		22.4					33.3				50.0	
Progression Factor		1.00					1.00				1.00	
Incremental Delay, d2		0.2					16.8				28.8	
Delay (s)		22.6					50.1				78.8	
Level of Service		C					D				E	
Approach Delay (s)		22.6					50.1				78.8	
Approach LOS		C					D				E	
Intersection Summary												
HCM 2000 Control Delay			57.2				HCM 2000 Level of Service				E	
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			135.7				Sum of lost time (s)		18.0			
Intersection Capacity Utilization			92.3%				ICU Level of Service		F			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 20: Prag Blvd & Daj Blvd/Dhrubich Way & Meron Dr

09/01/2020



Movement	SBL	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations								
Traffic Volume (vph)	14	16	5	6	34	72	3	43
Future Volume (vph)	14	16	5	6	34	72	3	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%				-3%		
Total Lost time (s)		4.5				4.5		
Lane Util. Factor		1.00				1.00		
Frbp, ped/bikes		0.97				0.98		
Flpb, ped/bikes		1.00				1.00		
Frt		0.97				0.96		
Flt Protected		0.98				0.97		
Satd. Flow (prot)		1715				1738		
Flt Permitted		0.70				0.97		
Satd. Flow (perm)		1229				1738		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	15	17	5	6	36	76	3	45
RTOR Reduction (vph)	0	4	0	0	0	69	0	0
Lane Group Flow (vph)	0	39	0	0	0	91	0	0
Confl. Peds. (#/hr)	2		13	16	5	77	13	
Heavy Vehicles (%)	0%	4%	4%	4%	3%	0%	4%	0%
Turn Type	Perm	NA			Prot	Prot		
Protected Phases		4			9	9		
Permitted Phases	4							
Actuated Green, G (s)		9.5				11.9		
Effective Green, g (s)		9.5				11.9		
Actuated g/C Ratio		0.07				0.09		
Clearance Time (s)		4.5				4.5		
Vehicle Extension (s)		3.0				3.0		
Lane Grp Cap (vph)		86				152		
v/s Ratio Prot						c0.05		
v/s Ratio Perm		c0.03						
v/c Ratio		0.46				0.60		
Uniform Delay, d1		60.6				59.6		
Progression Factor		1.00				1.00		
Incremental Delay, d2		3.8				6.2		
Delay (s)		64.4				65.8		
Level of Service		E				E		
Approach Delay (s)		64.4				65.8		
Approach LOS		E				E		

Intersection Summary

Intersection

Int Delay, s/veh	8.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	129	46	127	96	150	171
Future Vol, veh/h	129	46	127	96	150	171
Conflicting Peds, #/hr	0	15	15	0	17	11
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-7	-	-	2	5	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	16	0	2	8	8	4
Mvmt Flow	136	48	134	101	158	180

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	199	0	561
Stage 1	-	-	-	-	175
Stage 2	-	-	-	-	386
Critical Hdwy	-	-	4.12	-	7.48
Critical Hdwy Stg 1	-	-	-	-	6.48
Critical Hdwy Stg 2	-	-	-	-	6.48
Follow-up Hdwy	-	-	2.218	-	3.572
Pot Cap-1 Maneuver	-	-	1373	-	410
Stage 1	-	-	-	-	801
Stage 2	-	-	-	-	606
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1357	-	357
Mov Cap-2 Maneuver	-	-	-	-	357
Stage 1	-	-	-	-	791
Stage 2	-	-	-	-	534

Approach	EB	WB	NB
HCM Control Delay, s	0	4.5	16.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	357	811	-	-	1357	-
HCM Lane V/C Ratio	0.442	0.222	-	-	0.099	-
HCM Control Delay (s)	22.8	10.7	-	-	7.9	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	2.2	0.8	-	-	0.3	-

Intersection

Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	38	202	65	6	176
Future Vol, veh/h	31	38	202	65	6	176
Conflicting Peds, #/hr	40	23	0	21	21	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	1	-	4	-	-	-2
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	10	28	7	25	0	0
Mvmt Flow	34	42	224	72	7	196

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	531	304	0	0	317
Stage 1	281	-	-	-	-
Stage 2	250	-	-	-	-
Critical Hdwy	6.7	6.58	-	-	4.1
Critical Hdwy Stg 1	5.7	-	-	-	-
Critical Hdwy Stg 2	5.7	-	-	-	-
Follow-up Hdwy	3.59	3.552	-	-	2.2
Pot Cap-1 Maneuver	481	673	-	-	1255
Stage 1	737	-	-	-	-
Stage 2	763	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	456	651	-	-	1238
Mov Cap-2 Maneuver	456	-	-	-	-
Stage 1	727	-	-	-	-
Stage 2	732	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	546	1238
HCM Lane V/C Ratio	-	-	0.14	0.005
HCM Control Delay (s)	-	-	12.7	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0

Intersection

Int Delay, s/veh 5.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	155	230	232	168	138	55
Future Vol, veh/h	155	230	232	168	138	55
Conflicting Peds, #/hr	25	0	0	25	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	60
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	-8	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	168	250	252	183	150	60

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	460	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1101	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1079	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	19.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1079	-	-	-	342	707
HCM Lane V/C Ratio	0.156	-	-	-	0.439	0.085
HCM Control Delay (s)	9	0	-	-	23.5	10.6
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.6	-	-	-	2.2	0.3

Intersection

Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	78	36	181	30	0	79
Future Vol, veh/h	78	36	181	30	0	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-1	-	1	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	85	39	197	33	0	86

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	300	214	0	0	230
Stage 1	214	-	-	-	-
Stage 2	86	-	-	-	-
Critical Hdwy	6.22	6.12	-	-	4.12
Critical Hdwy Stg 1	5.22	-	-	-	-
Critical Hdwy Stg 2	5.22	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	703	831	-	-	1338
Stage 1	832	-	-	-	-
Stage 2	942	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	703	831	-	-	1338
Mov Cap-2 Maneuver	703	-	-	-	-
Stage 1	832	-	-	-	-
Stage 2	942	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	739	1338
HCM Lane V/C Ratio	-	-	0.168	-
HCM Control Delay (s)	-	-	10.9	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0

Intersection

Int Delay, s/veh	5.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	208	112	105	103	70
Future Vol, veh/h	9	208	112	105	103	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	5	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	226	122	114	112	76

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	479	179	0	0	236
Stage 1	179	-	-	-	-
Stage 2	300	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	545	864	-	-	1331
Stage 1	852	-	-	-	-
Stage 2	752	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	497	864	-	-	1331
Mov Cap-2 Maneuver	497	-	-	-	-
Stage 1	852	-	-	-	-
Stage 2	686	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	4.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	838	1331
HCM Lane V/C Ratio	-	-	0.281	0.084
HCM Control Delay (s)	-	-	11	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.2	0.3

Intersection

Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	76	135	105	0	157
Future Vol, veh/h	25	76	135	105	0	157
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	83	147	114	0	171

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	375	204	0	0	261
Stage 1	204	-	-	-	-
Stage 2	171	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	626	837	-	-	1303
Stage 1	830	-	-	-	-
Stage 2	859	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	626	837	-	-	1303
Mov Cap-2 Maneuver	626	-	-	-	-
Stage 1	830	-	-	-	-
Stage 2	859	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	773	1303
HCM Lane V/C Ratio	-	-	0.142	-
HCM Control Delay (s)	-	-	10.4	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0

Intersection

Int Delay, s/veh	25.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	185	69	168	170	196	226
Future Vol, veh/h	185	69	168	170	196	226
Conflicting Peds, #/hr	0	28	28	0	35	30
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-7	-	-	2	5	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	8	0	1	6	4	5
Mvmt Flow	197	73	179	181	209	240

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	298	0	836
Stage 1	-	-	-	-	262
Stage 2	-	-	-	-	574
Critical Hdwy	-	-	4.11	-	7.44
Critical Hdwy Stg 1	-	-	-	-	6.44
Critical Hdwy Stg 2	-	-	-	-	6.44
Follow-up Hdwy	-	-	2.209	-	3.536
Pot Cap-1 Maneuver	-	-	1269	-	265
Stage 1	-	-	-	-	723
Stage 2	-	-	-	-	477
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1241	-	210
Mov Cap-2 Maneuver	-	-	-	-	210
Stage 1	-	-	-	-	707
Stage 2	-	-	-	-	387

Approach	EB	WB	NB
HCM Control Delay, s	0	4.2	57.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	210	675	-	-	1241	-
HCM Lane V/C Ratio	0.993	0.356	-	-	0.144	-
HCM Control Delay (s)	108.1	13.3	-	-	8.4	0
HCM Lane LOS	F	B	-	-	A	A
HCM 95th %tile Q(veh)	8.8	1.6	-	-	0.5	-

Intersection

Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	42	56	326	92	20	191
Future Vol, veh/h	42	56	326	92	20	191
Conflicting Peds, #/hr	122	10	0	46	46	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	1	-	4	-	-	-2
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	7	3	2	5	0
Mvmt Flow	46	61	354	100	22	208

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	824	460	0	0	500
Stage 1	450	-	-	-	-
Stage 2	374	-	-	-	-
Critical Hdwy	6.6	6.37	-	-	4.15
Critical Hdwy Stg 1	5.6	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-
Follow-up Hdwy	3.5	3.363	-	-	2.245
Pot Cap-1 Maneuver	330	584	-	-	1049
Stage 1	631	-	-	-	-
Stage 2	686	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	279	562	-	-	1018
Mov Cap-2 Maneuver	279	-	-	-	-
Stage 1	613	-	-	-	-
Stage 2	598	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.6	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	392	1018
HCM Lane V/C Ratio	-	-	0.272	0.021
HCM Control Delay (s)	-	-	17.6	8.6
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.1	0.1

Intersection

Int Delay, s/veh	18.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	176	357	420	242	181	53
Future Vol, veh/h	176	357	420	242	181	53
Conflicting Peds, #/hr	40	0	0	40	20	20
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	60
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	-8	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	1	2	2	2
Mvmt Flow	191	388	457	263	197	58

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	760	0	-	0	1419 649
Stage 1	-	-	-	-	629 -
Stage 2	-	-	-	-	790 -
Critical Hdwy	4.12	-	-	-	4.82 5.42
Critical Hdwy Stg 1	-	-	-	-	3.82 -
Critical Hdwy Stg 2	-	-	-	-	3.82 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	852	-	-	-	283 543
Stage 1	-	-	-	-	703 -
Stage 2	-	-	-	-	635 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	825	-	-	-	~ 187 517
Mov Cap-2 Maneuver	-	-	-	-	~ 187 -
Stage 1	-	-	-	-	479 -
Stage 2	-	-	-	-	615 -

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	105.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	825	-	-	-	187	517
HCM Lane V/C Ratio	0.232	-	-	-	1.052	0.111
HCM Control Delay (s)	10.7	0	-	-	132.2	12.8
HCM Lane LOS	B	A	-	-	F	B
HCM 95th %tile Q(veh)	0.9	-	-	-	9.2	0.4

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	48	35	335	27	0	106
Future Vol, veh/h	48	35	335	27	0	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-1	-	1	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	52	38	364	29	0	115

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	494	379	0	0	393
Stage 1	379	-	-	-	-
Stage 2	115	-	-	-	-
Critical Hdwy	6.2	6.1	-	-	4.1
Critical Hdwy Stg 1	5.2	-	-	-	-
Critical Hdwy Stg 2	5.2	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	553	679	-	-	1177
Stage 1	711	-	-	-	-
Stage 2	921	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	553	679	-	-	1177
Mov Cap-2 Maneuver	553	-	-	-	-
Stage 1	711	-	-	-	-
Stage 2	921	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	600	1177
HCM Lane V/C Ratio	-	-	0.15	-
HCM Control Delay (s)	-	-	12.1	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0

Intersection

Int Delay, s/veh	5.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	244	178	192	137	100
Future Vol, veh/h	6	244	178	192	137	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	5	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	265	193	209	149	109

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	705	298	0	0	402
Stage 1	298	-	-	-	-
Stage 2	407	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	406	746	-	-	1168
Stage 1	758	-	-	-	-
Stage 2	676	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	351	746	-	-	1168
Mov Cap-2 Maneuver	351	-	-	-	-
Stage 1	758	-	-	-	-
Stage 2	584	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	4.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	726	1168
HCM Lane V/C Ratio	-	-	0.374	0.127
HCM Control Delay (s)	-	-	12.9	8.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.7	0.4

Intersection

Int Delay, s/veh	4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			A
Traffic Vol, veh/h	57	172	190	192	0	154
Future Vol, veh/h	57	172	190	192	0	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	62	187	207	209	0	167

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	479	312	0	0	416
Stage 1	312	-	-	-	-
Stage 2	167	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	549	733	-	-	1154
Stage 1	747	-	-	-	-
Stage 2	867	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	549	733	-	-	1154
Mov Cap-2 Maneuver	549	-	-	-	-
Stage 1	747	-	-	-	-
Stage 2	867	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	677	1154
HCM Lane V/C Ratio	-	-	0.368	-
HCM Control Delay (s)	-	-	13.4	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.7	0

Intersection

Int Delay, s/veh	17.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	172	33	134	125	195	203
Future Vol, veh/h	172	33	134	125	195	203
Conflicting Peds, #/hr	0	35	35	0	29	25
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-7	-	-	2	5	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	0	6	4	4	6
Mvmt Flow	191	37	149	139	217	226

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	263	0	711
Stage 1	-	-	-	-	245
Stage 2	-	-	-	-	466
Critical Hdwy	-	-	4.16	-	7.44
Critical Hdwy Stg 1	-	-	-	-	6.44
Critical Hdwy Stg 2	-	-	-	-	6.44
Follow-up Hdwy	-	-	2.254	-	3.536
Pot Cap-1 Maneuver	-	-	1278	-	325
Stage 1	-	-	-	-	739
Stage 2	-	-	-	-	551
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1243	-	267
Mov Cap-2 Maneuver	-	-	-	-	267
Stage 1	-	-	-	-	718
Stage 2	-	-	-	-	466

Approach	EB	WB	NB
HCM Control Delay, s	0	4.3	34.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	267	694	-	-	1243	-
HCM Lane V/C Ratio	0.811	0.325	-	-	0.12	-
HCM Control Delay (s)	58.1	12.7	-	-	8.3	0
HCM Lane LOS	F	B	-	-	A	A
HCM 95th %tile Q(veh)	6.4	1.4	-	-	0.4	-

Intersection

Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	31	255	49	21	186
Future Vol, veh/h	29	31	255	49	21	186
Conflicting Peds, #/hr	106	23	0	55	55	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	1	-	4	-	-	-2
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	0	5	2	0	0
Mvmt Flow	32	34	280	54	23	204

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	718	385	0	0	389
Stage 1	362	-	-	-	-
Stage 2	356	-	-	-	-
Critical Hdwy	6.64	6.3	-	-	4.1
Critical Hdwy Stg 1	5.64	-	-	-	-
Critical Hdwy Stg 2	5.64	-	-	-	-
Follow-up Hdwy	3.536	3.3	-	-	2.2
Pot Cap-1 Maneuver	377	660	-	-	1181
Stage 1	686	-	-	-	-
Stage 2	691	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	322	624	-	-	1140
Mov Cap-2 Maneuver	322	-	-	-	-
Stage 1	662	-	-	-	-
Stage 2	613	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.9	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	429	1140
HCM Lane V/C Ratio	-	-	0.154	0.02
HCM Control Delay (s)	-	-	14.9	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1

Intersection

Int Delay, s/veh	8.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↖	↗
Traffic Vol, veh/h	192	262	299	111	150	65
Future Vol, veh/h	192	262	299	111	150	65
Conflicting Peds, #/hr	60	0	0	60	20	20
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	60
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	-8	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	209	285	325	121	163	71

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	506	0	-	0	1169 466
Stage 1	-	-	-	-	446 -
Stage 2	-	-	-	-	723 -
Critical Hdwy	4.12	-	-	-	4.82 5.42
Critical Hdwy Stg 1	-	-	-	-	3.82 -
Critical Hdwy Stg 2	-	-	-	-	3.82 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1059	-	-	-	359 662
Stage 1	-	-	-	-	786 -
Stage 2	-	-	-	-	663 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1009	-	-	-	245 620
Mov Cap-2 Maneuver	-	-	-	-	245 -
Stage 1	-	-	-	-	564 -
Stage 2	-	-	-	-	631 -

Approach	EB	WB	SB
HCM Control Delay, s	4	0	34.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1009	-	-	-	245	620
HCM Lane V/C Ratio	0.207	-	-	-	0.665	0.114
HCM Control Delay (s)	9.5	0	-	-	44.8	11.6
HCM Lane LOS	A	A	-	-	E	B
HCM 95th %tile Q(veh)	0.8	-	-	-	4.2	0.4

Intersection

Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	71	51	250	28	0	94
Future Vol, veh/h	71	51	250	28	0	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-1	-	1	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	55	272	30	0	102

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	389	287	0	0	302
Stage 1	287	-	-	-	-
Stage 2	102	-	-	-	-
Critical Hdwy	6.22	6.12	-	-	4.12
Critical Hdwy Stg 1	5.22	-	-	-	-
Critical Hdwy Stg 2	5.22	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	628	758	-	-	1259
Stage 1	774	-	-	-	-
Stage 2	927	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	628	758	-	-	1259
Mov Cap-2 Maneuver	628	-	-	-	-
Stage 1	774	-	-	-	-
Stage 2	927	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	677	1259
HCM Lane V/C Ratio	-	-	0.196	-
HCM Control Delay (s)	-	-	11.6	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0

Intersection

Int Delay, s/veh	5.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	258	140	161	81	86
Future Vol, veh/h	8	258	140	161	81	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	5	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	280	152	175	88	93

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	509	240	0	0	327
Stage 1	240	-	-	-	-
Stage 2	269	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	524	799	-	-	1233
Stage 1	800	-	-	-	-
Stage 2	776	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	485	799	-	-	1233
Mov Cap-2 Maneuver	485	-	-	-	-
Stage 1	800	-	-	-	-
Stage 2	718	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	784	1233
HCM Lane V/C Ratio	-	-	0.369	0.071
HCM Control Delay (s)	-	-	12.3	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.7	0.2

Intersection

Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	42	126	152	134	0	165
Future Vol, veh/h	42	126	152	134	0	165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	137	165	146	0	179

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	417	238	0	0	311
Stage 1	238	-	-	-	-
Stage 2	179	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	592	801	-	-	1249
Stage 1	802	-	-	-	-
Stage 2	852	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	592	801	-	-	1249
Mov Cap-2 Maneuver	592	-	-	-	-
Stage 1	802	-	-	-	-
Stage 2	852	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	736	1249
HCM Lane V/C Ratio	-	-	0.248	-
HCM Control Delay (s)	-	-	11.5	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1	0

Intersection

Int Delay, s/veh	8.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	129	46	186	57	114	131
Future Vol, veh/h	129	46	186	57	114	131
Conflicting Peds, #/hr	0	15	15	0	17	11
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-7	-	-	2	5	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	16	0	2	8	8	4
Mvmt Flow	136	48	196	60	120	138

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	199	0	644
Stage 1	-	-	-	-	175
Stage 2	-	-	-	-	469
Critical Hdwy	-	-	4.12	-	7.48
Critical Hdwy Stg 1	-	-	-	-	6.48
Critical Hdwy Stg 2	-	-	-	-	6.48
Follow-up Hdwy	-	-	2.218	-	3.572
Pot Cap-1 Maneuver	-	-	1373	-	358
Stage 1	-	-	-	-	801
Stage 2	-	-	-	-	542
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1357	-	296
Mov Cap-2 Maneuver	-	-	-	-	296
Stage 1	-	-	-	-	791
Stage 2	-	-	-	-	454

Approach	EB	WB	NB
HCM Control Delay, s	0	6.2	17.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	296	811	-	-	1357	-
HCM Lane V/C Ratio	0.405	0.17	-	-	0.144	-
HCM Control Delay (s)	25.2	10.3	-	-	8.1	0
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q(veh)	1.9	0.6	-	-	0.5	-

Intersection

Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	69	0	105	65	6	182
Future Vol, veh/h	69	0	105	65	6	182
Conflicting Peds, #/hr	40	23	0	21	21	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	1	-	4	-	-	-2
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	10	28	7	25	0	0
Mvmt Flow	77	0	117	72	7	202

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	430	197	0	0	210
Stage 1	174	-	-	-	-
Stage 2	256	-	-	-	-
Critical Hdwy	6.7	6.58	-	-	4.1
Critical Hdwy Stg 1	5.7	-	-	-	-
Critical Hdwy Stg 2	5.7	-	-	-	-
Follow-up Hdwy	3.59	3.552	-	-	2.2
Pot Cap-1 Maneuver	554	778	-	-	1373
Stage 1	829	-	-	-	-
Stage 2	758	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	525	752	-	-	1355
Mov Cap-2 Maneuver	525	-	-	-	-
Stage 1	818	-	-	-	-
Stage 2	727	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	525	1355
HCM Lane V/C Ratio	-	-	0.146	0.005
HCM Control Delay (s)	-	-	13	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0

Intersection

Int Delay, s/veh	3.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	81	300	231	89	101	81
Future Vol, veh/h	81	300	231	89	101	81
Conflicting Peds, #/hr	25	0	0	25	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	60
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	-8	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	326	251	97	110	88

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	373	0	-	0	837 335
Stage 1	-	-	-	-	325 -
Stage 2	-	-	-	-	512 -
Critical Hdwy	4.12	-	-	-	4.82 5.42
Critical Hdwy Stg 1	-	-	-	-	3.82 -
Critical Hdwy Stg 2	-	-	-	-	3.82 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1185	-	-	-	489 762
Stage 1	-	-	-	-	846 -
Stage 2	-	-	-	-	755 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1161	-	-	-	426 741
Mov Cap-2 Maneuver	-	-	-	-	426 -
Stage 1	-	-	-	-	752 -
Stage 2	-	-	-	-	740 -

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1161	-	-	-	426	741
HCM Lane V/C Ratio	0.076	-	-	-	0.258	0.119
HCM Control Delay (s)	8.4	0	-	-	16.4	10.5
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1	0.4

Intersection

Int Delay, s/veh	7.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	209	36	0	78	25
Future Vol, veh/h	0	209	36	0	78	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	5	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	227	39	0	85	27

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	236	39	0	0	39
Stage 1	39	-	-	-	-
Stage 2	197	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	752	1033	-	-	1571
Stage 1	983	-	-	-	-
Stage 2	836	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	711	1033	-	-	1571
Mov Cap-2 Maneuver	711	-	-	-	-
Stage 1	983	-	-	-	-
Stage 2	790	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	5.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1033	1571
HCM Lane V/C Ratio	-	-	0.22	0.054
HCM Control Delay (s)	-	-	9.5	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.2

Intersection

Int Delay, s/veh	7.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	172	33	48	211	149	153
Future Vol, veh/h	172	33	48	211	149	153
Conflicting Peds, #/hr	0	35	35	0	29	25
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-7	-	-	2	5	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	0	6	4	4	6
Mvmt Flow	191	37	53	234	166	170

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	263	0	614
Stage 1	-	-	-	-	245
Stage 2	-	-	-	-	369
Critical Hdwy	-	-	4.16	-	7.44
Critical Hdwy Stg 1	-	-	-	-	6.44
Critical Hdwy Stg 2	-	-	-	-	6.44
Follow-up Hdwy	-	-	2.254	-	3.536
Pot Cap-1 Maneuver	-	-	1278	-	381
Stage 1	-	-	-	-	739
Stage 2	-	-	-	-	627
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1243	-	342
Mov Cap-2 Maneuver	-	-	-	-	342
Stage 1	-	-	-	-	718
Stage 2	-	-	-	-	580

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	18.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	342	694	-	-	1243	-
HCM Lane V/C Ratio	0.484	0.245	-	-	0.043	-
HCM Control Delay (s)	25	11.9	-	-	8	0
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q(veh)	2.5	1	-	-	0.1	-

Intersection

Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	0	134	49	21	226
Future Vol, veh/h	60	0	134	49	21	226
Conflicting Peds, #/hr	106	23	0	55	55	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	1	-	4	-	-	-2
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	0	5	2	0	0
Mvmt Flow	66	0	147	54	23	248

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	629	252	0	0	256
Stage 1	229	-	-	-	-
Stage 2	400	-	-	-	-
Critical Hdwy	6.64	6.3	-	-	4.1
Critical Hdwy Stg 1	5.64	-	-	-	-
Critical Hdwy Stg 2	5.64	-	-	-	-
Follow-up Hdwy	3.536	3.3	-	-	2.2
Pot Cap-1 Maneuver	428	786	-	-	1321
Stage 1	794	-	-	-	-
Stage 2	658	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	367	743	-	-	1275
Mov Cap-2 Maneuver	367	-	-	-	-
Stage 1	766	-	-	-	-
Stage 2	584	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.9	0	0.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	367	1275
HCM Lane V/C Ratio	-	-	0.18	0.018
HCM Control Delay (s)	-	-	16.9	7.9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1

Intersection

Int Delay, s/veh 4.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	116	348	299	68	112	114
Future Vol, veh/h	116	348	299	68	112	114
Conflicting Peds, #/hr	60	0	0	60	20	20
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	60
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	-8	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	126	378	325	74	122	124

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	459	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1102	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1050	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	18.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1050	-	-	-	302	636
HCM Lane V/C Ratio	0.12	-	-	-	0.403	0.195
HCM Control Delay (s)	8.9	0	-	-	24.7	12
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.4	-	-	-	1.9	0.7

Intersection

Int Delay, s/veh	7.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	248	51	0	61	20
Future Vol, veh/h	0	248	51	0	61	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	5	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	270	55	0	66	22

Major/Minor	Minor1	Major1		Major2	
Conflicting Flow All	209	55	0	0	55
Stage 1	55	-	-	-	-
Stage 2	154	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	779	1012	-	-	1550
Stage 1	968	-	-	-	-
Stage 2	874	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	746	1012	-	-	1550
Mov Cap-2 Maneuver	746	-	-	-	-
Stage 1	968	-	-	-	-
Stage 2	836	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	5.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1012	1550
HCM Lane V/C Ratio	-	-	0.266	0.043
HCM Control Delay (s)	-	-	9.8	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.1

Intersection

Int Delay, s/veh	7.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	185	69	68	270	131	151
Future Vol, veh/h	185	69	68	270	131	151
Conflicting Peds, #/hr	0	28	28	0	35	30
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-7	-	-	2	5	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	8	0	1	6	4	5
Mvmt Flow	197	73	72	287	139	161

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	298	0	728
Stage 1	-	-	-	-	262
Stage 2	-	-	-	-	466
Critical Hdwy	-	-	4.11	-	7.44
Critical Hdwy Stg 1	-	-	-	-	6.44
Critical Hdwy Stg 2	-	-	-	-	6.44
Follow-up Hdwy	-	-	2.209	-	3.536
Pot Cap-1 Maneuver	-	-	1269	-	317
Stage 1	-	-	-	-	723
Stage 2	-	-	-	-	551
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1241	-	279
Mov Cap-2 Maneuver	-	-	-	-	279
Stage 1	-	-	-	-	707
Stage 2	-	-	-	-	496

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	20.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	279	675	-	-	1241	-
HCM Lane V/C Ratio	0.5	0.238	-	-	0.058	-
HCM Control Delay (s)	30.1	12	-	-	8.1	0
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q(veh)	2.6	0.9	-	-	0.2	-

Intersection

Int Delay, s/veh	3.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	98	0	185	92	20	262
Future Vol, veh/h	98	0	185	92	20	262
Conflicting Peds, #/hr	122	10	0	46	46	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	1	-	4	-	-	-2
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	7	3	2	5	0
Mvmt Flow	107	0	201	100	22	285

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	748	307	0	0	347
Stage 1	297	-	-	-	-
Stage 2	451	-	-	-	-
Critical Hdwy	6.6	6.37	-	-	4.15
Critical Hdwy Stg 1	5.6	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-
Follow-up Hdwy	3.5	3.363	-	-	2.245
Pot Cap-1 Maneuver	367	715	-	-	1195
Stage 1	746	-	-	-	-
Stage 2	630	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	311	688	-	-	1160
Mov Cap-2 Maneuver	311	-	-	-	-
Stage 1	724	-	-	-	-
Stage 2	550	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.5	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	311	1160
HCM Lane V/C Ratio	-	-	0.343	0.019
HCM Control Delay (s)	-	-	22.5	8.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.5	0.1

Intersection

Int Delay, s/veh	19.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	117	457	420	160	218	142
Future Vol, veh/h	117	457	420	160	218	142
Conflicting Peds, #/hr	40	0	0	40	20	20
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	60
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	-8	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	1	2	2	2
Mvmt Flow	127	497	457	174	237	154

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	671	0	-	0	1355 604
Stage 1	-	-	-	-	584 -
Stage 2	-	-	-	-	771 -
Critical Hdwy	4.12	-	-	-	4.82 5.42
Critical Hdwy Stg 1	-	-	-	-	3.82 -
Critical Hdwy Stg 2	-	-	-	-	3.82 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	919	-	-	-	301 570
Stage 1	-	-	-	-	723 -
Stage 2	-	-	-	-	643 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	890	-	-	-	~ 226 543
Mov Cap-2 Maneuver	-	-	-	-	~ 226 -
Stage 1	-	-	-	-	562 -
Stage 2	-	-	-	-	622 -

Approach	EB	WB	SB
HCM Control Delay, s	2	0	77.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	890	-	-	-	226	543
HCM Lane V/C Ratio	0.143	-	-	-	1.048	0.284
HCM Control Delay (s)	9.7	0	-	-	119.2	14.2
HCM Lane LOS	A	A	-	-	F	B
HCM 95th %tile Q(veh)	0.5	-	-	-	10.1	1.2

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh	7.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	247	35	0	103	34
Future Vol, veh/h	0	247	35	0	103	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	5	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	268	38	0	112	37

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	299	38	0	0	38
Stage 1	38	-	-	-	-
Stage 2	261	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	697	1040	-	-	1585
Stage 1	990	-	-	-	-
Stage 2	787	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	647	1040	-	-	1585
Mov Cap-2 Maneuver	647	-	-	-	-
Stage 1	990	-	-	-	-
Stage 2	730	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	5.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1040	1585
HCM Lane V/C Ratio	-	-	0.258	0.071
HCM Control Delay (s)	-	-	9.7	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	1	0.2

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

STUDY NO. P.I.N.. INVENTORY NO.	ROUTE NO. or STREET NAME	COUNTY MUNICIPALITY BY DATE
	AT INTERSECTION WITH / OR BETWEEN	

NO. OF MONTHS	LIGHT CONDITIONS (LC) 1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted	ROADWAY CHARACTER (RC) 1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest	ROADWAY SURFACE CONDITION (RSC) 1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other	WEATHER (WEA) 1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other
Begin Date End Date				

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
1	37767573	2/28/2019	09:35	2	PDO	1	1	1	1	09, 62, YY		REAR END	OP of V-1 stated while traveling E/B on Acres Road in the Village of Kiryas Joel, struck V-2 in rear due to sunlight. OP of V-2 stated while slowing in traffic traveling E/B on Acres Road, struck in rear by V-1.

2	36214402	5/17/2016	08:45	2	PDO	1	1	1	2	09, YY		REAR END	<p>Op V-1, Northbound on Bakertown Rd, states that upon coming to a stop behind V-2 at the stop sign located at the intersection of Acres Rd, she noticed V-2 begin moving toward the intersection. V-1 further stated that she failed to notice V-2 come to a complete stop again. V-1 collided with V-2 causing minor damage to the front bumper of V-1 and the rear bumper and tail gate of V-2. No injuries. No Tows, No Photos.</p>
3	37108723	1/17/2018	07:50	2	INJURY	1	3	4	4	07, 17, YY		RIGHT ANGLE	<p>V1 was traveling northbound on Israel Zupnick road onto Acres Road in the village of Kiryas Joel. V1 failed to yield to eastbound traffic, attempted to turn left, and V2 (traveling eastbound) subsequently struck same.</p>

4	36924983	10/8/2017	12:45	2	INJURY	1	1	1	2	07, YY		LEFT TURN (AGAINST OTHER CAR)	V1 traveling East on Krolla Dr comes to stop at stop sign then fails to yield right of way and proceeds into intersection to make left turn. V2 traveling South on Acres Rd strikes V1.
5	37725178	2/4/2019	07:30	2	NR	4	1	1	1	07, YY		REAR END	V-1 made left onto Acres Road from Israel Zupnick Drive. V-2 illegally parked on shoulder, pulled out from curb unsafely on Acres Road. V-1 strikes V-2 in rear.

6	37465525	9/6/2018	12:40	2	PDO	1	1	1	1	07, YY		RIGHT ANGLE	<p>V-1 traveling North on Bakertown Rd. V-2 traveling south on Bakertown rd. Operator of V-2 attempts to make a left turn onto Acres Rd. Operator of V-2 states V-1 disregarded the stop sign as she was making the left turn and subsequently struck her vehicle. Operator of V-1 states she stopped at the stop sign and V-2 crossed into her path as she was driving across the intersection. No independent witnesses on scene to verify either version of events.</p>
7	37398093	7/24/2018	18:00	2	NR	1	1	1	1	03, YY		REAR END	<p>V-1 backing in southerly direction in the parking lot of 252 Acres Rd. V-2 parked facing north in the parking lot of 252 Acres Rd. Operator of V-1 fails to observe V-2 while backing. V-1 subsequently strikes V-2 while backing.</p>

8	37431256	8/13/2018	06:20	2	PDO	1	1	1	2	64, YY		OTHER FIXED OBJECT	<p>V-1 traveling east on Acres Rd. V-2 parked unoccupied facing an easterly direction on Acres Rd. Operator of V-1 comes into contact with low hanging telephone wires. One of the metal messenger wires attached to the utility pole becomes tangled in the roof of V-1 and causes the operator of V-1 to lose control of the vehicle. V-1 subsequently strikes V-2 in the rear. Wires were attached to utility pole number 54628-49036. Utility company was previously advised of the hazard.</p>
9	37344415	6/22/2018	07:45	2	PDO	1	1	1	1	09, YY		REAR END	<p>V-1 was traveling behind V-2 south on Acres Rd. V-2 came to a stop in the roadway for an uninvolved vehicle. V-1 traveling too closely subsequently struck the rear of V-2.</p>

10	37198026	3/20/2018	22:15	2	NR	4	1	1	2	07, 18, YY		RIGHT ANGLE	V-1 traveling Eastbound on Acres Rd, V/Kiryas Joel. V-2 traveling Northbound out of parking lot attempting to make left turn onto Acres Rd. V-2 fails to yield right of way subsequently striking v-1 causing aformentioned damages.
11	36215745	5/20/2016	12:10	2	NR	1	1	1	1	04, YY		REAR END	V1 was traveling eastbound on Acres Road and accidentally struck V2 from behind. The operator of V1 stated he was looking around and was not paying attention to the roadway. V2 was stopped behind another vehicle at a stop sign. No injuries. No tow.

12	36366667	8/30/2016	20:01	2	NR	1	1	1	1	13, YY		OVERTAKING	V-1 northbound Forest Rd. V-2 stopped on Forest Rd. V-1 attempts to past V-2 on the left. V-1 collides with V-2 while attempting to pass.
13	36445553	10/28/2016	14:25	2	INJURY	1	2	1	2	09, YY		REAR END	V-2 WAS STOPPED AT STOP SIGN LOCATED THE INTERSECTION OF FOREST ROAD AND MOUNTAIN ROAD. OP V-1 TRAVELING WB ON FOREST RD STATED THAT V-2 STOPPED ABRUPTLY FOR STOP SIGN WHICH CAUSED V-1 TO STRIKE V-2. OP V-1 AND OP V-2 AND PASSENGER V-2 BOTH REFUSED OFFER TO HAVE AMBULANCE RESPOND FOR FURTHER MEDICAL EVALUATION.

14	37179133	3/7/2018	20:21	2	PDO	4	1	4	4	17, 66, YY		RIGHT ANGLE	<p>THE ACCIDENT OCCURRED IN A POLICE VEHICLE OWNED/OPERATED BY THE NEW YORK STATE POLICE WHILE RESPONDING TO AN EMERGENCY. VEHICLE 1 WAS TRAVELING WEST THROUGH THE INTERSECTION OF FOREST ROAD AND ACRES ROAD WHEN VEHICLE 1 WAS STRUCK BY VEHICLE 2 WHO WAS SOUTH ON FOREST ROAD. OPERATOR OF VEHICLE 2 STATED HE ATTEMPTED TO STOP DUE TO FLASHING RED TRAFFIC SIGNAL AND WAS UNABLE TO DUE TO SLIPPERY ROADWAY CONDITIONS. - WITNESS 1 FUCHS, ELYE 2 RADOMSK WAY 401 MONROE NY 10950 3477084068 - WITNESS 2 FREUND, FISHEL 7 SASEV CT UNIT 202 MONROE NY 10950 8457745814 - WITNESS 3 WIEDER, MENDEL 4 LEMBERG CTS 311 MONROE NY 10950 9174503130</p>
15	37603331	10/18/2018	12:55	2	PDO	1	2	1	1	13, 18, YY		OVERTAKING	<p>V1 TRAVELING NB ON FOREST RD. OPV1 STATED THAT HE CROSSED OVER THE DOUBLE YELLOW LINE TO MAKE A WIDE TURN INTO A DIRT PARKING STALL ON THE EASTERN SHOULDER AND V2 HAD PASSED ON THE RIGHT SUBSEQUENTLY STRIKING V1. V2 LEFT SCENE OF ACCIDENT. - WITNESS 1 PETROCCIONE, JOHN F 129 NEPTUNE DR MONROE NY 10950 8454929477</p>

16	37733821	1/30/2019	15:30	1	PDO	1	1	5	4	19, YY		FENCE	V-1 operating on Acres Road. V-1 lost control of vehicle, and attempted to slow down. V-1 struck fence and tree head on, damage to front end. Towed by Harriman Auto.
17	36528402	12/18/2016	12:30	1	INJURY	1	1	2	3	18, YY		PEDESTRIAN	V-1 making left turn going SB on Lemberg Ct, VKiryas Joel. Ped-1 is crossing in an Easterly direction on Acres Rd. Operator of v-1 does not observe Ped-1 crossing subsequently striking ped-1 causing aforementioned injuries. Operator of v-1 states that ped-1 slipped on ice and then fell on top of her vehicle. Ped-1 taken to Westchester Medical Center by KJ EMS unit 15072EV for possible left kneeleg fracture and for an evaluation on her pregnancy status. - WITNESS 1 SCHWARTZ, ABRAHAM 3 LEMBERG CT UNIT 101 KIRYAS JOEL NY 10950 8453258666

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
18	36880653	9/5/2017	21:40	2	PDO	4	2	2	3	07, 17, YY		RIGHT ANGLE	V1 traveling north on Israel Zupnic Rd in the Town of Monroe. V2 traveling east on Acres Rd. V1 fails to stop at stop sign at intersection and travels directly in the path of V2. V1 strikes V2 causing aforementioned damages.

19	37027188	11/10/2017	11:14	1	FATAL	1	1	1	2	04, 14, YY		PEDESTRIAN	<p>V-1 traveling eastbound on Acres Rd. Operator of V-1 stops and unloads passengers in front of 153 Acres Rd. After unloading the passengers the operator of V-1 begins to accelerate forward. The operator of V-1 fails to observe a pedestrian standing directly in front of the passenger side of the bus attempting to cross from the south side of the road to the north side of the road. V-1 subsequently strikes and drives over the pedestrian. - WITNESS 1 GLANZ, CHESKEL 5 SCHUNNEMUNK RD UNIT 111 MONROE NY 10950 9176482728 - WITNESS 2 BUKURADZE, DAVID 220 SEVEN SPRINGS RD MONROE NY 10950 8455379393</p>
20	37619418	12/3/2018	13:20	2	PDO	1	2	1	2	07, 17, YY		RIGHT ANGLE	<p>V-2 stated she was traveling southeast on Acres Rd when V-1 suddenly entered her lane of travel. Op-V2 further stated that V-1 failed to stop at the intersection, struck her vehicle, and then attempted to leave the scene. Op-V2 contacted 911 and followed V-1 attempting to get him to stop. V-1 stated he shouldn't have pulled out in front of V-2 and made a mistake for not stopping after the collision occurred. V-1 New Jersey Insurance Company Code 962 State Farm Indemnity Company Policy# 081 8741-C21-30D</p>

21	36296534	7/10/2016	12:30	2	PDO	1	2	1	1	17, 19, YY		RIGHT ANGLE	<p>OP V1 was traveling in a North Easterly direction TMonroe when he entered the intersection of Bakertown and Acres Rd from Bakertown Rd. V2 was traveling in a North Westerly direction TMonroe when he entered the intersection of Bakertown and Acres Rd from Acres Rd. Both operators state they stopped at their stop signs, and that it was the other vehicles fault. However, the skid marks at the scene aprox 10 ft long as well as the skid marks in the grass embankment made by V1 would indicate he was traveling at a high rate of speed and failed to stop at stop sign.</p>
22	36796949	7/3/2017	14:00	2	PDO	1	1	1	1	03, YY		RIGHT ANGLE	<p>V-1 Acres road backing in a northerly direction. V-2 on Acres road parked facing west. Operator of V-1 fails to observe V-2 while backing. V-1 subsequently strikes V-2.</p>

23	37699327	1/10/2019	18:27	2	PDO	4	1	1	1	17, YY		HEAD ON	V2 parked on Acres Road across both lanes due to the high traffic area to let children off of the bus. V2 with extended traffic control signs flashing. V1 traveling south on Acres Road disobeys extended traffic control device and strikes the front of V2.
24	37278876	5/7/2018	18:08	1	INJURY	1	1	1	1	14, YY		PEDESTRIAN	Op of Veh 1 traveling westbound on Acres Road west of Lemberg Court. Unit 2, pedestrian begins to cross road without looking. Op of Veh 1 observes such and begins to slow down. Op of Veh 1 subsequently strikes Unit 2, pedestrian. Pedestrian is taken by ambulance to Westchester and complains about stomach pain.

25	37176933	3/7/2018	15:00	3	PDO	1	3	4	4	66, YY		OTHER	<p>OP of V-1 traveling southbound on Lemberg Court. OP of V-2 traveling eastbound on Acres Road. OP of V-3 traveling westbound on Acres Road. OP of V-1 loses control of vehicle due to slippery roadway (snow) subsequently striking V-2 followed by V-3.</p>
26	36293379	6/18/2016	21:52	1	PDO	1	1	1	1	61, YY		LIGHT SUPPORT/UTI LITY POLE	

27	36695237	4/14/2017	16:30	2	PDO	1	2	1	1	07, 18, YY		LEFT TURN (AGAINST OTHER CAR)	Op-V1 stated he failed to negotiate a left turn and failed to leave sufficient room to complete the turn and struck V-2. Op-V2 stated she had the right away and began to move into the intersection when she observed V-1 abruptly enter and attempt to negotiate a left turn. Op-V2 further stated V-1 cut the turn and subsequently struck her vehicle.
28	36396890	9/21/2016	05:44	2	PDO	2	3	1	2	07, 17, YY		RIGHT ANGLE	V1 traveling east on Acres Rd in the Town of Monroe. V2 traveling north on Isreal Zupnic Rd, fails to stop at the stop sign turning west onto Acres Rd, and strikes V1 causing aforementioned damages.

29	36245001	6/6/2016	21:14	2	NR	5	1	1	1	04, YY		RIGHT ANGLE	V-2 traveling westbound on Acres Rd. when OP V-1 pulls out from driveway and subsequently collided into the rear driver side of V-2.
30	37677460	1/2/2019	09:30	2	PDO	1	2	1	1	41, YY		REAR END	V1 stopped at intersection N/B at Bakertown Road and Acres Road. As V1 attempts to accelerate from stopped position in intersection V1 rolls backward slightly on a hill causing V1 to collide with V2 which was directly behind V1. V2 towed from scene by Harriman Auto. No injuries

31	37502852	9/16/2018	17:59	2	PDO	1	1	1	2	17, YY		LEFT TURN (WITH OTHER CAR)	V1 WAS TRAVELING NORTH ON LEMBERG COURT IN THE V/ KIRYAS JOEL AND FAILED TO MAKE A STOP AT THE STOP SIGN AT ACRES ROAD. V1 MADE A LEFT TURN ON ACRES ROAD, SUBSEQUENTLY STRIKING V2 AND CAUSING FRONT END DAMAGE.
32	37563026	11/2/2018	09:02	2	PDO	1	1	2	3	09, 66, YY		REAR END	V1 following too closely behind V2. V2 slows down and V1 is unable to stop, V1 rear ends V2 causing damage to same.

33	36639402	3/10/2017	14:28	2	PDO	1	1	1	1	19, YY		RIGHT ANGLE	V-1 headed in Westward direction fails to yield right of way to V-2 headed South, which was previously stopped at stop sign. V-1 collides with V-2. No injuries.
34	37078418	12/23/2017	21:30	2	PDO	4	1	2	3	YY, ZZ		HEAD ON	V-2 was parked on northern shoulder of Acres Road unoccupied facing in a westerly direction. W-1 was interviewed and stated that an unknown van (V-1) was traveling eastbound on Acres road. V-1 failed to keep right and struck V-2 head on causing damage to front bumper. V-1 then fled the scene. W-1 was unable to provide any identifiable information. - WITNESS 1 MOSKOWITZ, LIPA 166 ACRES ROAD UNIT 101 MONROE NY 10950 3476289500

NYS DOT QRA ACCIDENT VERBAL DESCRIPTION

Print Date 8/16/2019 Print Time 12:53:18PM

<u>Query Number/Name</u>	<u>Query Type</u>	<u>Query SubType</u>	<u>Accident Date Range</u>
48448Acred Rd FOIL	AttributeQuery	None	2/29/2016 12:00:00AM To 2/28/2019 12:00:00AM

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36214402	17-May-2016	ORANGE	Monroe Town	BAKERTOWN RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	STARTING IN TRAFFIC	0	45	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	SLOWED OR STOPPING	4303	66	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36215745	20-May-2016	ORANGE	Monroe Town	ACRES RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	36	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36245001	06-June-2016	ORANGE	Kiryas Joel Village	ACRES RD	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	0	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	40	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36293379	18-June-2016	ORANGE	Woodbury Village	ACRES RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	GOING STRAIGHT AHEAD	3109	26	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

- 1 ANIMAL'S ACTION
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36296534	10-July-2016	ORANGE	Monroe Town	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	NORTH-EAST	GOING STRAIGHT AHEAD	0	41	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					
2	UNSAFE SPEED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-WEST	GOING STRAIGHT AHEAD	3330	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36366667	30-August-2016	ORANGE	Monroe Town	FOREST RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	FLASHING LIGHT	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	OVERTAKING	0	66	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36396890	21-September-2016	ORANGE	Monroe Town	ACRES RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AT HILLCREST	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	GOING STRAIGHT AHEAD	3937	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	MAKING LEFT TURN	2752	68	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					
2	FAILURE TO YIELD RIGHT OF WAY					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36445553	28-October-2016	ORANGE	Monroe Town	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	3	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	5	WEST	GOING STRAIGHT AHEAD	4378	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	STOPPED IN TRAFFIC	3885	66	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36528402	18-December-2016	ORANGE	Kiryas Joel Village	UNNAMED STREET		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	FLASHING LIGHT	PED/BICYCLIST NOT AT INTERSECTION	CROSSING/ NO SIGNAL/ MARI	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	INCAPA

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	MAKING LEFT TURN	3408	27	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	MD	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	TURNING IMPROPER				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	22	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	PEDESTRIAN		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36639402	10-March-2017	ORANGE	Kiryas Joel Village	ACRES RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3272	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	Y	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36695237	14-April-2017	ORANGE	Monroe Town	ACRES RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	MAKING LEFT TURN	3774	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	FAILURE TO YIELD RIGHT OF WAY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	GOING STRAIGHT AHEAD	2762	57	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36796949	03-July-2017	ORANGE	Monroe Town	ACRES RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	BACKING	0	66	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	BACKING UNSAFELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	PARKED	5748	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36880653	05-September-2017	ORANGE	Monroe Town	ACRES RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT/ GRADE	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	0	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					
2	FAILURE TO YIELD RIGHT OF WAY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3560	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36924983	08-October-2017	ORANGE	Kiryas Joel Village	ACRES RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	1	INCAPA
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	MAKING LEFT TURN	3151	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	5878	30	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37027188	10-November-2017	ORANGE	Kiryas Joel Village	ACRES RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	PED/BICYCLIST NOT AT INTERSECTION	GOING TO/FROM STOPPED SC	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	FATAL	COLLISION WITH PEDESTRIAN	OTHER	1	0	KILLED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	4	EAST	GOING STRAIGHT AHEAD	0	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	Y	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	6	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PEDESTRIAN'S ERROR/CONFUSION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37078418	23-December-2017	ORANGE	Kiryas Joel Village	ACRES RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	0	EAST	GOING STRAIGHT AHEAD	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNKNOWN					

2 UNKNOWN

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37108723	17-January-2018	ORANGE	Monroe Town	ACRES RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AT HILLCREST	SNOW	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	INCAPA

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	MAKING LEFT TURN	0	31	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	DE	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

- 1 FAILURE TO YIELD RIGHT OF WAY
- 2 TRAFFIC CONTROL DEVICES DISREGARDED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	4393	38	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37176933	07-March-2018	ORANGE	Kiryas Joel Village	ACRES RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AT HILLCREST	SNOW	FLASHING LIGHT	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	37600	44	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	TRUCK	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PAVEMENT SLIPPERY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	2952	29	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	EAST	GOING STRAIGHT AHEAD	4471	30	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37179133	07-March-2018	ORANGE	Monroe Town	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	SNOW	FLASHING LIGHT	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	26	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	SLOWED OR STOPPING	3330	30	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 TRAFFIC CONTROL DEVICES DISREGARDED
- 2 PAVEMENT SLIPPERY

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37198026	20-March-2018	ORANGE	Monroe Town	ACRES RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	MAKING LEFT TURN	0	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	TURNING IMPROPER					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37278876	07-May-2018	ORANGE	Kiryas Joel Village	ACRES RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	PED/BICYCLIST NOT AT INTERSECTION	CROSSING/ NO SIGNAL OR CR	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	SLOWED OR STOPPING	4488	36	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NT	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	8	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PEDESTRIAN'S ERROR/CONFUSION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37344415	22-June-2018	ORANGE	Kiryas Joel Village	ACRES RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	SLOWED OR STOPPING	3567	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	SLOWED OR STOPPING	3589	21	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37398093	24-July-2018	ORANGE	Monroe Town	ACRES RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	BACKING	0	54	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 BACKING UNSAFELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37431256	13-August-2018	ORANGE	Monroe Town	ACRES RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH OTHER FIXED OBJECT	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	41	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	BUS	NY	N	Y	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	OBSTRUCTION/DEBRIS				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	PARKED	4482	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37465525	06-September-2018	ORANGE	Monroe Town	BAKERTOWN RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3870	41	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	MAKING LEFT TURN	4137	62	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37502852	16-September-2018	ORANGE	Kiryas Joel Village	ACRES RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	MAKING LEFT TURN	4475	33	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	64	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	WA	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37563026	02-November-2018	ORANGE	Kiryas Joel Village	ACRES RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	GOING STRAIGHT AHEAD	6253	39	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	PAVEMENT SLIPPERY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-WEST	SLOWED OR STOPPING	0	56	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37603331	18-October-2018	ORANGE	Monroe Town	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING RIGHT TURN	5789	36	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	GOING STRAIGHT AHEAD	4120	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 PASSING OR LANE USAGE IMPROPERLY
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37619418	03-December-2018	ORANGE	Monroe Town	ACRES RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	0	64	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FO	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	TRAFFIC CONTROL DEVICES DISREGARDED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	GOING STRAIGHT AHEAD	0	62	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37677460	02-January-2019	ORANGE	Monroe Town	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	STARTING IN TRAFFIC	25999	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ACCELERATOR DEFECTIVE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	4562	44	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37699327	10-January-2019	ORANGE	Monroe Town	ACRES RD	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3547	17	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	Y	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	6	NORTH-WEST	STOPPED IN TRAFFIC	0	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37725178	04-February-2019	ORANGE	Monroe Town	ACRES RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	MAKING LEFT TURN	0	56	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	STARTING FROM PARKING	0	37	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37733821	30-January-2019	ORANGE	Monroe Town	ACRES RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SLUSH	STRAIGHT AND LEVEL	SNOW	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH FENCE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	4416	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37767573	28-February-2019	ORANGE	Kiryas Joel Village	ACRES RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3151	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	Y	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	GLARE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	0	67	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	BUS	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

STUDY NO.		ROUTE NO. or STREET NAME								COUNTY MUNICIPALITY					
P.I.N..		AT INTERSECTION WITH / OR BETWEEN								BY DATE					
INVENTORY NO.		NO. OF MONTHS		LIGHT CONDITIONS (LC)				ROADWAY CHARACTER (RC)				ROADWAY SURFACE CONDITION (RSC)		WEATHER (WEA)	
Begin Date		End Date		1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted				1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest				1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other		1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other	
NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION		
1	37726257	11/15/2018	18:13	2	PDO	5	3	4	4	66, YY		REAR END			
2	37669493	12/26/2018	16:30	2	PDO	1	5	1	2	13, YY		RIGHT TURN (AGAINST OTHER CAR)	Op of V-1 traveling east on Bakertown Road Right Lane. Op of V-2 making a wide right turn in front of Op of V-1 from the left lane. Op of V-1 fails to observe V-2 making a wide right turn and V-1 subsequently strikes trailer of V-2 while turning.		

3	36576363	1/23/2017	09:22	2	PDO	1	2	1	2	09, YY		REAR END	V1 and V2 SB Bakertown Rd V Kiryas Joel. Op V1 states V2 stopped short due to traffic and he struck V2. Op V2 states same.
4	36555474	1/7/2017	14:00	2	PDO	1	5	4	4	13, 19, 66		OTHER	OP V2 traveling in a southerly direction on CR105 T/Monroe, had lost control, and eventually came to a stop horizontally across both lanes. OP V1 also traveling in a southerly direction on CR 105 observed V2 lose control and took evasive action and tried to avoid V2 but had negative results and subsequently struck V2.
5	36657727	3/24/2017	09:32	2	PDO	1	2	1	2	07, YY		RIGHT ANGLE	V1 WB Meron Dr V Kiryas Joel. V2 SB Bakertown Rd. Op V1 states he had right of way and V2 struck him in intersection. Op V2 states he had right of way and V1 struck him in intersection.

6	36607662	2/12/2017	14:44	2	PDO	1	1	4	5	03, YY	REAR END	V-1 facing in a Southern direction backs into V-2 on Bakertown Road. No injuries.
7	36839459	8/7/2017	10:45	2	PDO	1	2	2	3	07, YY	OVERTAKING	V-1 traveling easterly on Israel Zupnik Drive and stops at stop sign to the intersection Bakertown Road and Israel Zupnik Drive. V-2 who was traveling northerly on Bakertown Road enters intersection when V-1 fails to yield right of way and strikes V-2 on the driver side. - WITNESS 1 LICHTENSTEIN, Y 143 ACRES RD 124 MONROE NY 10950 8454060370
8	37159027	2/22/2018	09:25	2	INJURY	1	2	2	3	09, YY	REAR END	V-2 Traveling South slowing down in traffic, V-1 following too closely subsequently collides with V-2 in a rear end collision causing damage to same.

9	36214402	5/17/2016	08:45	2	PDO	1	1	1	2	09, YY	REAR END	Op V-1, Northbound on Bakertown Rd, states that upon coming to a stop behind V-2 at the stop sign located at the intersection of Acres Rd, she noticed V-2 begin moving toward the intersection. V-1 further stated that she failed to notice V-2 come to a complete stop again. V-1 collided with V-2 causing minor damage to the front bumper of V-1 and the rear bumper and tail gate of V-2. No injuries. No Tows, No Photos.
10	36695237	4/14/2017	16:30	2	PDO	1	2	1	1	07, 18, YY	LEFT TURN (AGAINST OTHER CAR)	Op-V1 stated he failed to negotiate a left turn and failed to leave sufficient room to complete the turn and struck V-2. Op-V2 stated she had the right away and began to move into the intersection when she observed V-1 abruptly enter and attempt to negotiate a left turn. Op-V2 further stated V-1 cut the turn and subsequently struck her vehicle.
11	36254766	6/9/2016	10:39	1	NR	1	2	1	1	45, YY	LIGHT SUPPORT/UTI LITY POLE	V1 SB Bakertown Rd T Monroe. Op V1 states that he was driving and felt something snag his vehicle and stopped and saw that wires were entangled on his vehicle. O and R on scene.

12	36296534	7/10/2016	12:30	2	PDO	1	2	1	1	17, 19, YY	RIGHT ANGLE	OP V1 was traveling in a North Easterly direction TMonroe when he entered the intersection of Bakertown and Acres Rd from Bakertown Rd. V2 was traveling in a North Westerly direction TMonroe when he entered the intersection of Bakertown and Acres Rd from Acres Rd. Both operators state they stopped at their stop signs, and that it was the other vehicles fault. However, the skid marks at the scene aprox 10 ft long as well as the skid marks in the grass embankment made by V1 would indicate he was traveling at a high rate of speed and failed to stop at stop sign.
13	37572426	11/5/2018	17:20	2	PDO	4	3	2	3	09, YY	REAR END	V1 and V2 traveling South on Bakertown Road when V1 fails to stop striking V2 in the rear.
14	37677460	1/2/2019	09:30	2	PDO	1	2	1	1	41, YY	REAR END	V1 stopped at intersection N/B at Bakertown Road and Acres Road. As V1 attempts to accelerate from stopped position in intersection V1 rolls backward slightly on a hill causing V1 to collide with V2 which was directly behind V1. V2 towed from scene by Harriman Auto. No injuries

15	37491565	9/20/2018	20:30	1	INJURY	4	1	1	1	07, 14, XX, YY	PEDESTRIAN	V1 North on Bakertown Rd. Town of Monroe. Pedestrian 1 and Pedestrian 2 enter roadway from the East shoulder failing to yield right away to V1. V1 attempts to avoid P1 and P2 striking same. - WITNESS 1 SOLINSKY, ESTY 5 KERESTIER COURT UN 204 MONROE NY 10950 8457832776
16	36484294	11/8/2016	20:00	2	NR	5	1	1	1	27, YY	SIDESWIPE	V-2 was traveling northbound on Bakertown Road in the Town of Monroe. V-1 was traveling southbound on Bakertown Road and sideswiped V-2. V-1 then fled the scene. Operator V-2 was unable to obtain a license plate for V-1.
17	37131886	2/7/2018	18:01	2	PDO	4	2	2	3	03, 26, YY	REAR END	

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
18	37240156	4/16/2018	09:25	2	INJURY	1	1	2	3	09, 19, YY		REAR END	OP-V1 driving west on Bakertown Road following OP-V2 too closely and traveling at an unsafe speed in wet road conditions. OP-V2 slows vehicle at intersection of Hamaspiik Way and OP-V1 fails to stop in time striking OP-V2 in the rear of the vehicle.
19	36740117	5/25/2017	14:25	2	PDO	1	1	2	3	07, YY		HEAD ON	V-1 traveling south on Bakertown Rd fails to yield right of way and strikes V-2 who was traveling westerly through intersection onto Meron Dr.

20	36338474	8/11/2016	14:00	2	PDO	1	2	1	1	09, 19, YY	REAR END	V-1 WAS TRAVELING IN A SOUTHERLY DIRECTION ON BAKERTOWN ROAD WHEN IT COLLIDED INTO THE REAR OF V-2. V-2 WAS STOPPED IN THE LANE FACING SOUTHERLY ON BAKERTOWN ROAD FOR PEDESTRIANS CROSSING.
21	37007571	11/26/2017	14:10	1	PDO	1	2	1	1	04, 19	GUIDE RAIL	OP V1 on Bakertown Road, OP V1 loses control of the vehicle striking guiderail and continues over guiderail into ditch, causing damage to front end, passenger side and undercarriage of V1. Two Harriman Auto tows were needed to remove vehicle from steep ditch. OP V1 refused medical attention and T-Kiryas joel notified for damage to caused to guiderail.
22	36986139	11/15/2017	21:15	2	PDO	5	2	1	1	02, 09, YY	REAR END	OP of V-2 traveling northbound on Bakertown Road slowing in traffic. OP of V-1 traveling northbound on Bakertown Road directly behind V-2. V-1 subsequently strikes V-2 in rear.

23	37181571	2/14/2018	07:27	1	INJURY	1	2	4	2	66, YY		LIGHT SUPPORT/UTI LITY POLE	
24	37768717	2/26/2019	13:58	2	PDO	1	5	1	2	09, YY		REAR END	V1 and V2 were traveling north on Bakertown RD. The operator of V2 states he stopped for someone in the crosswalk. The operator of V1 states he could not stop in time. The front of V1 struck the rear of V2 causing damage to both vehicles.
25	37678514	11/4/2018	17:13	1	PDO	3	1	1	1	61, YY		DEER	

26	37159036	2/22/2018	19:40	2	PDO	4	2	2	2	05, YY	LIGHT SUPPORT/UTILITY POLE	OP-V1 stated he is a new driver and thought he had his vehicle in reverse, it was in drive instead. He accelerated, striking a light pole, which struck the windshield of V-2. V-1 then struck V-2.
27	36748319	6/2/2017	03:35	1	PDO	5	1	1	2	61, YY	DEER	Veh-1 traveling north on Bakertown Road in the Town of Woodbury. Deer enters the roadway from the westbound shoulder and subsequently strikes Veh-1 causing listed damage.
28	36444794	10/28/2016	07:17	2	INJURY	1	2	2	1	09, YY	REAR END	OP V-1 WAS TRAVELING NB ON BAKERTOWN RD BEHIND V-2. OP V-1 STATED THAT V-2 STOPPED SUDDENLY FOR STOP SIGN LOCATED AT INTERSECTION OF BAKERTOWN RD AND DINEV CT, OP V-1 ALSO TRIED TO STOP BUT COULD NOT IN TIME. V-1 THEN STRUCK V-2. OP V-2 WAS TRANSPORTED TO GOOD SAMARITAN HOSPITAL BY, KJ AMBULANCE 132 REG 13076EV. OP V-1 AND PASSENGER OF V-1 RMA AT SCENE BY KJ AMBULANCE 135 REG 1507ZEV.

29	37377335	7/12/2018	06:30	2	INJURY	1	5	1	1	07, XX	LEFT TURN (AGAINST OTHER CAR)	Op of V1 traveling North on County RT 105. Op of V2 traveling South on County RT 105. While observing V2, V1 attempts to make a left turn onto Bakertown RD and fails to yield right of way of V2. V1 subsequently strikes V2.
30	37303810	5/16/2018	04:50	2	INJURY	2	1	1	2	02, 07, YY	LEFT TURN (AGAINST OTHER CAR)	
31	37543860	10/22/2018	15:00	2	PDO	1	1	1	1	07, YY	RIGHT ANGLE	V-1 traveling south on Bakertown Rd. V-2 traveling west on County Route 105. Operator of V-1 attempts to make a left turn from Bakertown Rd onto County Route 105. Operator of V-1 fails to observe V-2 while making the left turn. V-1 subsequently strikes V-2. Insurance information for V-1- Liberty Mutual Insurance Policy number AOJ-238-205888-70 8 4.

32	37419053	8/2/2018	22:45	2	PDO	4	2	2	3	17, YY		RIGHT ANGLE	Operator of V1 was traveling W/B exiting the Park and Ride making a left turn. Operator of V2 was traveling S/B on Bakertown Road. Operator of V1 failed to see V2, pulled out of the park and ride and collided with the driver side front and rear doors of V2.
33	37398091	7/24/2018	15:10	2	PDO	1	1	1	1	17, YY		RIGHT ANGLE	V-1 traveling south on Bakertown Rd. V-2 traveling north on Bakertown rd. Operator of V-2 attempts to make a left turn onto Israel Zupnick dr. Operator of V-1 states he failed to observe and stop at the stop sign and subsequently struck V-2.
34	36180110	4/20/2016	09:20	2	PDO	1	1	1	1	03, YY		REAR END	V-1 backing northerly direction on Bakertown Rd. V-2 stopped in traffic southbound Bakertown Rd. V-1 strikes V-2 while backing.

35	37084067	1/12/2018	14:35	2	PDO	1	1	2	3	07, YY	RIGHT ANGLE	V-2 TRAVELING NORTH ON ROADWAY WHEN V-1 FAILED TO YIELD RIGHT OF WAY TURNING SOUTH ONTO ROADWAY AND STRUCK V-2.
36	36771665	6/19/2017	11:48	2	PDO	1	2	1	2	17, 18, YY	HEAD ON	V1 was traveling southbound on Bakertown Rd. V2 was traveling northbound on Bakertown Rd. OP V1 states that V2 never stopped at the stop sign and struck V1. OP V2 states that V1 stopped at the stop sign but continued to turn as V2 entered the intersection striking V2.
37	37403999	7/27/2018	14:35	2	PDO	1	1	1	1	13, YY	OVERTAKING	Veh-1 and Veh-2 traveling east on Bakertown Road. Veh-1 slows and pulls to the south shoulder to park. Veh-2 attempting to overtake Veh-1 subsequently strikes Veh-1 causing listed damage.

38	37135396	12/26/2017	14:14	2	PDO	1	3	1	1	07, 17, YY	RIGHT ANGLE	V1 was traveling northbound on Bakertown Road in the village of Kiryas Joel. V2 was traveling eastbound on Meron Drive and failed to yield to Bakertown Rd. traffic. V1 subsequently struck rear right of V2's vehicle.
39	37473874	9/7/2018	09:40	2	NR	1	1	1	2	09, YY	REAR END	Veh-1 and Veh-2 traveling south on Bakertown Road in the Village of Kiryas Joel . Veh-1 fails to observed Veh-2 stopped in traffic and subsequently strikes Veh-2 causing listed damage.
40	37465525	9/6/2018	12:40	2	PDO	1	1	1	1	07, YY	RIGHT ANGLE	V-1 traveling North on Bakertown Rd. V-2 traveling south on Bakertown rd. Operator of V-2 attempts to make a left turn onto Acres Rd. Operator of V-2 states V-1 disregarded the stop sign as she was making the left turn and subsequently struck her vehicle. Operator of V-1 states she stopped at the stop sign and V-2 crossed into her path as she was driving across the intersection. No independent witnesses on scene to verify either version of events.

41	37468742	9/4/2018	11:00	2	INJURY	1	1	1	1	07, XX		RIGHT ANGLE	V-2 stated after coming to a stop at intersection of Bakertown Road and Meron Drive traveling S/B, V-1 came from parking lot on left in front of V-2 going straight ahead. V-1 stated while traveling W/B across Bakertown Road onto Meron Drive, struck front of V-2 with right side of vehicle.
42	37198021	3/20/2018	20:20	2	PDO	4	2	1	2	09, YY		REAR END	V2 traveling South bound on Bakertown Rd with V1 traveling South bound in the rear. Driver of V1 states he was previously cut off and flashes high beams at V2. V1 traveling too closely behind V2 when V2 stops. V1 rear ends V2 causing the aforementioned damages. Driver of V1 states driver of V2 stopped abruptly after being flashed with high beams.
43	36563744	1/9/2017	17:34	2	INJURY	3	2	1	1	07, YY		RIGHT ANGLE	V-1 traveling W/B making a left turn from Hamaspik Way on to Bakertown Road in the Town of Monroe. V-1 failed to yield right of way and struck V-2 who was traveling N/B on Bakertown Road. Passenger of V-2 RMA stated that complaint of pain in the right leg. No tow required.

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
44	36667451	3/29/2017	15:55	1	INJURY	1	2	1	1	14, YY		PEDESTRIAN	V1 SB Bakertown Rd V Kiryas Joel. Pedestrian crossing Bakertown Rd WB. Pedestrian states he looked both ways and traffic was clear. Op V1 states he never saw pedestrian attempting to cross.

NYS DOT QRA ACCIDENT VERBAL DESCRIPTION

Print Date 8/16/2019 Print Time 1:02:22PM

<u>Query Number/Name</u>	<u>Query Type</u>	<u>Query SubType</u>	<u>Accident Date Range</u>
48453 Bakertown Rd FOIL	AttributeQuery	None	2/29/2016 12:00:00AM To 2/28/2019 12:00:00AM

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36180110	20-April-2016	ORANGE	Kiryas Joel Village	BAKERTOWN RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	BACKING	66000	49	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
TRUCK	TX	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	BACKING UNSAFELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	STOPPED IN TRAFFIC	3034	36	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36214402	17-May-2016	ORANGE	Monroe Town	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	STARTING IN TRAFFIC	0	45	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	SLOWED OR STOPPING	4303	66	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36254766	09-June-2016	ORANGE	Monroe Town	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	43	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	TRUCK	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	OVERSIZED VEHICLE				

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36296534	10-July-2016	ORANGE	Monroe Town	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	NORTH-EAST	GOING STRAIGHT AHEAD	0	41	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					
2	UNSAFE SPEED					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-WEST	GOING STRAIGHT AHEAD	3330	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36338474	11-August-2016	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3354	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	FOLLOWING TOO CLOSELY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	4165	57	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36444794	28-October-2016	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT/ GRADE	CLEAR	STOP SIGN	INVALID CODE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	3	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	SLOWED OR STOPPING	0	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NV	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	4427	53	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36484294	08-November-2016	ORANGE	Kiryas Joel Village	BAKERTOWN RD	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	0	U
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	OTHER		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO KEEP RIGHT				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	GOING STRAIGHT AHEAD	0	34	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	FL	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36555474	07-January-2017	ORANGE	Kiryas Joel Village	COUNTY HWY 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	CURVE AND GRADE	SNOW	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH-WEST	GOING STRAIGHT AHEAD	2954	22	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

- 1 UNSAFE SPEED
- 2 PAVEMENT SLIPPERY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	SLOWED OR STOPPING	2912	17	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	UNSAFE SPEED				
	2	PASSING OR LANE USAGE IMPROPERLY				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36563744	09-January-2017	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	0	28	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	BUS	NY	N	Y	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	GOING STRAIGHT AHEAD	0	27	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36576363	23-January-2017	ORANGE	Kiryas Joel Village	BAKERTOWN RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT/ GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	34	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	FL	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	STOPPED IN TRAFFIC	4463	46	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36607662	12-February-2017	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	SLEET/HAIL/FREEZING RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	BACKING	4252	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FO	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	15840	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36657727	24-March-2017	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3166	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	4237	70	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36667451	29-March-2017	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NO PASSING ZONE	PED/BICYCLIST NOT AT INTERSECTION	CROSSING/ NO SIGNAL OR CR	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	4593	63	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	10	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 PEDESTRIAN'S ERROR/CONFUSION
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36695237	14-April-2017	ORANGE	Monroe Town	ACRES RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	MAKING LEFT TURN	3774	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	FAILURE TO YIELD RIGHT OF WAY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	GOING STRAIGHT AHEAD	2762	57	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36740117	25-May-2017	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	5001	30	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 3935	<u>Drivers Age</u> 22	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36748319	<u>Accident Date</u> 02-June-2017	<u>Region/County</u> ORANGE	<u>Municipality/Type</u> Woodbury Village	<u>Street</u> BAKERTOWN RD	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLOUDY	<u>TrafficControls</u> NO PASSING ZONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 1	<u>Accident Class</u> PROPERTY DAMAGE	<u>Type of Accident</u> COLLISION WITH DEER	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 3608	<u>Drivers Age</u> 18	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> ANIMAL'S ACTION				

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36771665	19-June-2017	ORANGE	Kiryas Joel Village	BAKERTOWN RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT/ GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	MAKING LEFT TURN	12300	56	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	TURNING IMPROPER
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	4338	24	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>

- 1 TRAFFIC CONTROL DEVICES DISREGARDED
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36839459	07-August-2017	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT/ GRADE	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	STARTING IN TRAFFIC	3575	19	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STARTING IN TRAFFIC	0	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36986139	15-November-2017	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	GOING STRAIGHT AHEAD	2367	29	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ALCOHOL INVOLVEMENT					
2	FOLLOWING TOO CLOSELY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	SLOWED OR STOPPING	3450	32	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37007571	26-November-2017	ORANGE	Monroe Town	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH GUIDE RAIL	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	4231	44	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	MD	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	DRIVER INATTENTION				

2

UNSAFE SPEED

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37084067	12-January-2018	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	WEST	MAKING LEFT TURN	4263	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	6300	46	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	WA	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37131886	07-February-2018	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT/ GRADE	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	BACKING	2834	30	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	MD	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	REACTION TO OTHER UNINVOLVED VEHICL					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	5528	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37135396	26-December-2017	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AT HILLCREST	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	2877	79	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	4235	48	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	TRAFFIC CONTROL DEVICES DISREGARDED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37159027	22-February-2018	ORANGE	Monroe Town	BAKERTOWN RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT/ GRADE	RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	4416	29	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	SLOWED OR STOPPING	10480	50	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37159036	22-February-2018	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT/ GRADE	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLL. W/LIGHT SUPPORT/UTILITY	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	WEST	GOING STRAIGHT AHEAD	4505	22	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 DRIVER INEXPERIENCE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	NORTH	PARKED	4593	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37181571	14-February-2018	ORANGE	Woodbury Village	SEVEN SPRINGS RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT/ GRADE	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE AND INJURY	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	1	NON-INC

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	2970	64	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37198021	20-March-2018	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	GOING STRAIGHT AHEAD	3285	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	SLOWED OR STOPPING	5049	22	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37240156	16-April-2018	ORANGE	Kiryas Joel Village	BAKERTOWN RD	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	NON-INC

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	11	WEST	GOING STRAIGHT AHEAD	0	28	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	Y	Y	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				

2 UNSAFE SPEED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	SLOWED OR STOPPING	0	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37303810	16-May-2018	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	3072	19	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 ALCOHOL INVOLVEMENT
- 2 FAILURE TO YIELD RIGHT OF WAY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	4022	56	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37377335	12-July-2018	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	MAKING LEFT TURN	0	25	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				
	2	NOT ENTERED				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3120	51	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37398091	24-July-2018	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3560	19	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	MAKING LEFT TURN	4338	33	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37403999	27-July-2018	ORANGE	Kiryas Joel Village	BAKERTOWN RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	OVERTAKING	6500	25	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	MD	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	4339	34	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37419053	02-August-2018	ORANGE	Kiryas Joel Village	BAKERTOWN RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT/ GRADE	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	MAKING LEFT TURN	2813	28	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	TRAFFIC CONTROL DEVICES DISREGARDED
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	4310	46	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37465525	06-September-2018	ORANGE	Monroe Town	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3870	41	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	MAKING LEFT TURN	4137	62	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 FAILURE TO YIELD RIGHT OF WAY
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37468742	04-September-2018	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBI
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	4220	67	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT ENTERED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	SOUTH	GOING STRAIGHT AHEAD	0	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	UN	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37473874	07-September-2018	ORANGE	Kiryas Joel Village	BAKERTOWN RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	40	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	48	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37491565	20-September-2018	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	PED/BICYCLIST NOT AT INTERSECTION	CROSSING/ NO SIGNAL OR CR	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE AND INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	5	NORTH	GOING STRAIGHT AHEAD	4342	29	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	12	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	PEDESTRIAN		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PEDESTRIAN'S ERROR/CONFUSION				
	2	FAILURE TO YIELD RIGHT OF WAY				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	NOT APPLICABLE	NOT APPLICABLE	0	13	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	PEDESTRIAN		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37543860	22-October-2018	ORANGE	Kiryas Joel Village	BAKERTOWN RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	0	66	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NJ	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3475	43	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37572426	05-November-2018	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AT HILLCREST	RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3476	40	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3058	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37669493	26-December-2018	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING RIGHT TURN	2943	78	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	MAKING RIGHT TURN	0	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NJ	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37677460	02-January-2019	ORANGE	Monroe Town	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	STARTING IN TRAFFIC	25999	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ACCELERATOR DEFECTIVE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	4562	44	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37678514	04-November-2018	ORANGE	Woodbury Village	SEVEN SPRINGS RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	UNKNOWN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	4327	45	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	ANIMAL'S ACTION				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37726257	15-November-2018	ORANGE	Woodbury Village	BAKERTOWN RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
SNOW/ICE	STRAIGHT AT HILLCREST	SNOW	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3810	27	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PAVEMENT SLIPPERY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	UNKNOWN	GOING STRAIGHT AHEAD	4457	31	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37768717	26-February-2019	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLOUDY	OTHER	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	33	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	SLOWED OR STOPPING	3210	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	WA	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

STUDY NO.		ROUTE NO. or STREET NAME								COUNTY MUNICIPALITY					
P.I.N..		AT INTERSECTION WITH / OR BETWEEN								BY DATE					
INVENTORY NO.		NO. OF MONTHS		LIGHT CONDITIONS (LC)				ROADWAY CHARACTER (RC)				ROADWAY SURFACE CONDITION (RSC)		WEATHER (WEA)	
Begin Date		End Date		1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted				1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest				1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other		1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other	
NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION		
1	36501258	12/2/2016	10:02	2	PDO	1	1	1	1	20, YY		OVERTAKING	V1 and V2 NB Co Rt 105 T Monroe. V2 stopped in right turning lane waiting to make right turn on to Larkin Dr. V1 attempts to move in to right turning lane from left lane and make right turn on to Larkin Dr. Op V1 states she does not see V2 and side swipes V2. Op V2 states same.		
2	37696006	1/18/2019	09:30	3	INJURY	1	1	2	2	09, XX		OTHER	V-1 traveling north on County Route 105. V-2 stopped in traffic on County Route 105 in front of V-1. V-3 traveling north stopped in traffic in front of V-2. V-1 observes V-2 stopped in traffic and fails to stop in time. V-1 subsequently strikes V-2 in the rear, and V-2 strikes V-3.		

3	37364962	7/3/2018	14:10	2	PDO	1	1	1	2	04, 09, YY		REAR END	Op of V-1 and V-2 are both stopped on the left turn only lane on County RT 105 South on a red signal. V-1 is changing the channel on his radio and fails to see V-2 still stopped at the red light. V-1 subsequently strikes V-2 in the rear.
4	37321362	6/5/2018	12:05	2	PDO	1	2	1	2	09, YY		REAR END	V-1 and V-2 traveling north on County Route 105. V-1 is directly behind V-2 following closely. V-2 slows down and V-1 fails to see such. V-1 subsequently strikes V-2 .
5	36189027	4/30/2016	12:00	1	NR	1	1	1	1	61, YY		ANIMAL	V-1 northbound County Route 105. Loose canine enters the roadway from southbound lane. V-1 subsequently strikes canine. Owner of canine on scene to remove same. - WITNESS 1 MACINNES, ESTHER 95 FREDRICK DR MONROE NY 10950 8452385323

6	36162465	4/3/2016	23:57	3	INJURY	5	1	1	1	02, 09, YY	OTHER	V1 stopped for traffic light north on Freeland Street. V2 stopped for traffic light north on Freeland Street behind V1. V3 operator impaired by alcohol and following too closely is traveling north on Freeland Street strikes V2 causing V2 to strike V1.
7	37208555	3/26/2018	14:44	2	PDO	1	1	1	1	09, 19, YY	REAR END	OPV2 stopped at the red traffic signal. OPV1 does not see V1 stopped and is following too closely, rear ends V2. Damage to front end of V1 and flat bed of V2.
8	36752590	6/4/2017	17:25	1	PDO	1	1	2	3	61, YY	DEER	V-1 traveling westerly on CR-105 strikes a deer that entered roadway from the south shoulder. Deer crosses roadway again and comes to rest on south shoulder. D.O.T. notified for deer removal.

9	36594911	8/21/2016	08:30	1	PDO	Z	Z	Z	Z	XX		EARTH ELE./ROCK CUT/DITCH	
10	36934976	10/15/2017	14:36	2	FATAL	1	2	1	1	13, 27, XX		HEAD ON	V1 traveling SB on Co 105 T/ Monroe V2 NB on same. V1 crossed the double yellow line striking V2 head on. Witness 1 states that V1 traveling SB crossed double yellow line with out braking and struck V2. Op V2 states same. - WITNESS 1 OLIVER, KRISTEN 20 PATRICIA LANE WASHINGTONVILLE NY 10992 7168169315
11	37070716	12/9/2017	15:20	2	INJURY	1	1	4	4	09, YY		REAR END	OP of V-1 and OP of V-2 traveling Eastbound County Route 105 Town of Monroe. OP of V-2 slowing for traffic struck V-1 in rear bumper causing damage. OP of V-1 transported to ORMC for internal neck injuries. No vehicle towed from scene.

12	36336189	8/9/2016	15:31	2	NR	1	2	1	1	09, YY	REAR END	V1 and V2 stopped at red light WB on Co Rt 105 T Monroe. Op V1 states her foot slipped off the brake and she struck V2. Op V2 states same.
13	37007570	11/27/2017	13:45	2	INJURY	1	2	1	2	07, YY	RIGHT ANGLE	
14	37755060	2/16/2019	07:41	1	INJURY	1	1	1	2	08, YY	TREE	OP V1 FELL ASLEEP AT THE WHEEL OF THE VEHICLE WHILE DRIVING, DROVE OFF THE SHOULDER OF THE ROAD AND STRUCK A STREET HEAD ON. - WITNESS 1 HAGLUND, SHAWN R 54 PROSPECT STREET MONROE NY 10950 8454920099

15	37322167	6/5/2018	14:00	2	PDO	1	4	1	1	13, XX		OVERTAKING	V-2 was stopped in traffic at the intersection. OP-V1 stated, she thought she had enough room to move into the left turn lane and subsequently struck V-2 in doing so. Op-V2 stated she observed V-1 attempt to switch lanes when she sideswiped her vehicle.
16	36770106	6/7/2017	17:37	2	INJURY	1	1	1	1	09, YY		REAR END	
17	36555474	1/7/2017	14:00	2	PDO	1	5	4	4	13, 19, 66		OTHER	OP V2 traveling in a southerly direction on CR105 T/Monroe, had lost control, and eventually came to a stop horizontally across both lanes. OP V1 also traveling in a southerly direction on CR 105 observed V2 lose control and took evasive action and tried to avoid V2 but had negative results and subsequently struck V2.

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
18	36913463	9/3/2017	16:10	2	PDO	1	1	2	1	09, 66, YY		REAR END	V-2 northbound stopped at red traffic signal on Freeland St. V-1 northbound Freeland St. Operator of V-1 fails to observe V-2 Stopped at red traffic signal. V-1 is unable to come to a complete stop and subsequently strikes V-2.
19	36130077	3/4/2016	16:05	3	INJURY	1	1	1	1	09, YY		OTHER	V-2 and V-3 stopped in traffic at red traffic signal. V-1 strikes V-2 from behind, which causes V-2 to strike V-3. V-3 which is described as a dark colored sedan leaves the scene.

20	37284699	5/11/2018	12:46	2	PDO	1	1	1	2	09, YY		REAR END	Op V-1 stated that traffic was moving slow on County Road 105 and he did not notice that V-2 had come to a stop because the light had turned red, rear ending V2, no injuries reported to driver or passengers. NYS Dept of Transportation School Bus Safety, Chad Smith was notified. National Response Center Nydia Rawls was notified.
21	36241048	6/4/2016	14:45	2	INJURY	1	1	1	1	09, YY		REAR END	V-1 and V-2 traveling southbound on CR-105 approach traffic signal at Spring St. V-1 and V-2 stop at red light. As signal turns green V-1 strikes V-2 in the rear due to following V-2 too closely. Op V-2 stated that she was having pain in her back but subsequently refused medical treatment at scene.
22	36734266	5/22/2017	08:10	1	NR	1	2	1	2	61, YY		DEER	V1 was traveling southbound on CORD 105. A deer came into the roadway from the east side of CORD 105. V1 could not avoid the deer and struck same.

23	36288701	7/8/2016	17:44	2	PDO	1	1	2	2	09, YY		REAR END	
24	37088119	1/10/2018	13:00	2	NR	1	1	1	1	13, YY		OVERTAKING	V1 STOPPED AT TRAFFIC LIGHT AT INTERSECTION OF CR 105 AND NININGER. V2 MAKING LEFT TURN AT TRAFFIC LIGHT ONTO NININGER FAILED TO MAINTAIN LANE SUBSEQUENTLY STRIKING MIRROR OF V1 CAUSING DAMAGE TO MIRROR OF BOTH V1 AND V2. NO INJURIES.
25	37000799	11/7/2017	02:52	1	PDO	5	1	1	1	61, YY		DEER	

26	36542470	12/28/2016	14:03	2	PDO	1	1	1	2	09, YY		REAR END	
27	37697511	1/19/2019	08:30	2	PDO	1	1	2	2	04, 22, YY		REAR END	Op of V-2 stopped on County Road 105 at a red light traffic signal facing south. Op of V-1 traveling south on County Road 105 operates the mobile phone and fails to observe V-2 stopped ahead due to traffic signal. V-1 subsequently strikes V-2.
28	37473874	9/7/2018	09:40	2	NR	1	1	1	2	09, YY		REAR END	Veh-1 and Veh-2 traveling south on Bakertown Road in the Village of Kiryas Joel . Veh-1 fails to observed Veh-2 stopped in traffic and subsequently strikes Veh-2 causing listed damage.

29	37377335	7/12/2018	06:30	2	INJURY	1	5	1	1	07, XX	LEFT TURN (AGAINST OTHER CAR)	Op of V1 traveling North on County RT 105. Op of V2 traveling South on County RT 105. While observing V2, V1 attempts to make a left turn onto Bakertown RD and fails to yield right of way of V2. V1 subsequently strikes V2.
30	36565194	1/15/2017	12:40	2	PDO	1	1	1	1	09, YY	REAR END	V-1 traveling SB on County Route 105 in the Town of Monroe. V-2 stopped SB on County Route 105 and Larkin Drive . V-1 fails to maintain safe distance and subsequently strikes V-2 in the rear. No injuries sustained by either party or their passengers. Both vehicles were driven off scene without incident. No further SP assistance required. Closed
31	36490020	11/26/2016	12:21	2	PDO	1	1	2	2	07, 17, YY	LEFT TURN (WITH OTHER CAR)	V1 is traveling south on Freeland Street in the town of Monroe. V2 is traveling east on Spring Street. V1 fails to yield right of way to V2 who has right of way.

32	36874156	9/1/2017	11:00	2	PDO	1	1	1	1	09, YY	REAR END	V-1 and V-2 were traveling north on CR-105. V-2 began to slow in traffic when he was struck by V-1.
33	37183144	1/28/2018	17:37	1	PDO	5	5	1	1	61, YY	EARTH ELE./ROCK CUT/DITCH	
34	36653054	3/18/2017	14:10	2	INJURY	1	1	4	4	09, YY	REAR END	V-1 Traveling south on County Route 105 along with V-2. V-1 subsequently collided in a rear end collision with V-2. V-2 passenger complained of neck pain but declined medical treatment and transport from Monroe EMS unit 411.

35	36979560	10/23/2017	10:20	2	INJURY	1	5	1	1	09, YY	REAR END	VEHICLE 2 WAS STOPPED AT A YIELD SIGN LOCATED AT THE INTERSECTION OF FREELAND STREET AND SPRING STREET. VEHICLE 1 WAS APPROACHING THE SAME INTERSECTION AND FAILED TO STOP TO OBSERVE VEHICLE 2. VEHICLE 1 STRUCK VEHICLE 2 IN THE REAR CAUSING MINOR DAMAGE.
36	36971085	11/7/2017	17:30	2	PDO	5	2	2	3	07, 13, YY	OVERTAKING	V-1 traveling northerly on Bakertown Road while pulling a 2013 Trailer, bearing New York registration BK99933 (VIN 5JWU1626D1066952) pulls around V-2 who was stopped on the east shoulder. V-2 begins to pull out into traffic and subsequently sideswipes the trailer of V-1.
37	36607685	2/14/2017	20:05	3	INJURY	5	4	1	1	19, 27, YY	OTHER	V1 was traveling W/B on Larkin Dr. V2 and V3 were traveling E/B on Larkin Dr. V1 traveling at an unsafe speed could not negotiate the curve, crossed over the hazard marking line and struck V2 on the drivers side. V1 then continued to travel straight into oncoming traffic and struck V3 head on. - WITNESS 1 WOODS, TANYA Y 94 TROUT BROOK RD MONROE NY 10950 8457821734 Tickets Issued: COLE M CRAWFORD Driver of vehicle number (1) tickets: Ticket Number: M2156MNDSC Violation: 1180A Ticket Number: M2156MNF4N Violation: 1120A Ticket Number: M2156MNF4N Violation: 1128A Ticket Number: M2156MNFV9 Violation: 1126A;

38	36230392	5/26/2016	16:17	2	PDO	1	1	1	1	04, 07, YY	RIGHT ANGLE	V1 making left turn out of 590 Co Rd 105 T Monroe. V2 stopped at red light NB on Co Rd 105 and Larkin Dr. V1 fails to see V2 and yield right of way and strikes same.
39	36350753	8/19/2016	15:20	2	NR	1	1	1	1	09, YY	REAR END	V1 behind V2 both vehicles westerly on Nininger Road in the Town of Monroe begin to slow for traffic light. V2 begins to proceed through intersection northerly onto to County Route 105. V1 also advances into intersection striking V2 in its rear bumper causing two tiny dents in same.
40	36350767	8/15/2016	16:45	2	PDO	1	1	1	1	07, YY	RIGHT ANGLE	V-2 was traveling southbound on County Route 105 in the Town of Monroe. V-1 was turning left out of Hershey's located at 590 CR 105. V-1 turned in front of V-2. V-2 then struck V-1.

41	37000783	10/24/2017	11:23	2	INJURY	1	1	2	2	66, YY		RIGHT ANGLE	
42	36531380	12/20/2016	07:55	2	PDO	1	1	1	1	09, YY		REAR END	V1 behind V2 both vehicles are north on County Route 105 in the town of Monroe. V2 begins to stop for an uninvolved school bus with stop sign and red flashers illuminated on County Route 105 in the southbound lane. V1 rear ends V2.
43	37595056	11/15/2018	17:10	1	PDO	5	1	4	4	19, 66		GUIDE RAIL	V-1 traveling west on Nininger rd. Operator of V-1 attempts to make a left turn from Nininger Rd onto County Route 105. Operator of V-1 loses control of the vehicle in slippery pavement while making a left turn onto County Route 105 and subsequently strikes the guiderail on the west shoulder.

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
44	36555549	1/8/2017	08:20	1	PDO	1	2	5	1	19, 66		LIGHT SUPPORT/UTI LITY POLE	Op V-1 was traveling southbound on Country Route 105 when she lost control. V-1 traveled off roadway and struck utility pole. V-1 came to rest northbound in opposite lane.
45	37303810	5/16/2018	04:50	2	INJURY	2	1	1	2	02, 07, YY		LEFT TURN (AGAINST OTHER CAR)	

46	37401008	7/25/2018	18:15	2	NR	1	1	2	3	09, YY		REAR END	V1 AND V2 STOPPED AT RED LIGHT ON CR 105 TRAVELING NORTHBOUND. V2 OBSERVED THAT THE LIGHT HAD TURNED GREEN AND BEGAN TO MOVE FORWARD NOT REALIZING THAT V1 HAD NOT BEGAN TO MOVE YET SUBSEQUENTLY STRIKING, REAR-ENDING V1. NO INJURIES.
47	37522497	10/2/2018	14:29	2	NR	1	1	2	2	09, YY		REAR END	V-1 and V-2 were both traveling West on County Road 105. V-1 and V-2 were waiting in traffic for the stop light at the next intersection. The front of V-2 hit the rear of V-1. Both vehicles sustained minor damage. No injuries. Neither vehicle towed.
48	37511157	9/28/2018	16:55	2	NR	1	1	1	1	09, YY		REAR END	V1 and V2 both traveling south on CR-105 from Larkin Drive. V2 stated that traffic ahead of him slowed to a stop. V1 following too closely was unable to stop striking V2.

49	37763265	1/25/2019	08:50	1	PDO	1	2	1	1	61, YY		DEER	
50	36189019	4/25/2016	17:40	2	NR	1	2	1	1	09, YY		REAR END	V-1 and V-2 were traveling south on County Route 105. Op-V2 stopped in traffic for an uninvolved vehicle. Op-V1 was unable to stop in time and subsequently struck V-2.
51	36215155	5/19/2016	10:46	2	PDO	1	1	1	1	09, YY		REAR END	V-1 was behind V-2 when V-2 stopped for the red light. V-1 was unable to stop in time subsequently striking V-2.

52	36600646	2/9/2017	12:00	2	PDO	1	1	4	4	07, YY	HEAD ON	V1 is a snowplow west on private driveway pushing snow towards County Route 105 in the Town of Monroe. V2 is traveling north on County Route 105. V1 fails to yield right of way to V2 striking V2 on it's passenger side.
53	36618652	2/16/2017	15:08	2	PDO	1	1	1	1	18, 27, YY	HEAD ON	V-1 making left hand turn from Bakertown Road onto Nininger Road. V-1 headed East collides head-on into V-2 who was stopped at red traffic light facing West. No injuries.
54	36639404	3/8/2017	13:00	2	INJURY	1	5	1	1	09, 19, YY	REAR END	OP V-2 traveling westbound on CR-105 waiting to turn left into a private driveway. OP V-1 traveling westbound on CR-105 directly behind V-2. V-1 strikes V-2 from rear.

55	36137442	3/15/2016	05:00	1	PDO	5	4	2	3	19, YY	SIGN POST	V-1 was traveling northbound on County route 105 in the Town of Monroe. V-1 was coming around a curve at an unsafe speed and exited the east shoulder of the roadway. V-1 subsequently struck a mailbox and came to rest in a ditch.
56	37092479	1/17/2018	08:13	2	INJURY	1	1	4	4	09, 66, XX	REAR END	V1 and V2 SB Co Rd 105. V2 stopped at red light at intersection with Larkin Dr waiting to make left turn. V1 strikes V2 in rear. No visible damage to either vehicle.
57	36719847	5/10/2017	16:20	3	NR	1	1	1	1	09, YY	OTHER	V1,V2,V3 in that order stopped at traffic light northbound on County Route 105 in the T/Monroe. V1 following too closely becomes distracted by an object in her vehicle and rear ends V2 propelling V2 into V3.

58	36317741	7/26/2016	10:10	2	PDO	1	2	1	1	09, YY	REAR END	V-2 was stationary at the traffic light, when he was struck by V2. Op-V2 stated he failed to observe V-1 and subsequently struck him at the intersection.
59	36757935	6/9/2017	17:35	2	PDO	1	1	1	1	13, YY	OVERTAKING	V-1 left lane southbound on County Route 105. V-2 right lane southbound on County Route 105. Operator of V-1 attempts to merge onto the right lane. V-1 subsequently strikes V-2 while merging onto the right lane.
60	37671460	1/2/2019	07:50	2	PDO	1	1	1	1	13, YY	LEFT TURN (AGAINST OTHER CAR)	V1 traveling North on County Route 105 Town of Monroe. V2 Traveling South on County Route 105, turning east onto Durant Drive. V1 passes an uninvolved vehicle unsafely on the shoulder with improper lane usage striking V2 causing the above stated damage.

61	37682973	1/9/2019	08:30	2	NR	1	1	1	2	09, YY		REAR END	V-1 traveling south on County Route 105. V-2 stopped at a red light on County Route 105. Operator of V-1 fails to observe V-2 stopped at the red light. V-1 subsequently strikes V-2 in the rear.
62	37543860	10/22/2018	15:00	2	PDO	1	1	1	1	07, YY		RIGHT ANGLE	V-1 traveling south on Bakertown Rd. V-2 traveling west on County Route 105. Operator of V-1 attempts to make a left turn from Bakertown Rd onto County Route 105. Operator of V-1 fails to observe V-2 while making the left turn. V-1 subsequently strikes V-2. Insurance information for V-1- Liberty Mutual Insurance Policy number AOJ-238-205888-70 8 4.
63	37543863	10/18/2018	18:05	2	PDO	3	1	1	2	09, YY		REAR END	V-1 and V-2 stopped at traffic signal traveling straight ahead CR105 & Larkin drive Town of Monroe. V-1 starting from traffic subsequently struck V-2 with front passenger bumper causing damage to V-2 rear bumper. Both vehicles driven from scene.

64	37126830	1/6/2018	15:19	1	PDO	4	4	4	2	66, XX	EARTH ELE./ROCK CUT/DITCH
65	37221679	3/18/2018	09:26	2	PDO	1	2	1	2	07, XX	RIGHT ANGLE
66	37166708	3/2/2018	05:20	2	NR	5	4	4	5	13, 18, 27	RIGHT ANGLE V1 traveling North bound on County route 105 attempts to make improper U turn and fails to keep right. V2 traveling North bound behind V1 comes around curve and observes V1 making U turn. V2 fails to keep right and attempts to pass V1. V2 strikes V1 causing the aforementioned damage.

67	37138769	2/5/2018	16:25	2	NR	1	1	1	1	04, YY		REAR END	WHILE HEADING IN AN EASTERLY DIRECTION ON SPRING STREET, VEHICLE #2 WAS STOPPED FOR A RED SIGNAL, WAITING TO MAKE A LEFT HAND TURN ONTO FREELAND STREET. WHILE STOPPED IN TRAFFIC, VEHICLE #1 STRUCK THE REAR OF VEHICLE #2 AND LEFT THE SCENE. VIDEO FROM THE BUS CAMERA SHOWED A BLACK HONDA CRV TYPE VEHICLE STRUCK THE REAR OF THE BUS AND CONTINUED INTO THE LEFT HAND TURN LANE. AFTER REVIEWING THE VIDEO, I AM UNABLE TO DETERMINE THE LICENSE PLATE NUMBER FROM VEHICLE #1.
68	36659473	3/25/2017	20:30	2	NR	5	1	2	1	13, 20, YY		OVERTAKING	V1 and V2 both east on Spring Street approach intersection of County Route 105. Both V1 and V2 turn north onto County Route 105 in their designated lanes. V1 and V2 sideswipe as V1's lane begins to end.
69	37278875	5/2/2018	13:45	2	NR	1	1	1	1	09, YY		REAR END	Op of V-1 and V-2 traveling southbound on County Route 105 on the overpass going towards Larkin Drive. Op of V-1 is directly behind V-2. Op of V-2 notices traffic ahead and proceeds to slow down. Op of V-1 fails to observe such and subsequently strikes V-2.

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
70	36961596	11/1/2017	18:00	1	PDO	3	1	2	2	61, YY		DEER	V1 was traveling south on CR 105 in the T/Monroe. The operator of V1 states a deer entered the roadway from the west, striking same and causing damage to the left front of the vehicle. Deer hair present on vehicle, no injuries stated.
71	36350750	8/11/2016	13:33	2	PDO	1	1	1	1	09, YY		REAR END	

72	37572423	11/7/2018	16:50	1	PDO	5	1	1	1	61, YY	DEER	V1 traveling W/B on County Route 105 strikes a deer which was crossing from the left side of the roadway. V1 was unable to avoid deer, causing property damage to front of V1. Deer deceased upon arrival, was removed off the roadway.
73	36740061	5/25/2017	08:07	2	PDO	1	1	2	3	07, 09, YY	REAR END	V-1 traveling eastbound on Co. Rd. 105 and starting at traffic light. V-2 traveling same and in front of V-1. V-1 following too closely and failing to yield right of way starts to move upon green light and collides with V-2.
74	36582971	1/27/2017	14:43	2	NR	1	1	1	2	09, YY	REAR END	V1 and V2 NB Co rt 105 T Monroe. Op V1 state V2 stopped at red light and he rear ended V1. Op V2 states same.

75	37669493	12/26/2018	16:30	2	PDO	1	5	1	2	13, YY		RIGHT TURN (AGAINST OTHER CAR)	Op of V-1 traveling east on Bakertown Road Right Lane. Op of V-2 making a wide right turn in front of Op of V-1 from the left lane. Op of V-1 fails to observe V-2 making a wide right turn and V-1 subsequently strikes trailer of V-2 while turning.
76	37669430	1/1/2019	23:31	1	PDO	5	1	1	1	61, YY		DEER	V1 traveling north on CR 105 when a deer enters the road. V1 strikes deer. Deer survives and runs into the nearby woods
77	37506836	9/27/2018	13:10	1	PDO	1	2	1	2	04, YY		EARTH ELE./ROCK CUT/DITCH	V-1 TRAVELING SOUTH WHEN OPERATOR DROPPED A CIGARETTE IN HIS LAP CAUSING HIM TO SWERVE ACROSS THE ROADWAY AND INTO A DITCH AND THEN STRUCK A SIGN BEFORE COMING BACK ONTO THE ROADWAY.

78	37425489	8/9/2018	15:15	2	PDO	1	1	1	2	09, YY		REAR END	Op of V-1 traveling south on County RT 105. Op of V-2 traveling directly ahead of V-1 observes red traffic signal and begins to slow down. Op of V-1 observes such, applies brakes and subsequently strikes V-2.
79	36195843	4/16/2016	11:30	2	PDO	1	2	1	1	09, YY		REAR END	OPV1 driving S/B on cr 105 was approaching a red light at the intersection of Spring St., when she failed to stop in time and struck V2 that was stopped at the red light causing damage to V2. V1 insurance code 054 Allstate NJ property and casualty ins comp.. V2 insurance code 413 high point ins comp.
80	36151496	3/17/2016	11:58	2	NR	1	1	1	1	09, YY		REAR END	V-1 on Larkin dr attempting to make a right on red onto county route 105. V-2 traveling behind V-1 in the right turn lane on Larkin Dr. V-1 stops to yield to traffic on County route 105 and is struck by v-2.

81	36185512	4/24/2016	21:01	2	NR	3	1	1	1	09, YY	OVERTAKING	V2 TRAVELING IN A NORTH EASTERLY DIRECTION ON COUNTY ROUTE 105. V1 TRAVELING IN SAME DIRECTION BEHIND V2. V2 STOPPED IN TRAFFIC. V1 FAILED TO MAINTAIN APPROPRIATE DISTANCE FROM V2 SUBSEQUENTLY STRIKING V2.
82	37042065	12/18/2017	16:15	2	PDO	3	1	1	2	04, YY	REAR END	V-1 and V-2 were both stopped at the intersection of CR-105 and Larkin drive awaiting a traffic light. Op-V1 stated while stopped the vehicle behind him flashed the high beams. This action startled him and he subsequently traveled forward striking V-2. Op-V2 stated she was stopped in traffic when suddenly she was struck by V-1.#4 Driver inattention/distraction: Op-V1 stated he became distracted after a vehicle activated the high beams several times causing him to travel forward and strike V-2.
83	36508337	12/5/2016	17:15	2	PDO	5	1	1	1	09, YY	REAR END	Both V-1 and V-2 were traveling south on County Route 105. V-2 slowed in traffic when suddenly he was struck by V-1.

84	36668309	3/28/2017	15:15	2	PDO	1	4	2	3	07, YY	LEFT TURN (AGAINST OTHER CAR)	V-1 southbound County Route 105. V-2 northbound on County Route 105. Operator of V-1 attempts to make left turn into the driveway of 421 County Route 105. V-1 subsequently strikes V-2 while making the left turn into the driveway. Witnesses on scene describe V-1 making a left turn from the southbound lane onto the northbound lane. - WITNESS 1 AUER, SUZANNE C 2 ALBERT RD ALLENDALE NJ 07401 9144433665 - WITNESS 2 HUNT, JANET M 25 FURTUNE RD E MIDDLETOWN NY 10941 8453219323 - WITNESS 3 DOSCHER, CARRIE L 26 PARK AVE HIGHLAND MILLS NY 10930 8455585748
85	36668953	3/31/2017	18:20	2	NR	3	1	2	3	09, YY	REAR END	V1 behind V2 both vehicles south on County Route 105 in the Town of Monroe. V2 begins to slow to enter intersection. V1 following too closely rear ends V2.
86	36649510	3/17/2017	09:30	2	PDO	1	1	1	1	20, YY	OVERTAKING	V-1 southbound right lane on Bakertown Rd. V-2 southbound on left lane on Bakertown Rd. Operator of V-1 attempts to merge from the right to the left lane. Operator of V-1 fails to observe V-2 while changing lanes. V-1 subsequently strikes V-2. Operator of V-1 states that V-2 attempted to pass while he was already merging on the left lane.

87	36607662	2/12/2017	14:44	2	PDO	1	1	4	5	03, YY	REAR END	V-1 facing in a Southern direction backs into V-2 on Bakertown Road. No injuries.
88	37278868	5/8/2018	06:38	1	PDO	1	1	1	2	61, YY	DEER	V-1 traveling south on County Route 105. Operator of V-1 observes a deer enter the southbound lane from the northbound lane. Operator of V-1 is unable to avoid the deer. V-1 subsequently collides with the deer. I observed deer hair on V-1 consistent with car deer collision. Deer was gone on arrival.
89	36355235	8/23/2016	16:30	2	INJURY	1	1	1	1	09, YY	REAR END	Both OP-V1 and OP-V2 were traveling southbound on County Road 105. OP-V1 was following to closely striking V2 in the rear. OP-V2 was stopped in traffic and was struck from behind by V1. P1 in V2 had complaint of neck pain. P1 was RMA. Monroe Ambulance on scene. V2 was towed by Freeman's Towing.

90	36260930	6/17/2016	18:15	2	PDO	1	1	1	1	04, 09, YY		REAR END	OP-V1 southbound on CR-105 slowing at the traffic light for Larkin Dr. OP-V2 also southbound on CR-105 stopped at the traffic light with Larkin Dr. OP-V1 directly behind V2 turned around to check on his crying child when he struck V2 due too following too closely.
91	36812710	7/7/2017	15:00	2	PDO	1	2	1	1	04, 09, YY		REAR END	V-1 states he was slowing down in traffic and was distracted looking at the traffic light. V-1 subsequently collides with V-2 in a rear end collision causing damage to both V-1 and V-2.
92	36815755	7/18/2017	19:00	2	INJURY	1	2	1	1	07, 18, YY		LEFT TURN (AGAINST OTHER CAR)	

93	36385359	9/14/2016	14:05	1	INJURY	1	5	1	2	19, 26		OVERTURNED	
94	37640569	12/14/2018	16:05	2	NR	4	1	2	2	09, 66, YY		REAR END	V1 following too closely behind V2. V2 stopped at stop light, V1 unable to stop rear ends V2. Minor Damage to front end V1 and rear of V2.
95	37755640	2/22/2019	14:30	2	PDO	1	1	1	1	09, YY		REAR END	Veh 1 and Veh 2 were traveling southbound on County Road 105. Veh 1 was following too closely and failed to break resulting in Veh 1 rear ending Veh 2. No injuries observed or stated and no EMS requested.

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
96	37375224	7/8/2018	15:00	2	NR	1	1	1	1	04, YY		REAR END	V-1 traveling south on County Route 105 stopped at the red traffic signal. V-2 traveling south on County Route 105 stopped at the red traffic signal in front of V-1. Operator of V-1 states his phone fell from the area of the center console onto the foot pedals. Operator of V-1 attempts to reach down to pick up his phone from the floor and accidentally released the brake and struck V-2 in the rear.
97	36167456	4/8/2016	18:05	3	INJURY	1	1	1	2	09, YY		OTHER	

98	37295648	5/23/2018	14:40	2	INJURY	1	1	1	1	04, 09, YY		REAR END	
99	37098033	11/24/2017	12:45	3	PDO	1	1	1	1	04, YY		OTHER	THE OPERATOR OF VEHICLE NUMBER 1 STATED HE WAS DISTRACTED BY A ANIMAL ON THE ROADWAY AND SUBSEQUENTLY REAR ENDED VEHICLE NUMBER 2 WHICH WAS STOPPED IN TRAFFIC. THE OPERATOR OF VEHICLE NUMBER 2 STATED THAT THE IMPACT OF VEHICLE NUMBER ONE PUSHED HER VEHICLE FORWARD CAUSING HER VEHICLE TO REAR END VEHICLE NUMBER 3 WHICH WAS ALSO STOPPED IN TRAFFIC. THE INSURANCE INFORMATION FOR VEHICLE NUMBER 3 IS AS FOLLOWS: METROPOLITAN PROPERTY CASUALTY INSURANCE COMPANY, POLICY NUMBER A6013157600, PHONE NUMBER 973-699-7259, CUSTOMER ID NUMBER 213666.
100	36842916	8/9/2017	10:35	2	PDO	1	1	1	1	18, YY		RIGHT TURN (AGAINST OTHER CAR)	Op-V1 stated as he approached the intersection he negotiated around a parked bus. V-1 continued to negotiate a tight right turn subsequently entering partially into the right turn only lane. Op-V1 further stated V-2 abruptly entered the right turn lane and attempted to turn. V-1 subsequently struck V-2. Op-V2 stated he was stopped in the right turn lane, when V-1 attempted to negotiate a wide turn and in the course of doing so struck his vehicle. Trailer: New York Registration BH13589, a 2001 NuVan Registered to MB Consultants LTD, PO Box 13 South Fallsburg NY 12779. Insurance policy 73APB001673.

101	36975388	11/11/2017	10:07	1	PDO	1	2	1	1	61, YY	17 83101236	DEER	V-1 was traveling west on SR-17 when a deer entered his lane of travel. Op-V1 attempted evasive and was unable to avoid striking the deer.
102	36967138	11/5/2017	00:05	1	INJURY	5	4	1	1	02, 19, YY		LIGHT SUPPORT/UTILITY POLE	V1 traveling North bound on County Route 105 at an unsafe speed fails to negotiate curve and moves from lane unsafely subsequently striking utility pole. V1 continues across intersection of County Route 105 and Unnamed Street exiting roadway and subsequently striking an additional utility pole. V1 overturns as it comes to rest in a ditch. - WITNESS 1 QUINONES, ELIJAH G 86 CR 105 HIGHLAND MILLS NY 10930 8456620096 - WITNESS 2 BROOKS, CARL R 101 DANIEL LOW TR 1H STATEN ISLAND NY 10301 7189476303
103	36933466	10/14/2017	21:12	2	NR	4	1	1	1	04, YY		REAR END	BOTH VEHICLES WERE TRAVELING IN A NORTHEASTERLY DIRECTION FREELAND STREET AND STOPPED AT A RED SIGNAL. THE OPERATOR OF VEHICLE #1 STATED HE THOUGHT VEHICLE #2 BEGAN TO MOVE AND HE ACCELERATED, CAUSING VEHICLE #1 TO REAR-END VEHICLE #2, WHICH WAS STILL STOPPED AT THE RED SIGNAL.

104	36308616	7/15/2016	16:35	2	NR	1	1	1	1	09, YY		REAR END	OP-V1 and OP-V2 were both traveling northbound on CORD 105. OP-V1 was following too closely and struck V2 from the rear. No injuries. No tow required. OP-V1 is insured by Allianz Insurance.
105	36275433	6/22/2016	08:10	2	NR	1	1	1	1	09, YY		REAR END	V-1 traveling southbound and starting at traffic light on Co. Rd. 105. V-2 traveling same and in front of V-1. V-1 following too closely subsequently collides with V-2.
106	36740025	5/25/2017	07:12	2	PDO	1	5	2	3	20, YY		OVERTAKING	OP-V1 northbound on CR-105 in the Town of Monroe merging from the right lane. OP-V2 also northbound on CR-105 in the Town of Monroe. OP-V1 moved from the lane unsafely and merged directly into the side of V2.

107	36260226	6/16/2016	15:20	2	NR	1	1	2	2	09, YY	REAR END	OP V-1 STATED SHE WAS TRAVELING SB ON CR 105 BEHIND V-2. OP V-1 THEN STATED V-2 STOPPED SUDDENLY IN TRAFFIC, SHE ALSO TRIED TO STOP BUT NOT IN TIME. V-1 THEN STRUCK V-2.
108	37581951	11/8/2018	19:30	1	PDO	5	1	1	1	18, YY	GUIDE RAIL	OP of V-1 stated while making left turn from Nininger Road onto CR 105, steering failure and break failure occurred causing car to strike guard rail with front right quarter panel.
109	36541011	12/27/2016	19:40	2	PDO	4	1	1	1	07, YY	RIGHT ANGLE	OPVEH1 was traveling west bound in bakertown park&ride , OPVEH2 was traveling southbound in same.OPVEH1 attempted to make a right turn failed to yield the right of way striking OPVEH2.

110	37648177	12/3/2018	17:26	3	PDO	3	1	1	2	09, YY	OTHER	V1,V2 and V3 were heading south on County Route 105 in the Town of Monroe. V2 and V3 were slowing down and coming to a stop with traffic when V1 did not stop in time and subsequently rear end V3, which cause V3 to rear end V2.
111	37701590	1/21/2019	11:55	2	PDO	1	1	1	1	09, YY	REAR END	V2 stopped at red traffic signal at intersection of County Route 105 and Larkin Drive. V1 following too closely fails to brake in time and rear ends V2. Front end damage to V1 and rear end damage to V2, both vehicles able to drive from scene, no tow.
112	37532817	10/15/2018	17:00	2	PDO	1	1	2	3	09, YY	REAR END	V-1 stated while slowing in traffic traveling N/B on CR 105 in the Town of Monroe, rear ended V-2 due to rainy conditions. V-2 stated while traveling N/B on CR 105 slowing in traffic, rear ended by V-1.

113	36485794	11/22/2016	08:00	2	NR	1	2	1	1	04, YY	REAR END	Op-V1 stated while stopped at the traffic light, V-2 began to pull forward at which time V-1 began moving forward. Op-V1 further stated that she became distracted as objects fell within her vehicle and she subsequently struck the rear of V-2. 04-Driver InattentionDistraction: unsecured objects that fell within the vehicle (lunch box)
114	37095437	1/18/2018	20:20	1	PDO	5	1	1	2	61, YY	DEER	Veh-1 traveling west on Cr-105 in the Town of Monroe. Deer enters the roadway from the north shoulder and is subsequently struck by Veh-1 causing listed damage.
115	37203152	2/23/2018	17:19	2	INJURY	3	2	2	3	04, XX	REAR END	

116	37257666	4/27/2018	14:45	2	INJURY	1	1	2	3	09, YY		REAR END	
117	36260273	6/16/2016	02:15	3	PDO	1	1	2	3	09, YY		OTHER	
118	36356736	8/24/2016	18:30	2	NR	1	2	1	1	09, YY		REAR END	V-2 stopped EB on CR-105 at a red traffic signal. V-1 traveling EB on CR-105 approaches V-2 from behind and fails to stop and strikes V-2 in the rear.

119	37147356	2/13/2018	09:38	2	NR	1	1	1	1	09, YY	REAR END	V-1 traveling north on County Route 105. V-2 stopped at red traffic signal on County Route 105. Operator of V-1 observes V-2 stopped at traffic light. Operator of V-1 states she accidently let her foot off the brake and subsequently struck V-2 in the rear.
120	37080683	1/9/2018	11:35	2	INJURY	1	1	1	1	09, 17, YY	REAR END	

NYS DOT QRA ACCIDENT VERBAL DESCRIPTION

Print Date 8/16/2019 Print Time 1:04:50PM

<u>Query Number/Name</u>	<u>Query Type</u>	<u>Query SubType</u>	<u>Accident Date Range</u>
48454CR 105 FOIL	AttributeQuery	None	2/29/2016 12:00:00AM To 2/28/2019 12:00:00AM

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36130077	04-March-2016	ORANGE	Monroe Town	COUNTY ROUTE 105	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	4	NORTH	SLOWED OR STOPPING	4597	38	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	24	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	0	NORTH	STOPPED IN TRAFFIC	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	OTHER			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36137442	15-March-2016	ORANGE	Monroe Town	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	CURVE AND LEVEL	RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH SIGN POST	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	5509	36	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36151496	17-March-2016	ORANGE	Monroe Town	LARKIN DR		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	MAKING RIGHT TURN	0	18	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING RIGHT TURN	0	38	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36162465	03-April-2016	ORANGE	Monroe Town	FREELAND ST	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	INVALID CODE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	STOPPED IN TRAFFIC	3639	19	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	2584	20	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	NORTH	GOING STRAIGHT AHEAD	4513	49	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ALCOHOL INVOLVEMENT					
2	FOLLOWING TOO CLOSELY					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36167456	08-April-2016	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	SLOWED OR STOPPING	2544	17	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	SLOWED OR STOPPING	3726	58	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	2	SOUTH	STOPPED IN TRAFFIC	3656	58	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36185512	24-April-2016	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	GOING STRAIGHT AHEAD	0	18	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	SLOWED OR STOPPING	0	25	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36189019	25-April-2016	ORANGE	Monroe Town	COUNTY ROUTE 105	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT/ GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	SLOWED OR STOPPING	0	59	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	SLOWED OR STOPPING	0	56	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36189027	30-April-2016	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH ANIMAL	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	47	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36195843	16-April-2016	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	SLOWED OR STOPPING	0	54	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NJ	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	52	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36215155	19-May-2016	ORANGE	Monroe Town	COUNTY ROUTE 105	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	SLOWED OR STOPPING	2868	26	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	SLOWED OR STOPPING	0	44	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NJ	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36230392	26-May-2016	ORANGE	Monroe Town	COUNTY ROUTE 105	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	4358	33	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	DRIVER INATTENTION

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	2683	75	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36241048	04-June-2016	ORANGE	Monroe Town	COUNTY HWY 105	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	STARTING IN TRAFFIC	3950	22	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STARTING IN TRAFFIC	4068	47	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36260226	16-June-2016	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	SLOWED OR STOPPING	0	43	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	64	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	AZ	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36260273	16-June-2016	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	GOING STRAIGHT AHEAD	2394	23	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP		Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	SLOWED OR STOPPING	3718	61	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	SOUTH	STOPPED IN TRAFFIC	4390	50	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36260930	17-June-2016	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	SLOWED OR STOPPING	3175	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	DRIVER INATTENTION					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	3252	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36275433	22-June-2016	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	STARTING IN TRAFFIC	0	46	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STARTING IN TRAFFIC	0	28	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36288701	08-July-2016	ORANGE	Monroe Town	COUNTY ROUTE 105	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	4120	47	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	SLOWED OR STOPPING	4377	40	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36308616	15-July-2016	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	GOING STRAIGHT AHEAD	0	26	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	QC	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	GOING STRAIGHT AHEAD	0	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36317741	26-July-2016	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	SLOWED OR STOPPING	3796	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	STOPPED IN TRAFFIC	3954	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36336189	09-August-2016	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	GOING STRAIGHT AHEAD	0	20	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> STOPPED IN TRAFFIC	<u>Registered Weight</u> 0	<u>Drivers Age</u> 56	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36350750	<u>Accident Date</u> 11-August-2016	<u>Region/County</u> ORANGE	<u>Municipality/Type</u> Monroe Town	<u>Street</u> COUNTY ROUTE 105	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> REAR END	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 3889	<u>Drivers Age</u> 73	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FOLLOWING TOO CLOSELY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3115	36	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36350753	19-August-2016	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	55	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NJ	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING RIGHT TURN	0	21	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36350767	15-August-2016	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	0	57	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	5358	57	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36355235	23-August-2016	ORANGE	Monroe Town	COUNTY ROUTE 105	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	2606	17	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	SOUTH	STOPPED IN TRAFFIC	0	63	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36356736	24-August-2016	ORANGE	Monroe Town	COUNTY ROUTE 105	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT/ GRADE	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	SLOWED OR STOPPING	0	24	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	STOPPED IN TRAFFIC	0	42	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36385359	14-September-2016	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	OVERTURNED	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MERGING	396	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
MOTORCYCLE	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	REACTION TO OTHER UNINVOLVED VEHICL					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36485794	22-November-2016	ORANGE	Monroe Town	FREELAND ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	STARTING IN TRAFFIC	0	48	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	DRIVER INATTENTION				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH-EAST	SLOWED OR STOPPING	0	31	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36490020	26-November-2016	ORANGE	Monroe Town	FREELAND ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3202	19	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					
2	FAILURE TO YIELD RIGHT OF WAY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING LEFT TURN	4054	54	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36501258	02-December-2016	ORANGE	Monroe Town	COUNTY ROUTE 105	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	CHANGING LANES	3710	47	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	UNSAFE LANE CHANGE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	3855	57	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36508337	05-December-2016	ORANGE	Monroe Town	COUNTY ROUTE 105	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	SLOWED OR STOPPING	3704	19	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	SLOWED OR STOPPING	3868	26	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36531380	20-December-2016	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3354	44	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	CT	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	SLOWED OR STOPPING	3492	60	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36541011	27-December-2016	ORANGE	Kiryas Joel Village	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING RIGHT TURN	3330	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36542470	28-December-2016	ORANGE	Monroe Town	[Route] 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3115	16	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	2425	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36555474	07-January-2017	ORANGE	Kiryas Joel Village	COUNTY HWY 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	CURVE AND GRADE	SNOW	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH-WEST	GOING STRAIGHT AHEAD	2954	22	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					

2 PAVEMENT SLIPPERY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	SLOWED OR STOPPING	2912	17	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	UNSAFE SPEED				
	2	PASSING OR LANE USAGE IMPROPERLY				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
3655549	08-January-2017	ORANGE	Woodbury Village	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SLUSH	STRAIGHT/ GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3312	23	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

- 1 UNSAFE SPEED
- 2 PAVEMENT SLIPPERY

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36565194	15-January-2017	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	GOING STRAIGHT AHEAD	3254	76	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	5	SOUTH	STOPPED IN TRAFFIC	4509	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36582971	27-January-2017	ORANGE	Monroe Town	COUNTY ROUTE 105	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	48	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> STOPPED IN TRAFFIC	<u>Registered Weight</u> 0	<u>Drivers Age</u> 45	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36594911	<u>Accident Date</u> 21-August-2016	<u>Region/County</u> ORANGE	<u>Municipality/Type</u> Monroe Town	<u>Street</u> [Route] 105	<u>Reference Marker</u>	
<u>Road Surface</u> UNKNOWN	<u>Road Cond</u> UNKNOWN	<u>Weather</u> UNKNOWN	<u>TrafficControls</u> UNKNOWN	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 1	<u>Accident Class</u> PROPERTY DAMAGE	<u>Type of Accident</u> COLL. W/EARTH ELE./ROCK CUT/DITCH	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> UNKNOWN	<u>Pre-Accd Action</u> UNKNOWN	<u>Registered Weight</u> 596	<u>Drivers Age</u> 56	<u>Sex</u> M
	<u>Vehicle Type</u> MOTORCYCLE	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT ENTERED				

2

NOT ENTERED

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36600646	09-February-2017	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	SNOW	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	8000	44	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	40	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36607662	12-February-2017	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	SLEET/HAIL/FREEZING RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	BACKING	4252	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FO	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	15840	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36607685	14-February-2017	ORANGE	Monroe Town	LARKIN DR	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	3	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3282	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	FAILURE TO KEEP RIGHT					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	GOING STRAIGHT AHEAD	4528	53	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	2	EAST	GOING STRAIGHT AHEAD	4428	32	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36618652	16-February-2017	ORANGE	Monroe Town	COUNTY ROUTE 105	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	4463	19	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	TURNING IMPROPER
2	FAILURE TO KEEP RIGHT

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	WEST	STOPPED IN TRAFFIC	0	30	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	VT	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36639404	08-March-2017	ORANGE	Monroe Town	COUNTY ROUTE 105	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	5162	22	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	UNSAFE SPEED
2	FOLLOWING TOO CLOSELY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING LEFT TURN	3253	41	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36649510	17-March-2017	ORANGE	Kiryas Joel Village	BAKERTOWN RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	CHANGING LANES	3330	20	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	UNSAFE LANE CHANGE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	4593	29	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36653054	18-March-2017	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	SNOW	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	GOING STRAIGHT AHEAD	3547	16	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	STOPPED IN TRAFFIC	2855	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36659473	25-March-2017	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	GOING STRAIGHT AHEAD	0	58	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE LANE CHANGE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	19	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36668309	28-March-2017	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	CURVE AND LEVEL	RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	SOUTH	MAKING LEFT TURN	5819	16	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	Y	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 6	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 76	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36668953	<u>Accident Date</u> 31-March-2017	<u>Region/County</u> ORANGE	<u>Municipality/Type</u> Monroe Town	<u>Street</u> COUNTY HWY 105	<u>Reference Marker</u>
<u>Road Surface</u> WET	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> RAIN	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE

<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> REAR END	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>
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<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 21	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FOLLOWING TOO CLOSELY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	SLOWED OR STOPPING	0	49	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36719847	10-May-2017	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	STOPPED IN TRAFFIC	0	20	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	22	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	NORTH	STOPPED IN TRAFFIC	0	51	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36734266	22-May-2017	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH DEER	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	73	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NJ	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36740025	25-May-2017	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	CURVE AND GRADE	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	CHANGING LANES	3516	39	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	UNSAFE LANE CHANGE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	GOING STRAIGHT AHEAD	10700	34	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36740061	25-May-2017	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	STARTING IN TRAFFIC	0	29	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	Y	Y	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	FAILURE TO YIELD RIGHT OF WAY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STARTING IN TRAFFIC	3571	56	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36752590	04-June-2017	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	4400	41	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36757935	09-June-2017	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	4	SOUTH	CHANGING LANES	5548	42	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	4414	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36770106	07-June-2017	ORANGE	Monroe Town	[Route] 105	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3076	29	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	SLOWED OR STOPPING	4817	51	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36812710	07-July-2017	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	SLOWED OR STOPPING	0	19	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	FOLLOWING TOO CLOSELY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	SOUTH	STOPPED IN TRAFFIC	4100	40	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36815755	18-July-2017	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	1	NON-INC
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	3695	22	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	TURNING IMPROPER					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3100	27	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36842916	09-August-2017	ORANGE	Monroe Town	DUNDERBERG RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING RIGHT TURN	80000	38	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH-WEST	STOPPED IN TRAFFIC	3175	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36874156	01-September-2017	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	8900	33	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	MD	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	SLOWED OR STOPPING	4457	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36913463	03-September-2017	ORANGE	Monroe Town	FREELAND ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	SLOWED OR STOPPING	3507	19	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	PAVEMENT SLIPPERY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	3076	32	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36933466	14-October-2017	ORANGE	Monroe Town	FREELAND ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	STARTING IN TRAFFIC	0	26	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	STOPPED IN TRAFFIC	0	27	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36934976	15-October-2017	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	FATAL	COLLISION WITH MOTOR VEHICLE	HEAD ON	1	1	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	2756	73	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 FAILURE TO KEEP RIGHT
- 2 PASSING OR LANE USAGE IMPROPERLY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	3449	58	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36961596	01-November-2017	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3984	59	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36967138	05-November-2017	ORANGE	Woodbury Village	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLEAR	OTHER	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE AND INJURY	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	1	INCAPA

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3227	74	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ALCOHOL INVOLVEMENT					
2	UNSAFE SPEED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	STOPPED IN TRAFFIC	3272	18	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36971085	07-November-2017	ORANGE	Kiryas Joel Village	BAKERTOWN RD	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT/ GRADE	RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	11000	31	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	MD	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING OR LANE USAGE IMPROPERLY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STARTING IN TRAFFIC	0	52	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	MD	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36975388	11-November-2017	ORANGE	Monroe Town	STATE HWY 17	17 83101236	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	GOING STRAIGHT AHEAD	0	63	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NJ	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

- 1 ANIMAL'S ACTION
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36979560	23-October-2017	ORANGE	Monroe Town	SPRING ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLEAR	YIELD SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBI
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	4584	59	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3984	76	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37000783	24-October-2017	ORANGE	Woodbury Village	COUNTY HWY 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBI

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	26	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	5478	71	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37000799	07-November-2017	ORANGE	Woodbury Village	[Route] 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	GOING STRAIGHT AHEAD	2728	20	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	ANIMAL'S ACTION				

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37007570	27-November-2017	ORANGE	Woodbury Village	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	4359	33	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	3268	58	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37042065	18-December-2017	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	STARTING IN TRAFFIC	2875	52	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	3040	29	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37070716	09-December-2017	ORANGE	Monroe Town	[Route] 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	SNOW	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	INCAPA

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	SLOWED OR STOPPING	3325	62	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	3349	41	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37080683	09-January-2018	ORANGE	Kiryas Joel Village	BAKERTOWN RD	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	STOPPED IN TRAFFIC	3287	27	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3498	22	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	TRAFFIC CONTROL DEVICES DISREGARDED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37088119	10-January-2018	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	STOPPED IN TRAFFIC	0	40	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	MAKING LEFT TURN	0	18	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING OR LANE USAGE IMPROPERLY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37092479	17-January-2018	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	SNOW	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	4374	30	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	PAVEMENT SLIPPERY				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	STOPPED IN TRAFFIC	3041	54	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37095437	18-January-2018	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	2980	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37098033	24-November-2017	ORANGE	Monroe Town	FREELAND ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	4550	70	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	DRIVER INATTENTION				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	3571	54	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	NORTH	STOPPED IN TRAFFIC	0	18	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NJ	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37126830	06-January-2018	ORANGE	Woodbury Village	[Route] 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	CURVE AND LEVEL	CLOUDY	UNKNOWN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLL. W/EARTH ELE./ROCK CUT/DITCH	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	UNKNOWN	2762	26	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37138769	05-February-2018	ORANGE	Monroe Town	SPRING ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	10	EAST	STOPPED IN TRAFFIC	0	60	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37147356	13-February-2018	ORANGE	Monroe Town	COUNTY HWY 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	SLOWED OR STOPPING	0	21	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	29	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37166708	02-March-2018	ORANGE	Kiryas Joel Village	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	CURVE AND LEVEL	SLEET/HAIL/FREEZING RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING U TURN	0	63	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO KEEP RIGHT					
2	TURNING IMPROPER					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	59	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2

FAILURE TO KEEP RIGHT

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37183144	28-January-2018	ORANGE	Woodbury Village	[Route] 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLL. W/EARTH ELE./ROCK CUT/DITCH	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	37	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37203152	23-February-2018	ORANGE	Woodbury Village	[Route] 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT/ GRADE	RAIN	UNKNOWN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	MAKING LEFT TURN	3041	54	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	NORTH	GOING STRAIGHT AHEAD	2668	17	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37208555	26-March-2018	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	4478	37	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	UNSAFE SPEED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	25500	26	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37221679	18-March-2018	ORANGE	Woodbury Village	ACRES RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH-EAST	MAKING LEFT TURN	8800	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT ENTERED					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	GOING STRAIGHT AHEAD	3627	71	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					

2

NOT ENTERED

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37257666	27-April-2018	ORANGE	Monroe Town	LARKIN DR		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	WEST	SLOWED OR STOPPING	2923	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	3200	37	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37278868	08-May-2018	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	4393	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37278875	02-May-2018	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	SLOWED OR STOPPING	0	19	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	SLOWED OR STOPPING	0	64	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37284699	11-May-2018	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3191	54	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	Y	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	9	NORTH	SLOWED OR STOPPING	0	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37295648	23-May-2018	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	STOPPED IN TRAFFIC	2877	63	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	SLOWED OR STOPPING	4413	66	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					

2

DRIVER INATTENTION

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37303810	16-May-2018	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	3072	19	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ALCOHOL INVOLVEMENT					
2	FAILURE TO YIELD RIGHT OF WAY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	4022	56	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37321362	05-June-2018	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3246	47	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	SLOWED OR STOPPING	5871	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37322167	05-June-2018	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-EAST	CHANGING LANES	2837	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT ENTERED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	STOPPED IN TRAFFIC	4423	43	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37364962	03-July-2018	ORANGE	Monroe Town	COUNTY ROUTE 105	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	STARTING IN TRAFFIC	0	54	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	Y	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	DRIVER INATTENTION				

2 FOLLOWING TOO CLOSELY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	8	SOUTH	STOPPED IN TRAFFIC	0	30	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37375224	08-July-2018	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	18	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 DRIVER INATTENTION
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	STOPPED IN TRAFFIC	0	68	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37377335	12-July-2018	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	MAKING LEFT TURN	0	25	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				
	2	NOT ENTERED				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3120	51	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37401008	25-July-2018	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	STOPPED IN TRAFFIC	0	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STARTING IN TRAFFIC	0	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37425489	09-August-2018	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	SLOWED OR STOPPING	4221	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	SLOWED OR STOPPING	3117	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37473874	07-September-2018	ORANGE	Kiryas Joel Village	BAKERTOWN RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	40	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	48	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37506836	27-September-2018	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLL. W/EARTH ELE./ROCK CUT/DITCH	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	2697	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37511157	28-September-2018	ORANGE	Monroe Town	COUNTY ROUTE 105	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	0	17	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	MAKING LEFT TURN	0	60	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37522497	02-October-2018	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	STOPPED IN TRAFFIC	0	51	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STARTING IN TRAFFIC	0	17	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37532817	15-October-2018	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	SLOWED OR STOPPING	2772	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	SLOWED OR STOPPING	0	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37543860	22-October-2018	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	0	66	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NJ	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3475	43	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37543863	18-October-2018	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	STARTING IN TRAFFIC	3311	21	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	4428	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37572423	07-November-2018	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	5552	52	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37581951	08-November-2018	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH GUIDE RAIL	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING LEFT TURN	3175	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37595056	15-November-2018	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	SNOW	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH GUIDE RAIL	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	3049	19	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	PAVEMENT SLIPPERY					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37640569	14-December-2018	ORANGE	Monroe Town	FREELAND ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	SLOWED OR STOPPING	0	69	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	PAVEMENT SLIPPERY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	48	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37648177	03-December-2018	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3299	26	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	SLOWED OR STOPPING	4120	36	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	SOUTH	SLOWED OR STOPPING	0	52	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	UN	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37669430	01-January-2019	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3542	29	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37669493	26-December-2018	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING RIGHT TURN	2943	78	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	MAKING RIGHT TURN	0	42	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	TRUCK	NJ	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING OR LANE USAGE IMPROPERLY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37671460	02-January-2019	ORANGE	Monroe Town	COUNTY ROUTE 105	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	2796	25	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING LEFT TURN	9000	46	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37682973	09-January-2019	ORANGE	Monroe Town	COUNTY ROUTE 105	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	5	SOUTH	GOING STRAIGHT AHEAD	0	35	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	50	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37696006	18-January-2019	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	SLOWED OR STOPPING	3349	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT ENTERED					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	3595	37	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					

2 NOT ENTERED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	NORTH	STOPPED IN TRAFFIC	5629	18	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37697511	19-January-2019	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	2694	30	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 CELL PHONE (HAND HELD)
 2 DRIVER INATTENTION

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	4102	62	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37701590	21-January-2019	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	5667	39	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	53	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37755060	16-February-2019	ORANGE	Woodbury Village	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE AND INJURY	COLLISION WITH TREE	OTHER	0	1	INCAPA
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	4678	63	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FELL ASLEEP					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37755640	22-February-2019	ORANGE	Monroe Town	COUNTY ROUTE 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	GOING STRAIGHT AHEAD	2701	18	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	5456	24	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37763265	25-January-2019	ORANGE	Woodbury Village	[Route] 105		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	GOING STRAIGHT AHEAD	3368	24	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

STUDY NO.		ROUTE NO. or STREET NAME								COUNTY MUNICIPALITY					
P.I.N..		AT INTERSECTION WITH / OR BETWEEN								BY DATE					
INVENTORY NO.		NO. OF MONTHS		LIGHT CONDITIONS (LC)				ROADWAY CHARACTER (RC)				ROADWAY SURFACE CONDITION (RSC)		WEATHER (WEA)	
Begin Date		End Date		1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted				1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest				1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other		1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other	
NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION		
1	37575376	11/8/2018	08:00	2	PDO	1	1	2	1	09, YY		REAR END	V2 traveling N/B on Forest Ave, slows down for traffic when V1, following too closely rear-ends V2. V1 failed to slow down and brake in time, causing property damage to rear of V2 and front of V1. Apple Tow responded to tow V2 from scene.		
2	37621136	11/19/2018	21:50	2	PDO	4	1	2	3	04, 13, YY		OVERTAKING	Unit 2 was parked unoccupied in a legal parking spot facing south on Franklin Avenue. Unit 1 was traveling south on Franklin Avenue. Unit 1 left the roadway and struck unit 2, causing damage to both vehicles. Unit 1 then fled the scene of the accident and was apprehended by police on Spring Street.		

3	37326952	6/10/2018	07:00	2	PDO	1	1	1	1	07, YY		RIGHT ANGLE	V-1 traveling east on Schunnemunk Rd. V-2 traveling south on Forest ave. Operator of V-1 attempts to make a left turn onto Forest Ave. Operator of V-1 fails to observe V-2 while making the left turn. V-1 subsequently strikes V-2.
4	37486505	9/18/2018	00:10	2	INJURY	4	1	2	3	07, XX		RIGHT ANGLE	V1 North at stop sign on Schunemunk Rd. Town of Monroe, V2 East on Forest Rd. V1 fails to yield right of way to V2 causing V2 to strike V1.
5	37190407	2/1/2018	11:58	2	INJURY	1	6	1	2	07, 17, YY		LEFT TURN (AGAINST OTHER CAR)	V1 was traveling northbound on Schunnemunk Road in the Town of Monroe. V2 failed to yield at stop sign, began to travel southwest, subsequently striking V1.

6	36602542	1/24/2017	22:30	1	NR	4	2	4	4	66, ZZ	OTHER FIXED OBJECT	VEHICLE 1 (UNKNOWN) WAS TRAVELING EAST ON FOREST AVE. VEHICLE 1 STRUCK THE ROCK WALL ON THE PROPERTY OF 150 FRANKLIN AVE CAUSING DAMAGE TO THE ROCK WALL. VEHICLE 1 LEFT THE SCENE. ROAD CONDITIONS AT THE TIME WERE ICY AND SNOW. NO INJURIES WERE REPORTED.
7	36703793	4/28/2017	08:43	2	PDO	1	2	1	1	04, YY	REAR END	V-2 was traveling north on Forest Ave. attempting to make a left turn into the driveway of 113 Forest Ave. OP-V1 was also north on Forest Ave behind V-2 and states she became distracted when she saw children to the left of the roadway and looked in that direction to ensure they did not run into the roadway. OP-V1 states that when she looked back in front of her she noticed V-2 stopped in front of her with his left turn signal on. V-1 subsequently struck V-2.
8	37431280	8/13/2018	11:30	2	PDO	1	5	2	3	07, 17, YY	RIGHT ANGLE	V1 TRAVELING SB ON FOREST AVE. V1 TRAVELING EB ON SCHUNNEMUNK RD. V2 FAILED TO YIELD RIGHT OF WAY TO V1 AT STOP SIGN SUBSEQUENTLY STRIKING V1. NO INJURIES.

9	37414334	8/2/2018	19:50	2	PDO	3	1	1	2	17, YY		RIGHT ANGLE	Operator V1 traveling E/B on Schunneunk Road approaching the intersection of Forest Ave. Operator V2 traveling S/B on Forest Ave collided with V1 which traveled too far passed the stop sign, into the intersection. No injuries.
10	36317740	7/25/2016	17:07	2	INJURY	1	1	1	2	07, YY		RIGHT ANGLE	V1 EB Schunneunk Rd T Monroe. V2 SB Forest Ave. Op V1 states he stopped at stop sign and proceeded to make left turn with out seeing V2. V2 states V1 proceeded through stop sign right in front of him.
11	36566431	12/12/2016	00:43	1	PDO	4	5	2	2	19, 66		OVERTURNED	Operator of vehicle 1 stated that after making a right turn from Franklin Ave onto Forest Ave, he lost control of his vehicle and stated he did not know how the vehicle overturned. Evidence on scene suggested that vehicle 1 was not traveling at a reasonable speed for the presented weather conditions.

12	37741122	2/11/2019	13:03	2	PDO	1	1	1	1	13, YY	OVERTAKING	V2 STOPPED AT STOP SIGN. V1 PULLS ALONG THE PASSENGER SIDE OF V2 ON THE SHOULDER AND STOPS. V2 GOES TO MAKE A RIGHT TURN AND COLLIDES WITH THE DRIVERS SIDE BUMPER OF V1. DAMAGE CAUSED TO PASSENGER SIDE OF V2 AND DRIVERS FRONT BUMPER OF V1. NO INJURIES REPORT AND NO TOW REQUIRED.
13	36642547	2/3/2017	14:50	2	PDO	1	1	1	1	07, YY	LEFT TURN (AGAINST OTHER CAR)	V-1 eastbound Schunnemunk rd. V-2 northbound Forest Ave. Operator of V-1 attempts to make left turn onto Forest ave. Operator of V-1 fails to observe V-2 traveling northbound on Forest Ave. V-1 subsequently strikes V-2.
14	36724410	5/14/2017	15:58	2	NR	1	1	1	2	07, YY	SIDESWIPE	V2 was traveling southbound on Forest Ave. V1 failed to yield the right of way to V2. V1 tried to avoid striking V2 but side swiped same.

15	36327134	8/1/2016	16:20	2	PDO	1	1	1	2	07, YY	LEFT TURN (AGAINST OTHER CAR)	OP V-2 traveling northbound on Forest Road. OP V-1 stopped at stop sign eastbound on Schunnemunk Road. OP V-1 fails to yield at stop sign to V-2 ultimately striking V-2.
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NYS DOT QRA ACCIDENT VERBAL DESCRIPTION

Print Date 8/16/2019 Print Time 12:58:10PM

<u>Query Number/Name</u>	<u>Query Type</u>	<u>Query SubType</u>	<u>Accident Date Range</u>
48451 Forest Ave FOIL	AttributeQuery	None	2/29/2016 12:00:00AM To 2/28/2019 12:00:00AM

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36317740	25-July-2016	ORANGE	Monroe Town	FOREST AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	3584	23	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	SOUTH	GOING STRAIGHT AHEAD	3455	26	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36327134	01-August-2016	ORANGE	Monroe Town	FOREST AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	0	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 3225	<u>Drivers Age</u> 42	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36566431	<u>Accident Date</u> 12-December-2016	<u>Region/County</u> ORANGE	<u>Municipality/Type</u> Monroe Village	<u>Street</u> FOREST AVE	<u>Reference Marker</u>	
<u>Road Surface</u> WET	<u>Road Cond</u> CURVE AND GRADE	<u>Weather</u> CLOUDY	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 1	<u>Accident Class</u> PROPERTY DAMAGE	<u>Type of Accident</u> OVERTURNED	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH-EAST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 3330	<u>Drivers Age</u> 36	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> Y	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> UNSAFE SPEED				

2

PAVEMENT SLIPPERY

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36602542	24-January-2017	ORANGE	Monroe Village	FRANKLIN AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT/ GRADE	SNOW	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH OTHER FIXED OBJECT	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					
2	UNKNOWN					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36642547	03-February-2017	ORANGE	Monroe Town	FOREST AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	3056	25	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	2600	28	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	MD	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36703793	28-April-2017	ORANGE	Monroe Town	FOREST AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT/ GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3184	32	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	DRIVER INATTENTION
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	7500	24	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36724410	14-May-2017	ORANGE	Monroe Town	FOREST AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	0	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	21	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	UN	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37190407	01-February-2018	ORANGE	Monroe Town	FOREST AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND HILLCREST	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	1	INCAPA
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	6	NORTH	GOING STRAIGHT AHEAD	4338	30	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	MAKING LEFT TURN	4813	40	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 FAILURE TO YIELD RIGHT OF WAY
- 2 TRAFFIC CONTROL DEVICES DISREGARDED

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37326952	10-June-2018	ORANGE	Monroe Town	FOREST AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	MAKING LEFT TURN	4478	68	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	4154	64	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37414334	02-August-2018	ORANGE	Monroe Town	FOREST AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	0	29	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	PA	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 9000	<u>Drivers Age</u> 32	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> Y	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 37431280	<u>Accident Date</u> 13-August-2018	<u>Region/County</u> ORANGE	<u>Municipality/Type</u> Monroe Town	<u>Street</u> FOREST AVE	<u>Reference Marker</u>
<u>Road Surface</u> WET	<u>Road Cond</u> CURVE AND GRADE	<u>Weather</u> RAIN	<u>TrafficControls</u> STOP SIGN	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE

<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> RIGHT ANGLE	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>
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<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 8900	<u>Drivers Age</u> 26	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> CT	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING LEFT TURN	0	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					
2	FAILURE TO YIELD RIGHT OF WAY					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37486505	18-September-2018	ORANGE	Monroe Town	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	STARTING IN TRAFFIC	4457	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT ENTERED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	4720	27	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37575376	08-November-2018	ORANGE	Monroe Town	FOREST AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	2793	29	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	CT	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	SLOWED OR STOPPING	3542	55	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37621136	19-November-2018	ORANGE	Monroe Village	FRANKLIN AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	GOING STRAIGHT AHEAD	5500	36	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	PASSING OR LANE USAGE IMPROPERLY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	PARKED	3327	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37741122	11-February-2019	ORANGE	Monroe Town	FOREST RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	STOPPED IN TRAFFIC	2257	25	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NJ	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING RIGHT TURN	3544	42	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

STUDY NO.		ROUTE NO. or STREET NAME								COUNTY MUNICIPALITY					
P.I.N..		AT INTERSECTION WITH / OR BETWEEN								BY DATE					
INVENTORY NO.		NO. OF MONTHS		LIGHT CONDITIONS (LC)				ROADWAY CHARACTER (RC)				ROADWAY SURFACE CONDITION (RSC)		WEATHER (WEA)	
Begin Date		End Date		1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted				1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest				1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other		1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other	
NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION		
1	37688923	1/11/2019	08:30	2	PDO	1	2	1	1	07, 18, YY		LEFT TURN (AGAINST OTHER CAR)	OP of V-1 stated while making left handed turn onto Forest Road from Schunnemunk Road, V-2 failed to use signal while turning onto Schunnemunk Road from Forest Road and turned improperly coming into V-1 lane of travel, causing front left quarter panel of V-1 to strike front left quarter panel of V-2. V-2 stated while making left handed turn onto Schunnemunk Road, V-1 failed to stop at stop sign causing collision between V-1 and V-2. - WITNESS 1 TAYLOR, PAUL K 61 RESERVOIR RD WALLKILL NY 125890000 8456741670 - WITNESS 2 DILLON, RYAN M 18 MILLER DR STONY POINT NY 109800000 8456084728		
2	37603331	10/18/2018	12:55	2	PDO	1	2	1	1	13, 18, YY		OVERTAKING	V1 TRAVELING NB ON FOREST RD. OPV1 STATED THAT HE CROSSED OVER THE DOUBLE YELLOW LINE TO MAKE A WIDE TURN INTO A DIRT PARKING STALL ON THE EASTERN SHOULDER AND V2 HAD PASSED ON THE RIGHT SUBSEQUENTLY STRIKING V1. V2 LEFT SCENE OF ACCIDENT. - WITNESS 1 PETROCCIONE, JOHN F 129 NEPTUNE DR MONROE NY 10950 8454929477		

3	36424003	10/14/2016	08:00	2	PDO	1	1	1	1	07, 62, YY	RIGHT ANGLE	V-1 Eastbound Schunneunk Rd. V-2 southbound Forest rd. Operator of V-1 attempts to make left turn onto Forest Rd. Operator of V-1 fails to observe V-2 traveling southbound. V-1 subsequently strikes V-2. No passengers aboard V-1.
4	36773581	6/4/2017	19:00	2	INJURY	1	2	2	2	19, 66, YY	REAR END	V-1 PARKED LEGALLY UNOCCUPIED FACING EAST ON FOREST ROAD IN THE VILLAGE OF KIRYAS JOEL. V-2 TRAVELING EAST ON FOREST ROAD AT AN UNSAFE SPEED FAILS TO OBSERVE V-1 SUBSEQUENTLY STRIKING V-1 FROM BEHIND. V-2 COMES TO REST ON SOUTH SIDEWALK WHERE IT STRIKES FENCE AND DUMPSTER. ALL OCCUPANTS OF V-2 EVALUATED BY KIRYAS JOEL EMS AND REFUSED FURTHER MEDICAL ATTENTION.
5	37344401	6/18/2018	12:50	1	INJURY	1	1	1	1	19, 26	CURBING	OP of V-1 traveling straight ahead Forest Road Town of Monroe. V1 attempts to stop due to vehicle in front slowing and accidentally hit accelerator and drove off roadway onto South shoulder striking curb and into metal dumpster causing damage to same and V-1 front bumper. OP of V-1 transported to ORMC. Vehicle towed from scene.

6	37762939	1/23/2019	17:52	2	PDO	4	5	2	2	07, 66, YY		RIGHT ANGLE	
7	36512234	12/7/2016	21:00	1	INJURY	4	1	1	2	18, YY		PEDESTRIAN	V-1 traveling NB on Forest Rd, VKiryas Joel. As v-1 is attempting to make a left turn into the parking lot, p-1 is crossing from the sidewalk traveling SB. V-1 alleges that p-1 was wearing dark clothes and he did not observe her crossing. V-1 strikes p-1 causing aforementioned damages. P-1 transported to Orange Regional via KJ EMS unit 13076.
8	37127820	1/24/2018	16:30	2	PDO	1	1	1	1	YY, ZZ		UNKNOWN	Vehicle 2 was parked in a parking lot near 75 Forest Road. V-2 was struck by an unknown vehicle between 9:00 A.M. and 4:00 P.M.

9	37199650	3/1/2018	18:46	2	PDO	1	5	1	1	04, 07, YY		RIGHT ANGLE	
10	37703918	1/11/2019	14:45	2	PDO	1	2	1	1	09, YY		REAR END	V-1 stopped in traffic on forest rd is struck by V-2 who is following to closely.
11	37200556	3/22/2018	22:50	2	PDO	5	2	1	1	04, 13, YY		OVERTAKING	V2 parked and occupied facing north on Forest Road. V1 traveling north on Forest Road. OPV2 stated that V1 side swiped his vehicle. OPV1 stated that he was distracted and not paying attention and drifted right and struck V2 which was parked. OPV1 could not explain why he was not paying attention nor distracted.

12	36527672	12/17/2016	21:50	2	NR	4	1	5	3	69, YY		OVERTAKING	V1 traveling north on Forest Rd in the Town of Monroe. V2 parked on east shoulder. V2 attempts to merge into north traffic, failing to see V1 in blind spot, and strikes V1 causing aforementioned damages.
13	37276495	5/9/2018	18:10	2	INJURY	1	4	1	1	22, 27, XX		HEAD ON	Vehicle 1 traveling E/B on Forest Road when V1 failed to keep right, entering W/B lane on Forest Road that Vehicle 2 was traveling in, causing a head on collision.
14	36366667	8/30/2016	20:01	2	NR	1	1	1	1	13, YY		OVERTAKING	V-1 northbound Forest Rd. V-2 stopped on Forest Rd. V-1 attempts to past V-2 on the left. V-1 collides with V-2 while attempting to pass.

15	37713124	1/28/2019	19:10	2	PDO	4	1	1	2	17, YY		RIGHT ANGLE	OP of V-1 Traveling straight ahead Southbound Forest Road Town of Monroe. OP of V-2 making left turn Northbound from Mountain Road onto Forest Road. OP of V-1 disregards flashing red signal and subsequently struck V-2 drivers side front quart panel causing damage. Both vehicles driven from scene.
16	37750499	2/19/2019	12:40	2	PDO	1	1	1	1	07, YY		RIGHT TURN (WITH OTHER CAR)	OP V-1 TRAVELING E/BOUND APPROACHED THE STOP SIGN AT THE INTERSECTION OF SCHUNNEMUNK AND FOREST RD AND CAME TO A COMPLETE STOP. OP V-1 ATTEMPTED TO MAKE A RIGHT TURN ONTO FOREST RD, FAILED TO YIELD THE RIGHT OF WAY AND SUBSEQUENTLY STRUCK V-2 TRAVELING S/BOUND ON FOREST RD. NO INJURIES TO REPORT. NO TOW NEEDED.
17	36952856	10/25/2017	14:00	2	INJURY	1	2	1	2	09, YY		REAR END	V-1 traveling west on Schunnemunk Road makes a left onto Forest Drive. V-2 traveling south on Forest Road begins to slows down when V-1 strikes V-2 in the rear. Op V-1 transported to ORMC for medical evaluation by KJ Ambulance.

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
18	36871698	8/29/2017	14:30	2	PDO	1	2	2	3	19, 66, YY		REAR END	V-2 WAS STOPPED AT A STOP SIGN ON SCHUNNEMUNK ROAD. OP-V1 STATED HE WAS UNABLE TO STOP IN TIME AND SUBSEQUENTLY STRIKES V-2.
19	36936412	9/8/2017	14:34	2	PDO	1	5	1	1	69, YY		REAR END	

20	37010856	11/30/2017	13:15	2	PDO	1	2	1	1	04, 09, YY	REAR END	V-1 following V-2 too closely. V-2 was slowing down in traffic and V-1 attempted to avoid the collision by swerving to the right, V-1 subsequently collides with V-2 in a rear end collision.
21	36445553	10/28/2016	14:25	2	INJURY	1	2	1	2	09, YY	REAR END	V-2 WAS STOPPED AT STOP SIGN LOCATED THE INTERSECTION OF FOREST ROAD AND MOUNTAIN ROAD. OP V-1 TRAVELING WB ON FOREST RD STATED THAT V-2 STOPPED ABRUPTLY FOR STOP SIGN WHICH CAUSED V-1 TO STRIKE V-2. OP V-1 AND OP V-2 AND PASSENGER V-2 BOTH REFUSED OFFER TO HAVE AMBULANCE RESPOND FOR FURTHER MEDICAL EVALUATION.
22	37721013	6/10/2018	09:00	1	PDO	1	1	1	1	XX	OTHER FIXED OBJECT	

23	36858407	8/16/2017	20:52	2	INJURY	4	1	1	2	12, 13, YY	REAR END	Veh-1 traveling east on Forest Rd in the Village of Kiryas Joel. Veh-2 parked on the south shoulder of Forest Rd facing east. Operator of Veh-1 states he was distracted by his front seat passenger, distracting him, causing him to drive onto the south shoulder subsequently striking Veh-2 causing listed damage.
24	36867085	8/8/2017	23:57	2	INJURY	5	5	2	3	XX, ZZ	RIGHT ANGLE	
25	37179133	3/7/2018	20:21	2	PDO	4	1	4	4	17, 66, YY	RIGHT ANGLE	THE ACCIDENT OCCURRED IN A POLICE VEHICLE OWNED/OPERATED BY THE NEW YORK STATE POLICE WHILE RESPONDING TO AN EMERGENCY. VEHICLE 1 WAS TRAVELING WEST THROUGH THE INTERSECTION OF FOREST ROAD AND ACRES ROAD WHEN VEHICLE 1 WAS STRUCK BY VEHICLE 2 WHO WAS SOUTH ON FOREST ROAD. OPERATOR OF VEHICLE 2 STATED HE ATTEMPTED TO STOP DUE TO FLASHING RED TRAFFIC SIGNAL AND WAS UNABLE TO DUE TO SLIPPERY ROADWAY CONDITIONS. - WITNESS 1 FUCHS, ELYE 2 RADOMSK WAY 401 MONROE NY 10950 3477084068 - WITNESS 2 FREUND, FISHEL 7 SASEV CT UNIT 202 MONROE NY 10950 8457745814 - WITNESS 3 WIEDER, MENDEL 4 LEMBERG CTS 311 MONROE NY 10950 9174503130

26	36909008	9/28/2017	18:08	2	PDO	1	5	1	2	07, YY	RIGHT ANGLE	OP-V1 starting from a stop sign southbound on Forest Rd crossing over Seven Springs Rd in the Town of Woodbury. OP-V2 eastbound on Seven Springs Rd in the Town of Woodbury. OP-V1 failed to yield the right of way at the stop sign and pulled out in front of V2.
27	37423283	8/5/2018	17:50	2	PDO	1	1	1	1	18, YY	LEFT TURN (AGAINST OTHER CAR)	V1 traveling west on Forest Road. V2 traveling east on Forest Road. V2 turns left improperly onto Schunnemunk Road subsequently striking V1.
28	37200559	3/18/2018	11:25	2	INJURY	1	1	1	1	07, XX	LEFT TURN (AGAINST OTHER CAR)	OPV1 at the stop sign on Forest Road, enters the roadway to make a left on Schunnemunk Road and does not see V2 operating straight ahead. V1 strikes front end of V2 causing damage to same and damage to passenger front end of V1. OPV1 transported by KJ Ambulance to ORMC ALS and OPV2 transported to same by Woodbury Ambulance.

29	36840343	7/24/2017	14:36	2	PDO	1	5	1	2	07, XX		RIGHT ANGLE	
30	36365285	8/7/2016	14:25	2	INJURY	1	2	1	1	04, 07, XX		RIGHT ANGLE	

NYS DOT QRA ACCIDENT VERBAL DESCRIPTION

Print Date 8/16/2019 Print Time 12:55:50PM

<u>Query Number/Name</u>	<u>Query Type</u>	<u>Query SubType</u>	<u>Accident Date Range</u>
48449 Forest Rd FOIL	AttributeQuery	None	2/29/2016 12:00:00AM To 2/28/2019 12:00:00AM

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36365285	07-August-2016	ORANGE	Woodbury Village	SEVEN SPRINGS RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT/ GRADE	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3254	34	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT ENTERED
2	NOT ENTERED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	4308	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	FAILURE TO YIELD RIGHT OF WAY					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36366667	30-August-2016	ORANGE	Monroe Town	FOREST RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	FLASHING LIGHT	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	OVERTAKING	0	66	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	39	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36424003	14-October-2016	ORANGE	Kiryas Joel Village	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	0	32	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	BUS	NY	Y	Y	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				

2 GLARE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	4422	36	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36445553	28-October-2016	ORANGE	Monroe Town	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	3	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	5	WEST	GOING STRAIGHT AHEAD	4378	28	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	STOPPED IN TRAFFIC	3885	66	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36512234	07-December-2016	ORANGE	Kiryas Joel Village	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	PED/BICYCLIST NOT AT INTERSECTION	CROSSING/ NO SIGNAL OR CR	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	NON-INC

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	3573	22	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	TURNING IMPROPER				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	47	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	PEDESTRIAN		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36527672	17-December-2016	ORANGE	Monroe Town	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SLUSH	STRAIGHT AND LEVEL	RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	37	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	MERGING	0	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	VIEW OBSTRUCTED/LIMITED					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36773581	04-June-2017	ORANGE	Monroe Town	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT/ GRADE	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	3	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	PARKED	4428	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	EAST	GOING STRAIGHT AHEAD	5500	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	PAVEMENT SLIPPERY					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36840343	24-July-2017	ORANGE	Woodbury Village	SEVEN SPRINGS RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	STOPPED IN TRAFFIC	0	29	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT ENTERED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	GOING STRAIGHT AHEAD	2403	21	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT ENTERED

2

NOT ENTERED

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36858407	16-August-2017	ORANGE	Kiryas Joel Village	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	EAST	GOING STRAIGHT AHEAD	0	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSENGER DISTRACTION					
2	PASSING OR LANE USAGE IMPROPERLY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36867085	08-August-2017	ORANGE	Woodbury Village	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	CURVE AND GRADE	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	5748	50	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNKNOWN					
2	NOT ENTERED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3196	48	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNKNOWN					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36871698	29-August-2017	ORANGE	Kiryas Joel Village	SCHUNNEMUNK RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT/ GRADE	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	STOPPED IN TRAFFIC	4338	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	PAVEMENT SLIPPERY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	3272	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36909008	28-September-2017	ORANGE	Woodbury Village	SEVEN SPRINGS RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	2850	37	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	MD	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36936412	08-September-2017	ORANGE	Woodbury Village	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLEAR	UNKNOWN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	BACKING	0	29	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 VIEW OBSTRUCTED/LIMITED
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	4519	32	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36952856	25-October-2017	ORANGE	Kiryas Joel Village	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	3575	19	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3840	24	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37010856	30-November-2017	ORANGE	Kiryas Joel Village	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	4101	54	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	DRIVER INATTENTION					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	SLOWED OR STOPPING	0	61	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37127820	24-January-2018	ORANGE	Kiryas Joel Village	FOREST RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	0	UNKNOWN	UNKNOWN	0	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
OTHER			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	UNKNOWN
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	PARKED	2404	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37179133	07-March-2018	ORANGE	Monroe Town	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	SNOW	FLASHING LIGHT	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	26	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	SLOWED OR STOPPING	3330	30	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					

2

PAVEMENT SLIPPERY

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37199650	01-March-2018	ORANGE	Woodbury Village	SEVEN SPRINGS RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLEAR	UNKNOWN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3250	55	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	MD	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	20	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

- 1 FAILURE TO YIELD RIGHT OF WAY
- 2 DRIVER INATTENTION

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37200556	22-March-2018	ORANGE	Kiryas Joel Village	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	4050	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	DRIVER INATTENTION					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37200559	18-March-2018	ORANGE	Kiryas Joel Village	FOREST RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	MAKING LEFT TURN	3411	59	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY		N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT ENTERED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-WEST	GOING STRAIGHT AHEAD	3202	52	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37276495	09-May-2018	ORANGE	Monroe Town	FOREST RD	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	GOING STRAIGHT AHEAD	0	48	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO KEEP RIGHT				

2 CELL PHONE (HAND HELD)

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	WEST	GOING STRAIGHT AHEAD	5000	26	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37344401	18-June-2018	ORANGE	Kiryas Joel Village	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE AND INJURY	COLLISION WITH CURBING	OTHER	0	1	NON-INC

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	69	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

- 1 UNSAFE SPEED
- 2 REACTION TO OTHER UNINVOLVED VEHICL

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37423283	05-August-2018	ORANGE	Kiryas Joel Village	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING LEFT TURN	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37603331	18-October-2018	ORANGE	Monroe Town	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING RIGHT TURN	5789	36	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY		N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	GOING STRAIGHT AHEAD	4120	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING OR LANE USAGE IMPROPERLY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37688923	11-January-2019	ORANGE	Kiryas Joel Village	SCHUNNEMUNK RD	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT/ GRADE	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	MAKING LEFT TURN	74375	50	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	TRUCK	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-WEST	MAKING LEFT TURN	0	52	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37703918	11-January-2019	ORANGE	Kiryas Joel Village	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	STOPPED IN TRAFFIC	4350	37	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	SLOWED OR STOPPING	4480	37	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37713124	28-January-2019	ORANGE	Monroe Town	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	FLASHING LIGHT	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3151	25	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	TRAFFIC CONTROL DEVICES DISREGARDED				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	MAKING LEFT TURN	0	40	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37721013	10-June-2018	ORANGE	Kiryas Joel Village	SCHUNNEMUNK RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH OTHER FIXED OBJECT	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3532	41	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37750499	19-February-2019	ORANGE	Kiryas Joel Village	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING RIGHT TURN	4095	28	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	4076	35	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37762939	23-January-2019	ORANGE	Woodbury Village	SCHUNNEMUNK RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	CURVE AND GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3553	29	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PAVEMENT SLIPPERY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STARTING IN TRAFFIC	0	39	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

STUDY NO.		ROUTE NO. or STREET NAME								COUNTY MUNICIPALITY					
P.I.N..		AT INTERSECTION WITH / OR BETWEEN								BY DATE					
INVENTORY NO.		NO. OF MONTHS		LIGHT CONDITIONS (LC)				ROADWAY CHARACTER (RC)				ROADWAY SURFACE CONDITION (RSC)		WEATHER (WEA)	
Begin Date		End Date		1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted				1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest				1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other		1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other	
NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION		
1	37236425	1/11/2018	17:00	2	PDO	4	1	2	2	18, 27, YY		SIDESWIPE	V2 was was traveling north, stopped at the intersection of Daj BLVD and Meron DR. V1 coming from eastbound from Meron DR. turned south onto Daj BLVD. The operator of V2 states that the operator of V1 crossed into his lane where the trailer struck the left rear quarter panel causing damage to same. The operator of V2 obtained NJ License plate for the trailer. After contacting safety officer Irwin Ramos of DMS Express INC, the lessee of the trailer, he was unable to identify the tractor or operator involved but assumed liability for the damages and provided insurance information: Starr Indemnity & Liability CO., Global Underwriters Agency INC, Policy # 1000072655171. (732)632-2790 x131		
2	36749002	6/2/2017	16:02	2	PDO	1	1	1	1	69, YY		RIGHT ANGLE	V-1 fails to look before pulling out in Northern direction from parking space, thus colliding into V-2 traveling in Eastern direction. No injuries.		

3	36678971	4/5/2017	18:55	2	NR	1	2	1	1	13, YY	REAR END	V2 parked unoccupied facing west on Meron Drive in the Village of Kiryas Joel. V1 traveling west on Meron Drive in the Village of Kiryas Joel. OPV1 stated an uninvolved vehicle made him swerve to the right striking V2 damaging same.
4	36308625	7/19/2016	22:10	2	INJURY	5	4	1	1	26, YY	GUIDERAIL - END	OP V-1 traveling southbound on Daj Blvd. V-2 parked in parking lot off Daj Blvd. OP V-1 reacts to uninvolved motor vehicle who crossed over double solid line causing V-1 to strike end of guide rail and into V-2.
5	37781027	2/22/2019	00:10	2	PDO	4	1	1	1	02, 12	OVERTAKING	at t/p/o vehicle -1 was traveling on meron dr crashed in to vehicle 2 driver was intoxicated and was arrested by ny state police for dwi and driving vehicle without permission sjs number 8765709 - veicle states he was parked and vehicle 1 crashed into my car - WITNESS 1 SHISHA, SHIMEL 17 DINEV RD MONROE NY 10950 3475783090

6	36639408	3/10/2017	13:15	2	PDO	1	1	2	2	13, YY	SIDESWIPE	V-1 traveling south on Daj Blvd when an unknown make and model vehicle traveling north on Daj Blvd crosses over and into V-1's lane of travel and subsequently side swipes V-1.
7	37233309	4/12/2018	08:30	2	PDO	1	2	1	2	13, YY	SIDESWIPE	V-1 traveling westbound on Kahan Drive approaching the intersection of Kahan Drive and Kerestier Court. V-1 attempts to pass V-2 which was backing onto Keretier Court and subsequently strikes the passenger side mirror of V-2.
8	36706667	5/1/2017	11:35	2	PDO	1	2	1	2	18, 60, YY	SIDESWIPE	V-1 parked illegally facing oncoming traffic in the opposite lane of travel at the Intersection of Kahan Drive and Meron Drive. V-2 attempts to make a right turn onto Kahan Drive and subsequently side swipes V-1.

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

STUDY NO.		ROUTE NO. or STREET NAME								COUNTY MUNICIPALITY					
P.I.N..		AT INTERSECTION WITH / OR BETWEEN								BY DATE					
INVENTORY NO.		NO. OF MONTHS		LIGHT CONDITIONS (LC)				ROADWAY CHARACTER (RC)				ROADWAY SURFACE CONDITION (RSC)		WEATHER (WEA)	
Begin Date		End Date		1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted				1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest				1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other		1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other	
NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION		
1	37135396	12/26/2017	14:14	2	PDO	1	3	1	1	07, 17, YY		RIGHT ANGLE	V1 was traveling northbound on Bakertown Road in the village of Kiryas Joel. V2 was traveling eastbound on Meron Drive and failed to yield to Bakertown Rd. traffic. V1 subsequently struck rear right of V2's vehicle.		
2	36308625	7/19/2016	22:10	2	INJURY	5	4	1	1	26, YY		GUIDERAIL - END	OP V-1 traveling southbound on Daj Blvd. V-2 parked in parking lot off Daj Blvd. OP V-1 reacts to uninvolved motor vehicle who crossed over double solid line causing V-1 to strike end of guide rail and into V-2.		

3	36740117	5/25/2017	14:25	2	PDO	1	1	2	3	07, YY	HEAD ON	V-1 traveling south on Bakertown Rd fails to yield right of way and strikes V-2 who was traveling westerly through intersection onto Meron Dr.
4	37468742	9/4/2018	11:00	2	INJURY	1	1	1	1	07, XX	RIGHT ANGLE	V-2 stated after coming to a stop at intersection of Bakertown Road and Meron Drive traveling S/B, V-1 came from parking lot on left in front of V-2 going straight ahead. V-1 stated while traveling W/B across Bakertown Road onto Meron Drive, struck front of V-2 with right side of vehicle.
5	36576363	1/23/2017	09:22	2	PDO	1	2	1	2	09, YY	REAR END	V1 and V2 SB Bakertown Rd V Kiryas Joel. Op V1 states V2 stopped short due to traffic and he struck V2. Op V2 states same.

NYS DOT QRA ACCIDENT VERBAL DESCRIPTION

Print Date 8/16/2019 Print Time 1:07:55PM

<u>Query Number/Name</u>	<u>Query Type</u>	<u>Query SubType</u>	<u>Accident Date Range</u>
48455 Meron FOIL cannot get up to BakeAttributeQuery		None	2/29/2016 12:00:00AM To 2/28/2019 12:00:00AM

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36308625	19-July-2016	ORANGE	Kiryas Joel Village	MERON DR	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH GUIDERAIL - END	HEAD ON	0	1	NON-INC

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3885	40	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	REACTION TO OTHER UNINVOLVED VEHICL
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	PARKED	8775	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36639408	10-March-2017	ORANGE	Kiryas Joel Village	MERON DR		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	GOING STRAIGHT AHEAD	3337	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY		N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	SOUTH	GOING STRAIGHT AHEAD	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36678971	05-April-2017	ORANGE	Kiryas Joel Village	MERON DR	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT/ GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	GOING STRAIGHT AHEAD	0	19	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36706667	01-May-2017	ORANGE	Kiryas Joel Village	KAHAN DR		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	NORTH	PARKED	4593	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 OTHER (VEHICLE)
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	MAKING RIGHT TURN	17950	34	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	TURNING IMPROPER				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36749002	02-June-2017	ORANGE	Kiryas Joel Village	MERON DR		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	4483	32	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	VIEW OBSTRUCTED/LIMITED				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3311	24	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37233309	12-April-2018	ORANGE	Kiryas Joel Village	KAHAN DR	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT/ GRADE	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	14	WEST	GOING STRAIGHT AHEAD	0	45	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
BUS	NY	N	Y	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	BACKING	79400	29	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
TRUCK	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37236425	11-January-2018	ORANGE	Kiryas Joel Village	MERON DR		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	0	SOUTH	MAKING LEFT TURN	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	FAILURE TO KEEP RIGHT					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	MAKING RIGHT TURN	0	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37781027	22-February-2019	ORANGE	Kiryas Joel Village	MERON DR		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	OTHER	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	GOING STRAIGHT AHEAD	12300	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ALCOHOL INVOLVEMENT					
2	PASSENGER DISTRACTION					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	PARKED	3285	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ALCOHOL INVOLVEMENT					

NYS DOT QRA ACCIDENT VERBAL DESCRIPTION

Print Date 8/16/2019 Print Time 1:09:48PM

<u>Query Number/Name</u>	<u>Query Type</u>	<u>Query SubType</u>	<u>Accident Date Range</u>
48456 Meron Part 2 FOIL	AttributeQuery	None	2/29/2016 12:00:00AM To 2/28/2019 12:00:00AM

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36308625	19-July-2016	ORANGE	Kiryas Joel Village	MERON DR	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH GUIDERAIL - END	HEAD ON	0	1	NON-INC

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3885	40	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	REACTION TO OTHER UNINVOLVED VEHICL
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	PARKED	8775	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36576363	23-January-2017	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FL		N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	STOPPED IN TRAFFIC	4463	46	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36657727	24-March-2017	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3166	22	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	4237	70	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36740117	25-May-2017	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	5001	30	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	GOING STRAIGHT AHEAD	3935	22	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37135396	26-December-2017	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AT HILLCREST	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	2877	79	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	4235	48	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				
	2	TRAFFIC CONTROL DEVICES DISREGARDED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37236425	11-January-2018	ORANGE	Kiryas Joel Village	MERON DR		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	0	SOUTH	MAKING LEFT TURN	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	FAILURE TO KEEP RIGHT					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	MAKING RIGHT TURN	0	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37468742	04-September-2018	ORANGE	Kiryas Joel Village	BAKERTOWN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	4220	67	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT ENTERED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	SOUTH	GOING STRAIGHT AHEAD	0	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	UN	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

STUDY NO. P.I.N.. INVENTORY NO.	ROUTE NO. or STREET NAME	COUNTY MUNICIPALITY BY DATE
	AT INTERSECTION WITH / OR BETWEEN	

NO. OF MONTHS	LIGHT CONDITIONS (LC) 1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted	ROADWAY CHARACTER (RC) 1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest	ROADWAY SURFACE CONDITION (RSC) 1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other	WEATHER (WEA) 1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other
Begin Date End Date				

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
1	37762939	1/23/2019	17:52	2	PDO	4	5	2	2	07, 66, YY		RIGHT ANGLE	

2	37200563	3/22/2018	18:35	2	INJURY	3	2	1	1	07, YY		RIGHT ANGLE	
3	36924969	10/9/2017	14:15	2	PDO	1	1	2	3	07, 66, YY		RIGHT ANGLE	<p>V-1 northbound on Karlsburg Rd. V-2 eastbound on Seven Springs mountain rd. Operator of V-1 attempts to make a left turn onto Seven Springs Mountain Rd. Operator of V-1 fails to observe V-2 traveling East on Seven Springs Mountain Rd. V-1 subsequently strikes V-2. Operator of V-1 states he was stopped in the vicinity of the stop sign and V-2 slid into his vehicle while he was stopped at the stop sign. No witnesses on scene to verify operator of V-1s story.</p>

4	36243054	6/6/2016	09:56	2	INJURY	1	1	1	1	18, YY		LEFT TURN (AGAINST OTHER CAR)	V-1 was traveling northbound on Seven Springs Mountain Rd, when V-1 operator attempted to make an illegal U-Turn in the roadway. V-1 operator failed to observe V-2 also traveling northbound on Seven Springs Mountain Rd. V-1 operator subsequently drives in front of V-2, causing the collision.
5	36237683	5/24/2016	13:55	2	INJURY	1	6	1	2	27, YY		SIDESWIPE	Vehicle #1 was traveling eastbound on Mountain Road. Vehicle #1 crossed over the westbound lane colliding with vehicle #2 traveling westbound. Passenger of vehicle #2 was transported to Orange Regional Hospital for treatment.

6	36317627	7/18/2016	06:57	3	INJURY	1	5	1	1	07, 60, YY	208 83011019	OTHER	
7	37215756	3/28/2018	17:23	1	PDO	1	1	1	2	18, 19		SUBMERSION	V1 traveling Westbound on Seven Springs Mtn Rd approaches intersection of Seven Springs Rd. V1 suddenly turns Northbound onto Seven Springs Road at an unsafe speed and fails to negotiate turn. V1 turns improperly and moves from lane unsafely as it enters a pond West of Seven Springs Road where it comes to rest.

8	37181571	2/14/2018	07:27	1	INJURY	1	2	4	2	66, YY		LIGHT SUPPORT/UTI LITY POLE	
9	37613625	11/29/2018	18:23	2	NR	5	4	1	2	09, YY	208 83011019	REAR END	<p>Vehicle 1 was traveling south on Route 208 and collided with the rear of Vehicle 2. Vehicle 2 was stopped, facing south on route 208, waiting for northbound traffic to subside in order to make a left turn onto Mountain Road when Vehicle 1 collided with Vehicle 2.</p>

10	37706036	1/20/2019	08:00	2	NR	1	5	5	5	69, ZZ	208 83011019	LEFT TURN (AGAINST OTHER CAR)	Vehicle 1 traveling west on Mountain Rd. Vehicle 2 Traveling south on Route 208 attempting to make a left turn onto Mountain Rd. Operator of Vehicle 1 states he was stopped at the stop line and Vehicle 2 crossed into his lane and struck his vehicle. Operator of Vehicle 2 states he was attempting to make the left turn and Vehicle 1 whose windshield was mostly covered with snow was moving and struck the side of vehicle 2.
11	37252388	4/20/2018	17:00	1	PDO	1	5	1	1	19, YY		LIGHT SUPPORT/UTI LITY POLE	OPV1 operating at an unsafe speed, loses control and veers off the roadway into the shoulder, striking a utility pole head on and severing the pole from its base. Damage caused to front end of V1. OPV1 RMA.

12	36831579	7/26/2017	13:00	2	PDO	1	1	1	1	09, YY		REAR END	V-1 and V-2 west bound on Mountain Road. Operator of V-2 slows down to make a stop and to turn left on Seven Springs Mountain road. Operator of V-1 fails to observe V-2 slow down and to make a left turn. V-1 subsequently strikes V-2.
13	36970928	10/28/2017	22:35	2	NR	5	1	1	1	07, 13, YY	208 83011019	OVERTAKING	Vehicle 2 was traveling westbound on Mountain Rd stopped at the stop sign waiting to make a right hand turn. Vehicle 1 was traveling westbound on Mountain Rd when it pulled to right side of Vehicle 2 in attempt to make a right hand turn. Vehicle 1 and Vehicle 2 made the right hand turn at the same time. Vehicle 1 cause a same direction side swipe collision with Vehicle 2. Operator of Vehicle 1 stated that Vehicle 2 did not have his right turn signal on. Operator of Vehicle 2 stated he was sure if he had his right turn signal on.

14	36688049	4/5/2017	17:35	2	PDO	1	4	1	1	09, YY	208 83011019	REAR END	<p>Vehicle 2 was stopped in traffic facing southbound on State Route 208. Vehicle 1 was traveling southbound on State Route 208 when the operator collided with Vehicle 2 from behind. Operator of Vehicle 2 stated that he was stopped with his turn signal on and waiting to make a left turn onto Mountain Road when Vehicle 1 hit him from behind. Operator of Vehicle 1 stated that he attempted to avoid the collision but was unable to, and hit Vehicle 2 from behind.</p>
15	36678975	4/7/2017	15:40	2	PDO	1	2	1	2	07, YY		LEFT TURN (WITH OTHER CAR)	<p>V-1 traveling westerly on Chevron Road stops at stop sign. V-1 attempts to make a left turn onto Seven Springs Mountain Road. V-1 failed to yield the right of way and subsequently strikes V-2 who was traveling easterly on Seven Springs Mountain Road.</p>

16	36920227	10/6/2017	18:35	2	PDO	3	5	1	2	07, YY		RIGHT ANGLE	<p>OP-V1 and OP-V2 both northwest on Seven Springs Mountain Rd in the Town of Monroe. V2 is a KJ EMS vehicle with emergency lights and siren activated. OP-V1 traveling directly in front of the emergency vehicle,V2, failed to yield way and move over. OP-V1 then slowed to make a left turn into the driveway at 277 Seven Springs Mountain Rd. OP-V2 was unable to stop in time, slid and struck the driver&apos;s side rear of V1.</p>
17	36252530	5/15/2016	04:15	1	PDO	5	6	2	3	19, YY		EARTH ELE./ROCK CUT/DITCH	<p>V-1 Westbound Mountain Rd. Operator of V-1 loses control of V-1 on sharp turn. V-1 subsequently exits the roadway and comes to rest on ditch in front of 43 Mountain Rd.</p>

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
18	36350359	8/19/2016	13:58	2	PDO	1	5	1	1	69, YY		REAR END	Op-V1 was traveling on Seven Springs Mountain Road. V-2 was awaiting to make a left turn onto Mountain Rd. As V-1 entered the sharp curve he abruptly observed V-2 stopped and attempted evasive action and subsequently struck the rear of V-2

19	37083081	1/11/2018	11:10	2	PDO	1	2	2	1	09, 26, YY		HEAD ON	<p>OP-V1 states that a vehicle in front of him stopped short in front of him and he was unable to stop in time. OP-V1 swerved into the opposite lane of travel, subsequently striking V-2, who attempted to avoid V-1.</p>
20	36772386	6/13/2017	13:02	2	PDO	1	4	1	2	07, YY	208 83011019	RIGHT ANGLE	

21	37335378	6/17/2018	09:55	2	INJURY	1	3	1	1	19, YY		REAR END	V-1 TRAVELING EAST AND FAILED TO OBSERVE V-2 WHO OP-1 SAYS WAS STOPPED IN ROADWAY AND V-1 STRUCK V-2.
22	36867085	8/8/2017	23:57	2	INJURY	5	5	2	3	XX, ZZ		RIGHT ANGLE	

23	36649268	3/17/2017	08:20	2	PDO	1	3	1	1	18, 27, YY		HEAD ON	V-1 Eastbound Seven Springs Mountain Rd. V-2 stopped at stop sign southbound on Chevron Rd. Operator of V-1 attempts to make a left turn onto Chevron Rd. Operator of V-1 makes an improper turn entering the southbound lane on Chevron rd. V-1 subsequently strikes V-2 while turning.
24	36909008	9/28/2017	18:08	2	PDO	1	5	1	2	07, YY		RIGHT ANGLE	OP-V1 starting from a stop sign southbound on Forest Rd crossing over Seven Springs Rd in the Town of Woodbury. OP-V2 eastbound on Seven Springs Rd in the Town of Woodbury. OP-V1 failed to yield the right of way at the stop sign and pulled out in front of V2.

25	36715929	4/9/2017	13:11	2	PDO	1	2	1	1	04, XX		SIDESWIPE	
26	36581736	1/26/2017	07:50	2	PDO	1	2	2	3	09, YY		REAR END	V-2 was traveling east on Seven Springs Mountain Road. V-1 was traveling behind V-2. OP-V1 states he was in a rush and that V-2 was traveling too slow and slowing down. V-1 subsequently rear ends V-2.

27	37619422	11/30/2018	21:30	2	PDO	4	5	2	2	13, 19, YY		SIDESWIPE	V1 traveling West bound on Seven Springs Mountain Road with V2 traveling East bound on Seven Springs Mountain Rd. V1 traveling at unsafe speed fails to negotiate curve in road and crosses double yellow line subsequently striking V2 causing the aforementioned damages.
28	37748692	2/14/2019	18:00	1	PDO	4	2	1	2	61, YY		DEER	v-1 was traveling north on Seven Springs Mountain Road when a deer entered the roadway from the east shoulder and struck V-1.

29	37448637	8/17/2018	14:22	2	PDO	1	5	1	2	04, 07, YY	208 83011019	OVERTAKING	Vehicle #1 making a left turn from Mountain Road on to southbound Route 208, failed to yield the right of way to vehicle #2 that was traveling southbound on Route 208. Operator of vehicle #1 stated that he stopped at the Mountain Road stop and then proceeded to make a left turn on to Route 208 when a tractor trailer collided with the side of his vehicle. Operator of vehicle #1 stated that he did not see the tractor trailer and he believed it was traveling fast. He stated that the tractor trailer drove along side of his car. Operator of vehicle #2 stated that he was traveling southbound on Route 208 when a uninolved van made a left turn from Mountain Road on to southbound Route 208. He stated, vehicle #1 that was traveling directly behind the van, never stopped at the stop sign and proceeded into the intersection, cut him off and collided with the side of his tractor trailer. Operator of vehicle #2 stated that he tried to move to the right in order to avoid the collision, but vehicle #1 struck the driver side of the tractor trailer causing damage. Witness #1 stated that he was traveling northbound on Route 208 in the area of Mountain Road when he observed vehicle #1 make a left turn from Mountain Road on to southbound Route 208. He stated that he observed vehicle #1 and vehicle #2 collided. - WITNESS 1 ERGAS, JOEL 2 TAITCH CT UNIT 201 MONROE NY 10950 8456629144
30	36505199	11/22/2016	07:57	2	NR	1	4	1	2	09, YY	208 83011019	REAR END	Vehicle #1 was traveling southbound on State Route 208. Vehicle #1 collided with the rear of Vehicle #2. Vehicle #2 was stopped at the intersection of State Route 208 and Mountain Road facing south prior to the collision .

31	36552253	1/4/2017	05:00	1	PDO	4	2	2	3	02, 19		SIGN POST	<p>V-1 was traveling southbound at a unsafe speed on Seven Springs Mountain Rd and veered off the roadway. V-1 operator strikes a stop sign and continues traveling southbound and subsequently strikes a concrete barrier on Mountain Rd. V-1 operator was arrested for 1192. Tickets Issued: MIGUEL TELLEZ-PEREZ Driver of vehicle number (1) tickets: Ticket Number: M2136H6VZX Violation: 1180A Ticket Number: M2136H6W8L Violation: 1128A Ticket Number: M2136H6WTP Violation: 5091 Ticket Number: M2136H6WXN Violation: 11923;</p>
32	36560649	1/11/2017	17:35	2	PDO	5	5	2	1	07, YY		RIGHT ANGLE	<p>V-1 South Bound on Schunnemunk Road V-2 East Bound on 7 Springs Road, V-1 Proceeds passed stop sign on Schunnemunk Road. Operator of V-1 fails to observe V-2. V-1 Subsequently collides with V-2. - WITNESS 1 BERNATH, MOISHE 11 KOZNITS DR U202 MONROE NY 10950 8453215756</p>

33	36653084	3/2/2017	10:25	2	PDO	1	1	1	1	13, YY		OVERTAKING	V2 parked in the right lane facing S/B on Karlsburg Road in the Town of Monroe. V1 traveling S/B on Karlsburg Road side swipes V-2 causing said damage. Op V1 out of state insurance, Echelon Insurance, policy # QLH216015189.
34	36582972	1/27/2017	18:49	1	INJURY	4	2	1	2	14, YY		PEDESTRIAN	V-1 traveling North on Seven Springs Mountain Road in the Town of Monroe. Pedestrian enters roadway from the west shoulder, loses his footing, falls, and is subsequently struck by V-1. Pedestrian transported by KJ Ambulance #132 to Westchester Medical Center with above injuries.

35	36528276	12/17/2016	23:10	1	PDO	5	2	5	3	02, 19		LIGHT SUPPORT/UTILITY POLE	V1 traveling east on Seven Springs Mountain Rd in the Town of Monroe. V1 traveling at an unsafe speed, crosses into the south shoulder and off the roadway, striking a utility pole, causing aforementioned damages. Utility pole number 54261/49377 suffered major damage. Orange and Rockland Utilities notified. OPV1 found to be intoxicated. Tickets Issued: IGOR V KADOMTSEV Driver of vehicle number (1) tickets: Ticket Number: M2116FCLW4 Violation: 1180A Ticket Number: M2116FCP2S Violation: 1229C3 Ticket Number: M2116FCPJ5 Violation: 1128A Ticket Number: M2116FCPLC Violation: 1128C Ticket Number: M2116FCPVF Violation: 1128D;
36	37749275	2/13/2019	09:28	2	NR	1	5	2	1	27, YY		SIDESWIPE	Vehicle #1 traveling west on Mountain Rd. Vehicle #2 traveling east on Mountain Rd. Both vehicles side swiped each other. Vehicle #2 drove into the snow embankment.NOTE: Operator of vehicle #2 stated that vehicle #1 was in his lane and he kept honking his horn, and that he had to drive into the snow embankment during the collision. Operator of vehicle #1 stated that both vehicles were close to each other as they were passing.

37	37394541	7/15/2018	14:54	2	PDO	1	2	1	2	09, YY	208 83011019	REAR END	<p>Vehicle #1 traveling west on Mountain Road approaching the intersection of State Route 208 collided with the rear of vehicle #2 which had stopped facing west at the intersection of Mountain Road and State Route 208.</p>
38	37558623	10/28/2018	08:21	3	PDO	1	1	2	2	17, 19, YY		OTHER	

39	36507032	11/28/2016	06:27	2	PDO	Z	5	1	2	04, YY	RIGHT ANGLE
40	37184047	1/30/2018	08:28	1	PDO	1	6	2	2	66, YY	TREE

41	36632097	2/28/2017	12:12	2	PDO	1	5	1	1	09, YY		REAR END	V-2 was stopped at the intersection of Mountain Rd and SR-208. V-1 failed to observe V-2 and subsequently struck V-2.
42	36840343	7/24/2017	14:36	2	PDO	1	5	1	2	07, XX		RIGHT ANGLE	

43																	
	36688050	4/4/2017	09:51	2	INJURY	1	5	2	2	09, YY	208 83011019	REAR END	VEHICLE 1 TRAVELING SOUTHBOUND ON RT 208. VEHICLE 2 STOPPED IN TRAFFIC, SOUTHBOUND ON RT 208 AT INTERSECTION WITH MOUNTAIN RD. VEHICLE 1, FOLLOWING TOO CLOSELY, SLID ON WET PAVEMENT AND COLLIDED WITH REAR OF VEHICLE 2.				
NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION				

44	37024437	12/7/2017	21:15	2	PDO	5	4	1	1	09, YY	208 83011019	REAR END	<p>Vehicle 1 was traveling southbound on State Route 208 when the operator collided with Vehicle 2 from behind. Operator of Vehicle 2 stated that she was stopped behind an uninvolved vehicle that was waiting to make a left turn onto Mountain Road when Vehicle 1 hit her from behind. Operator of Vehicle 1 stated that Vehicle 2 stopped abruptly and that he was unable to avoid the collision.</p>
45	37759777	2/21/2019	23:54	1	PDO	5	2	2	5	19, YY		TREE	<p>V1 traveling at an unsafe speed down a hill going west on Seven Spring Mountain Road overturned and came to rest along a tree.</p>

46	37678514	11/4/2018	17:13	1	PDO	3	1	1	1	61, YY		DEER	
47	37493799	9/20/2018	10:10	2	NR	1	1	1	2	09, YY	208 83011019	REAR END	<p>Vehicle 1 was traveling westbound on Mountain Road and approaching the stop sign when the operator collided with Vehicle 2 from behind. Operator of Vehicle 2 stated that he was beginning to turn right onto State Route 208 when he was hit from behind by Vehicle 1. Operator of Vehicle 1 stated that she was stopped in traffic behind Vehicle 2 when Vehicle 2 backed into her. Operator of Vehicle 1 later stated that she was now only 85 percent sure that Vehicle 2 had backed into her.</p>

48	37336926	6/16/2018	11:59	2	INJURY	1	5	1	1	04, 07, YY	208 83011019	UNKNOWN	Vehicle #1 traveling West bound on Mountain Road making a left hand turn to travel South bound on State Route 208, failed to yield the right of way to vehicle #2, who was traveling North bound on State Route 208. By doing so vehicle #1 collided with vehicle #2. Vehicle #1 has a NJ insurance company, code 945. Driver of vehicle #2 stated, vehicle #1 pulled out so fast right in front of me. Secondary contributing factor (04) Driver inattention/Distraction: Operator of vehicle #1 stated that she did not see vehicle #2.
49	37192773	12/24/2017	08:00	1	PDO	2	2	1	2	61, YY		EARTH ELE./ROCK CUT/DITCH	OP of V-1 traveling eastbound Seven springs mountain road in the Town of Monroe. Deer enters roadway from north shoulder. OP of V-1 tries to avoid same causing V-1 to travel off roadway into earth embankment on south shoulder causing damage to front passenger quarter panel and tire. Vehicle towed from scene.Capitol insurance companyInsurance policy number: 163251

50	37108725	1/17/2018	03:45	1	PDO	5	2	4	4	19, 27		LIGHT SUPPORT/UTI LITY POLE	OP of V-1 traveling westbound on Seven Springs Mountain Road. OP of V-1 traveling at a speed not reasonable and prudent loses control of vehicle and crashes into Orange and Rockland Pole Number 54056-49477 and the mailbox of 287 Seven Springs Mountain Road. Economical Insurance Company Policy Number 9740704
51	37178529	2/23/2018	16:45	2	INJURY	1	4	2	3	09, 66, YY	208 83011019	REAR END	

52	36703757	4/25/2017	07:55	1	INJURY	1	1	1	2	07, 19, YY		PEDESTRIAN	<p>V1 traveling north on Seven Springs Mountain Road in the Town of Monroe. Pedestrian enters roadway from the east proceeding in westerly direction across Seven Springs Mountain Road to board the school bus. V1 fails to stop for school bus stop sign and strikes pedestrian. Pedestrian is transported for evaluation only. - WITNESS 1 KATZ, ISRAEL 20 HAUES U304 MONROE NY 10950 8456622598 - WITNESS 2 GREENFIELD, SARA 2 RAEOMSK WAY MONROE NY 10950 8457820081 Tickets Issued: SERHII KRASNOVSKYI Driver of vehicle number (1) tickets: Ticket Number: 2F106W2B20 Violation: 1174A Ticket Number: 2F106W2B87 Violation: 1151A Ticket Number: 2F106W2B2T Violation: 5092 Ticket Number: 2F106W29V9 Violation: 1180A Ticket Number: 2F106W2BBV Violation: 1110A;</p>
53	36429518	10/15/2016	01:20	1	PDO	4	2	1	1	61, YY		DEER	<p>Vehicle driving straight ahead when a deer jumped out from the side of the road. Vehicle hit brakes but was unable to avoid hitting deer.</p>

54	36229570	5/24/2016	11:51	2	INJURY	1	1	1	2	09, YY		REAR END	V-1 was traveling eastbound on Seven Springs Rd following too close to V-2. V-2 operator was attempting to make a left turn onto Chevron Rd, when V-1 struck V-2 in the rear. V-1 operator did not observe V-2 slowing down to make the left turn onto Chevron Rd.
55	36772385	6/17/2017	10:50	2	PDO	1	4	1	2	09, YY	208 83011019	REAR END	Vehicle 1 was traveling southbound on State Route 208 when the operator collided with Vehicle 2 from behind. Vehicle 1 then traveled off of the right side of the roadway and collided with a road sign. Operator of Vehicle 2 stated that he was slowing down with his turn signal on in order to make a left turn onto Mountain Road. Operator of Vehicle 2 stated that he observed Vehicle 1 in his side view mirror traveling toward him at a high rate of speed. Operator of Vehicle 2 stated that he steered to the left in order to avoid the collision but was unable to do so. Operator of Vehicle 1 stated that Vehicle 2 did not have its turn signal on and appeared as though it was going to continue traveling southbound. Operator of Vehicle 1 stated that she attempted to avoid the collision by turning to the right, but was unable to do so. Witness 1 stated that he observed Vehicle 2 traveling southbound on State Route 208 and approaching Mountain Road. Witness 1 stated that he observed Vehicle 2 slow down with its left turn signal on, appearing as though the operator was going to turn onto Mountain Road. Witness 1 stated that he then observed Vehicle 1 collide with Vehicle 2 from behind. - WITNESS 1 TAYLOR, TYRIESE 6 BERNADETTE WAY WASHINGTONVILLE NY 10992 8452487272

56	36742986	5/23/2017	16:20	2	INJURY	1	1	1	2	09, XX	208 83011019	REAR END	Vehicle 1 was traveling southbound on State Route 208 when the operator collided with Vehicle 2 from behind. Operator of Vehicle 2 stated that she had been completely stopped in traffic and waiting to make a left turn when Vehicle 1 hit her from behind. Operator of Vehicle 1 stated that Vehicle 2 stopped abruptly, and that she attempted to avoid colliding with Vehicle 2 but was unable to do so. Operator of Vehicle 1 stated that she then collided with Vehicle 2 from behind.
57	36579611	1/24/2017	21:15	3	PDO	5	5	4	4	66, YY		OTHER	V1 traveling east on Seven Springs Mountain Rd in the Town of Monroe on snow and ice covered roadway. V2 traveling west. V1 loses control sliding into the westbound lane and strikes V2. V1 spins and strikes earth embankment on north shoulder, coming to a rest. V2 comes to a rest on north shoulder. V3 traveling east, loses control sliding into the westbound lane and side swipes V2 coming to a rest against V2. All causing aforementioned damages.

58	37726247	11/15/2018	17:00	2	PDO	4	1	4	4	YY, ZZ		OVERTAKING	
59	37713127	1/29/2019	19:10	2	PDO	5	2	4	4	19, YY		HEAD ON	<p>OP of V-2 traveling Northbound Seven Springs Mountain Road Town of Monroe. OP of V-1 traveling at unsafe speed Southbound Seven Springs Mountain road and subsequently lost control due to snowy conditions and struck V-2 head on causing damage to front bumper. Both vehicles towed from scene.</p>

60	37771009	1/15/2019	17:27	2	PDO	5	5	1	1	04, 09, XX		REAR END	
61	37326958	6/8/2018	16:20	2	PDO	1	5	1	1	19, YY		RIGHT ANGLE	<p>OP of V-1 traveling South Bound Sevensprings Mountain Road. OP of V-2 traveling Northbound Mountain Road. OP of V-1 traveling at unsafe speed subsequently struck V-2 with driver side front bumper causing damage. Both vehicles driven from scene.</p>

62	36122229	3/3/2016	13:35	2	INJURY	1	5	1	2	07, YY		RIGHT ANGLE	<p>OP-V1 attempting to make a right turn from Chevron Rd on to Seven Springs Mountain Rd in the Town of Monroe. OP-V2 traveling northwest on Seven Springs Mountain Rd in the Town of Monroe. OP-V1, having a stop sign, fails to yield the right of way at the stop sign and begins to pull out into the intersection striking V2.</p>
63	36939589	10/19/2017	10:09	2	PDO	1	1	1	1	13, YY		RIGHT ANGLE	<p>Op-V1 stated V-2 signaled right as if turning onto Chevron Rd and then attempted to make a u-turn. In doing so V-1 struck V-2. Op-V2 stated she was turning left onto Karlsburg Rd and activated her left turn signal indicating same. Op-V2 further stated as she began to turn V-1 suddenly attempted to pass her on the left striking her vehicle.</p>

64	36659337	3/14/2017	07:00	0	NR	X	X	X	X		208 83011019	NOT ENTERED	VEHICLE #1 TRAVELING WEST ON MOUNTAIN RD. VEHICLE #1 SLID THROUGH THE INTERSECTION OF ROUTE 208. VEHICLE #1 DROVE ACROSS ROUTE 208 COLLIDING WITH SNOW EMBANKMENT, CONTINUED, THEN COLLIDED INTO THE ROCK WALL.
65	37284698	5/16/2018	13:00	1	INJURY	1	6	2	3	19, YY		EARTH ELE./ROCK CUT/DITCH	V-1 traveling east on Seven Springs Mountain Rd. Operator of V-1 fails to negotiate a curve enters the westbound lane exits the roadway and strikes a tree in the south ditch.

66	36376742	8/30/2016	01:00	1	PDO	2	1	1	1	XX, ZZ	208 83011019	ANIMAL	
67	37235252	3/27/2018	01:24	1	PDO	5	2	1	1	XX, ZZ		SIGN POST	

68	37199650	3/1/2018	18:46	2	PDO	1	5	1	1	04, 07, YY		RIGHT ANGLE	
69	37654924	12/19/2018	17:08	2	NR	5	4	1	1	09, YY		REAR END	Veh-2 traveling westbound on Seven Springs Mountain Road in the Town of Monroe slowing in traffic. Veh-1 following too close strikes Veh-2 in the rear. No injuries reported.

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
70	37749276	2/13/2019	10:50	2	NR	1	5	2	1	19, YY		REAR END	<p>Vehicle #2 traveling east on Mountain Rd, stopped in traffic. Vehicle #1 traveling east on Mountain Rd collided into the rear of vehicle #2. NOTE: Operator of vehicle #1 stated he slid uphill on the wet pavement.</p>

71	37456074	8/26/2018	12:24	2	INJURY	1	4	1	1	07, YY	208 83011019	RIGHT ANGLE	
72	37106158	1/22/2018	12:33	2	INJURY	1	5	2	2	07, YY		LEFT TURN (AGAINST OTHER CAR)	

73	36936412	9/8/2017	14:34	2	PDO	1	5	1	1	69, YY	REAR END
74	36365285	8/7/2016	14:25	2	INJURY	1	2	1	1	04, 07, XX	RIGHT ANGLE

75	36390196	8/26/2016	08:54	2	INJURY	1	5	1	1	07, YY	208 83011019	RIGHT ANGLE	Vehicle #1 traveling westbound on Mountain Road making a left turn onto southbound Route 208. Vehicle #2 traveling northbound on Route 208. Vehicle #1 failed to yield the right of way to vehicle #2 causing the accident. Note: Operator of vehicle #1 stated that he was stopped when he got hit. Operator of vehicle #2 stated that she was traveling northbound on Route 208 when vehicle #1 pulled out of Mountain Road and struck the side of her vehicle. She stated that vehicle #1 was so far in the northbound lane, she had to swerve into the other lane of traffic when she was struck. Witness #1 stated that she was directly behind the black SUV (vehicle #1). She stated that vehicle #1 came to a complete stop at the stop sign but then just pulled out into traffic causing the accident. Witness #2 stated that he was traveling south on Route 208, approaching the intersection of Mtn. Road when he observed a black SUV traveling down Mtn. Road. He stated that the black SUV stopped and then proceeded to inch its way out into the intersection. Witness #2 stated that black SUV then just pulled out into traffic and caught the passenger rear corner panel of a green car. Witness #2 stated that the green car then spun around and stopped. - WITNESS 1 ARROYO, KATHLEEN 14 CLIFFSIDE CT HIGHLAND MILLS NY 10930 8622143942 - WITNESS 2 CANTELMO, RICHARD PO BOX 123 BLOOMING GROVE NY 10914 8455900416
76	36787214	6/29/2017	14:45	1	PDO	1	1	1	1	26, YY	208 83011018	GUIDE RAIL	V-1 traveling Southbound on State Route 208. Operator of V-1 enters intersection of State Route 208 and Mountain Road when an uninvolved vehicle attempts to enter State Route 208 from Mountain Road. V-1 attempts to avoid the uninvolved vehicle by moving over. V-1 subsequently strikes the guide rail while attempting to avoid uninvolved vehicle. Uninvolved vehicle was operated by Marisol Cordero DOB 090662 operating a black Nissan Sentra bearing NY reg HFM-1975. Insurance code 100.

NYS DOT QRA ACCIDENT VERBAL DESCRIPTION

Print Date 8/16/2019 Print Time 12:50:02PM

<u>Query Number/Name</u>	<u>Query Type</u>	<u>Query SubType</u>	<u>Accident Date Range</u>
48447 Mtn Seven Springs from 208 to Lal	AttributeQuery	None	2/29/2016 12:00:00AM To 2/28/2019 12:00:00AM

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36122229	03-March-2016	ORANGE	Kiryas Joel Village	SEVEN SPRINGS MOUNTAIN RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING RIGHT TURN	4463	22	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	NORTH-WEST	GOING STRAIGHT AHEAD	3946	45	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36229570	24-May-2016	ORANGE	Kiryas Joel Village	SEVEN SPRINGS MOUNTAIN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	4000	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	3679	57	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36237683	24-May-2016	ORANGE	South Blooming Grove Village	MOUNTAIN RD	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND HILLCREST	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	4457	46	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO KEEP RIGHT					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	GOING STRAIGHT AHEAD	0	35	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36243054	06-June-2016	ORANGE	Kiryas Joel Village	SEVEN SPRINGS MOUNTAIN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	MAKING U TURN	5387	23	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 TURNING IMPROPER
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	GOING STRAIGHT AHEAD	0	20	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36252530	15-May-2016	ORANGE	South Blooming Grove Village	MOUNTAIN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	CURVE AND HILLCREST	RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLL. W/EARTH ELE./ROCK CUT/DITCH	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3627	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36317627	18-July-2016	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	7	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	6	WEST	MAKING LEFT TURN	0	40	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	3241	21	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	OTHER (VEHICLE)				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	2	SOUTH	GOING STRAIGHT AHEAD	4627	55	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	OTHER (VEHICLE)				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36350359	19-August-2016	ORANGE	Monroe Town	SEVEN SPRINGS MOUNTAIN R		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	GOING STRAIGHT AHEAD	5500	80	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	VIEW OBSTRUCTED/LIMITED					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	STOPPED IN TRAFFIC	4428	33	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36365285	07-August-2016	ORANGE	Woodbury Village	SEVEN SPRINGS RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT/ GRADE	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3254	34	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT ENTERED
2	NOT ENTERED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	4308	27	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	DRIVER INATTENTION
2	FAILURE TO YIELD RIGHT OF WAY

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36376742	30-August-2016	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	UNKNOWN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH ANIMAL	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	UNKNOWN	UNKNOWN	3640	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNKNOWN					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36390196	26-August-2016	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING LEFT TURN	0	28	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	GOING STRAIGHT AHEAD	2549	25	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36429518	15-October-2016	ORANGE	Kiryas Joel Village	SEVEN SPRINGS MOUNTAIN R		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	GOING STRAIGHT AHEAD	0	45	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36505199	22-November-2016	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	SOUTH	GOING STRAIGHT AHEAD	0	25	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	62	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36507032	28-November-2016	ORANGE	Woodbury Village	SEVEN SPRINGS RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND GRADE	CLOUDY	UNKNOWN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	GOING STRAIGHT AHEAD	0	22	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	GOING STRAIGHT AHEAD	3881	74	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	DRIVER INATTENTION
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36528276	17-December-2016	ORANGE	Monroe Town	SEVEN SPRINGS MOUNTAIN R		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SLUSH	STRAIGHT/ GRADE	RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	37	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	VA	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ALCOHOL INVOLVEMENT					
2	UNSAFE SPEED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36552253	04-January-2017	ORANGE	Monroe Town	SEVEN SPRINGS MOUNTAIN R		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT/ GRADE	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH SIGN POST	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	5280	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	UN	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	ALCOHOL INVOLVEMENT					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36560649	11-January-2017	ORANGE	Woodbury Village	SEVEN SPRINGS RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	CURVE AND GRADE	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3144	25	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36579611	24-January-2017	ORANGE	Monroe Town	SEVEN SPRINGS MOUNTAIN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	CURVE AND GRADE	SNOW	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3520	28	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PAVEMENT SLIPPERY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	4439	54	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PAVEMENT SLIPPERY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	EAST	GOING STRAIGHT AHEAD	3819	37	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PAVEMENT SLIPPERY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36581736	26-January-2017	ORANGE	Woodbury Village	SEVEN SPRINGS MOUNTAIN R		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT/ GRADE	RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	4284	40	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	9600	45	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36582972	27-January-2017	ORANGE	Monroe Town	SEVEN SPRINGS MOUNTAIN R		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLOUDY	NO PASSING ZONE	PED/BICYCLIST NOT AT INTERSECTION	CROSSING/ NO SIGNAL OR CR	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	GOING STRAIGHT AHEAD	2717	52	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	12	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PEDESTRIAN'S ERROR/CONFUSION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36632097	28-February-2017	ORANGE	South Blooming Grove Village	MOUNTAIN RD	208 83011018

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND GRADE	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	SLOWED OR STOPPING	0	42	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	SOUTH-WEST	STOPPED IN TRAFFIC	4422	33	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36649268	17-March-2017	ORANGE	Kiryas Joel Village	CHEVRON RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AT HILLCREST	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	EAST	MAKING LEFT TURN	8200	30	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	WA	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	FAILURE TO KEEP RIGHT					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	STOPPED IN TRAFFIC	4416	33	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36653084	02-March-2017	ORANGE	Kiryas Joel Village	SEVEN SPRINGS MOUNTAIN R		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	33	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	QC	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	PARKED	3467	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36659337	14-March-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
0	NON-REPORTABLE	NOT ENTERED	NOT ENTERED	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
0	0			0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
0						

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36678975	07-April-2017	ORANGE	Kiryas Joel Village	SEVEN SPRINGS MOUNTAIN R		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	4358	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36688049	05-April-2017	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	2250	18	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	2548	30	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36688050	04-April-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	CURVE AND GRADE	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	SLOWED OR STOPPING	3375	73	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	2729	60	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36703757	25-April-2017	ORANGE	Kiryas Joel Village	SEVEN SPRINGS MOUNTAIN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOPPED SCHOOL BUS W/RED	PED/BICYCLIST NOT AT INTERSECTION	GOING TO/FROM STOPPED SC	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	5387	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	UNSAFE SPEED					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	10	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36715929	09-April-2017	ORANGE	Woodbury Village	SEVEN SPRINGS RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT ENTERED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	45	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36727278	05-May-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	CURVE AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	3859	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	3120	41	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36742986	23-May-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	4	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3552	38	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				

2 NOT ENTERED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	SOUTH	STOPPED IN TRAFFIC	3569	69	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36772385	17-June-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011019	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	GOING STRAIGHT AHEAD	4104	42	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	SOUTH	SLOWED OR STOPPING	2415	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36772386	13-June-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING LEFT TURN	4383	39	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	2646	59	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36787214	29-June-2017	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH GUIDE RAIL	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	1996	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FL	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36831579	26-July-2017	ORANGE	Monroe Town	SEVEN SPRINGS MOUNTAIN RI		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	SLOWED OR STOPPING	2342	53	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	SLOWED OR STOPPING	3117	56	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36840343	24-July-2017	ORANGE	Woodbury Village	SEVEN SPRINGS RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	STOPPED IN TRAFFIC	0	29	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT ENTERED					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	GOING STRAIGHT AHEAD	2403	21	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36867085	08-August-2017	ORANGE	Woodbury Village	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	CURVE AND GRADE	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	5748	50	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNKNOWN					
2	NOT ENTERED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3196	48	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNKNOWN					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36909008	28-September-2017	ORANGE	Woodbury Village	SEVEN SPRINGS RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	34	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	2850	37	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	MD	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36920227	06-October-2017	ORANGE	Monroe Town	SEVEN SPRINGS MOUNTAIN R		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH-WEST	MAKING LEFT TURN	4403	18	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	WEST	GOING STRAIGHT AHEAD	4788	30	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36924969	09-October-2017	ORANGE	Kiryas Joel Village	SEVEN SPRINGS MOUNTAIN R		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	4	NORTH	MAKING LEFT TURN	4338	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	PAVEMENT SLIPPERY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	5950	36	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36936412	08-September-2017	ORANGE	Woodbury Village	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLEAR	UNKNOWN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	BACKING	0	29	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	VIEW OBSTRUCTED/LIMITED					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	4519	32	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36939589	19-October-2017	ORANGE	Kiryas Joel Village	SEVEN SPRINGS MOUNTAIN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	GOING STRAIGHT AHEAD	3873	24	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING OR LANE USAGE IMPROPERLY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING LEFT TURN	4060	45	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36970928	28-October-2017	ORANGE	South Blooming Grove Village	MOUNTAIN RD	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	MAKING RIGHT TURN	0	23	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

- 1 PASSING OR LANE USAGE IMPROPERLY
- 2 FAILURE TO YIELD RIGHT OF WAY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	MAKING RIGHT TURN	0	41	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37024437	07-December-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	5	SOUTH	GOING STRAIGHT AHEAD	2813	24	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	3547	65	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37083081	11-January-2018	ORANGE	Monroe Town	SEVEN SPRINGS MOUNTAIN R		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT/ GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	SLOWED OR STOPPING	0	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	REACTION TO OTHER UNINVOLVED VEHICL					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-WEST	GOING STRAIGHT AHEAD	3138	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37106158	22-January-2018	ORANGE	Monroe Town	SEVEN SPRINGS MOUNTAIN R		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	CURVE AND GRADE	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	4788	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	9500	61	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37108725	17-January-2018	ORANGE	Monroe Town	SEVEN SPRINGS MOUNTAIN R		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT/ GRADE	SNOW	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	38	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	QC	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	FAILURE TO KEEP RIGHT					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37178529	23-February-2018	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	CURVE AND LEVEL	RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	STOPPED IN TRAFFIC	4022	59	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	2595	22	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	PAVEMENT SLIPPERY				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37181571	14-February-2018	ORANGE	Woodbury Village	SEVEN SPRINGS RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT/ GRADE	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE AND INJURY	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	1	NON-INC
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	2970	64	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37184047	30-January-2018	ORANGE	Woodbury Village	SEVEN SPRINGS RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	CURVE AND HILLCREST	CLOUDY	UNKNOWN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH TREE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	5028	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37192773	24-December-2017	ORANGE	Monroe Town	SEVEN SPRINGS MOUNTAIN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLL. W/EARTH ELE./ROCK CUT/DITCH	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	UN	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37199650	01-March-2018	ORANGE	Woodbury Village	SEVEN SPRINGS RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND GRADE	CLEAR	UNKNOWN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3250	55	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	MD	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	20	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY

2

DRIVER INATTENTION

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37200563	22-March-2018	ORANGE	Kiryas Joel Village	SEVEN SPRINGS MOUNTAIN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING LEFT TURN	3175	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-WEST	GOING STRAIGHT AHEAD	0	33	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37215756	28-March-2018	ORANGE	Monroe Town	SEVEN SPRINGS RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	SUBMERSION	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING RIGHT TURN	3285	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	UNSAFE SPEED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37235252	27-March-2018	ORANGE	Woodbury Village	SEVEN SPRINGS RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	UNKNOWN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH SIGN POST	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	BACKING	4519	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNKNOWN					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37252388	20-April-2018	ORANGE	Monroe Town	SEVEN SPRINGS MOUNTAIN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	5686	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37284698	16-May-2018	ORANGE	Kiryas Joel Village	SEVEN SPRINGS MOUNTAIN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	CURVE AND HILLCREST	RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE AND INJURY	COLL. W/EARTH ELE./ROCK CUT/DITCH	OTHER	0	1	NON-INC

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3105	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37326958	08-June-2018	ORANGE	Monroe Town	SEVEN SPRINGS MOUNTAIN R		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	48	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	OT	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	MAKING LEFT TURN	2794	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37335378	17-June-2018	ORANGE	Monroe Town	SEVEN SPRINGS MOUNTAIN R		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AT HILLCREST	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	INCAPA
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3638	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3175	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37336926	16-June-2018	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	MAKING LEFT TURN	0	62	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	DRIVER INATTENTION					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	4081	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37394541	15-July-2018	ORANGE	South Blooming Grove Village	MOUNTAIN RD	208 83011018

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT/ GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	STARTING IN TRAFFIC	0	46	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING LEFT TURN	4388	31	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37448637	17-August-2018	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	MAKING LEFT TURN	2813	19	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	DRIVER INATTENTION				

2

FAILURE TO YIELD RIGHT OF WAY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	120000	55	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	TRUCK	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37456074	26-August-2018	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	0	29	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	FL	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	3428	40	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37493799	20-September-2018	ORANGE	South Blooming Grove Village	MOUNTAIN RD	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	34	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	MAKING RIGHT TURN	0	35	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	BUS	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37558623	28-October-2018	ORANGE	Kiryas Joel Village	SEVEN SPRINGS MOUNTAIN R		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	SLOWED OR STOPPING	4253	53	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	TRAFFIC CONTROL DEVICES DISREGARDED					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	29	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FO	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	0	WEST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37613625	29-November-2018	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	20	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY		N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	STOPPED IN TRAFFIC	0	43	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37619422	30-November-2018	ORANGE	Monroe Town	SEVEN SPRINGS MOUNTAIN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	CURVE AND GRADE	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3091	25	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	UNSAFE SPEED				

2

PASSING OR LANE USAGE IMPROPERLY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	GOING STRAIGHT AHEAD	4815	34	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37654924	19-December-2018	ORANGE	Monroe Town	SEVEN SPRINGS MOUNTAIN R		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	SLOWED OR STOPPING	0	48	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	SLOWED OR STOPPING	0	34	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37678514	04-November-2018	ORANGE	Woodbury Village	SEVEN SPRINGS RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	UNKNOWN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	4327	45	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37706036	20-January-2019	ORANGE	South Blooming Grove Village	MOUNTAIN RD	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SLUSH	CURVE AND GRADE	SLEET/HAIL/FREEZING RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	SLOWED OR STOPPING	0	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	VIEW OBSTRUCTED/LIMITED					
2	UNKNOWN					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	MAKING LEFT TURN	0	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNKNOWN					
2	UNKNOWN					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37713127	29-January-2019	ORANGE	Monroe Town	SEVEN SPRINGS MOUNTAIN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT/ GRADE	SNOW	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3476	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	5	NORTH	GOING STRAIGHT AHEAD	0	36	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37726247	15-November-2018	ORANGE	Woodbury Village	SEVEN SPRINGS RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	SNOW	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	UNKNOWN	3371	37	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	UNKNOWN	UNKNOWN	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	OTHER			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	UNKNOWN				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37748692	14-February-2019	ORANGE	Kiryas Joel Village	SEVEN SPRINGS MOUNTAIN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	GOING STRAIGHT AHEAD	4393	45	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37749275	13-February-2019	ORANGE	South Blooming Grove Village	MOUNTAIN RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	CURVE AND GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	67	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO KEEP RIGHT					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	31	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37749276	13-February-2019	ORANGE	South Blooming Grove Village	MOUNTAIN RD	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	CURVE AND GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	67	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	UNSAFE SPEED				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	55	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37759777	21-February-2019	ORANGE	Monroe Town	SEVEN SPRINGS MOUNTAIN R		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT/ GRADE	SLEET/HAIL/FREEZING RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH TREE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	5497	23	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

- 1 UNSAFE SPEED
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37762939	23-January-2019	ORANGE	Woodbury Village	SCHUNNEMUNK RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	CURVE AND GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3553	29	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PAVEMENT SLIPPERY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STARTING IN TRAFFIC	0	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37771009	15-January-2019	ORANGE	Woodbury Village	SEVEN SPRINGS RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	5970	38	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	FOLLOWING TOO CLOSELY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	SLOWED OR STOPPING	5838	69	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

STUDY NO.		ROUTE NO. or STREET NAME								COUNTY MUNICIPALITY					
P.I.N..		AT INTERSECTION WITH / OR BETWEEN								BY DATE					
INVENTORY NO.		NO. OF MONTHS		LIGHT CONDITIONS (LC)				ROADWAY CHARACTER (RC)				ROADWAY SURFACE CONDITION (RSC)		WEATHER (WEA)	
Begin Date		End Date		1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted				1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest				1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other		1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other	
NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION		
1	37099290	1/19/2018	15:00	2	PDO	1	1	1	1	09, YY		REAR END	V-1 was following behind V-2 east on Riminev Ct. V-2 stated he stopped for an uninvolved vehicle negotiating a turn when he was struck by V-1. Op-V1 stated V-2 quickly stopped and he was unable to avoid striking same.		
2	36356737	8/21/2016	12:30	2	INJURY	1	1	1	1	18, 25, XX		RIGHT TURN (AGAINST OTHER CAR)	V-2 stopped at stop sign WB on Riminev CT. V-1 traveling north on Quickway Rd, attempts to make right turn and strikes V-2. OpV-1 states he was attempting to avoid striking a child that ran into the street.		

3	37167546	3/2/2018	10:45	2	PDO	1	5	4	4	13, 66, YY	HEAD ON	OP-V1 stated he was passing a Fed Ex Truck that was pulled over to the side of the road. OP-V1 stated he lost control of his vehicle subsequently striking V-2 which was parked.
4	37092491	1/17/2018	01:00	1	PDO	4	5	4	4	19, 66	OTHER FIXED OBJECT	V1 traveling south on Quickway Rd in the Town of Monroe on snow covered roadway. V1 fails to negotiate curve at an unsafe speed and loses control. V1 veers into west shoulder striking a cement wall causing aforementioned damages.
5	36642128	3/13/2017	14:35	2	NR	1	1	1	1	03, YY	REAR END	V1 backing east on Quickway Rd in the Town of Monroe. V2 backing west on Quickway Rd in the Town of Monroe. Both OPV1 and OPV2 stated they were backing first and did not observe the other vehicle striking each other, causing damage.

6	37106148	1/18/2018	12:06	2	NR	1	1	1	1	26, YY	OVERTAKING	V-2 PARKED UNOCCUPIED WHEN OP-1 ATTEMPTED TO PASS V-2 AND FAILED TO LEAVE SUFFICIENT ROOM BETWEEN V-1 AND V-2 WHICH CAUSE V-1 TO STRIKE V-2'S DRIVER'S SIDE MIRROR.
7	36848156	8/2/2017	18:00	2	PDO	1	4	1	2	XX	SIDESWIPE	
8	36993288	11/16/2017	18:15	2	PDO	4	1	1	2	04, 17, YY	LEFT TURN (AGAINST OTHER CAR)	V1 going straight ahead on Forest Road after stopping at the stop sign. V2 making a left turn onto Forest Rd from Quickway Road, V2 fails to stop at stop sign and strikes V1 on driver's side door causing damage to same.

9	36381676	9/13/2016	10:55	2	PDO	1	5	1	2	13, YY	SIDESWIPE	OP-V1 traveling northwest on Quickway rd in the Village of Kiryas Joel. OP-V2 backing into a parking spot on the street in a south direction on Quickway Rd in the Village of Kiryas Joel. OP-V1 did not see V2 and side swiped same. OP-V1 claims that V2 was pulling out of the parking spot while OP-V2 claims he was backing into the spot. Markings in the roadway and position of the vehicles consistent with OP-V2 backing into the spot.
10	36137449	3/16/2016	18:35	2	PDO	1	2	2	3	27, YY	SIDESWIPE	V1 NB on Quickway Rd V Kiryas Joel. V2 SB on same. Op V1 states V2 fails to keep right and crosses double yellow line and side swipes V1. Op V2 states V1 fails to keep right and crosses double yellow line and side swipes V2.
11	36998791	11/23/2017	16:45	1	INJURY	4	2	1	1	14, YY	PEDESTRIAN	OP V1 operating N-B on Forest Road when an unattended child enters the roadway from the front of a parked vehicle. OP V1 does not see child due to the parked car and strikes child, causing child to fall to ground. Child complains of headache and is transported by Kiryas Joel Ambulance to Westchester Hospital. No damage to V1.

12	36971059	11/8/2017	08:37	2	PDO	1	1	1	2	13, YY	OVERTAKING	V-1 TRAVELING NORTH AND STRUCK V-2 WHICH WAS PARKED ON THE SHOULDER. V-1 WAS UNABLE TO MOVE OVER DUE TO AN UNINVOLVED VEHICLE TRAVELING SOUTH.
13	37716396	1/30/2019	15:20	2	NR	1	2	4	4	03, YY	RIGHT ANGLE	OP of V-1 stated while baking out of driveway of 10 Quickway Road, struck rear right quarter panel of V-2 which was parked. V-2 driver who parked V-2 stated he saw OP of V-1 back into rear right quarter panel of V-2.
14	37276494	5/9/2018	13:35	2	PDO	1	5	1	1	07, 19, YY	REAR END	Vehicle 1 was traveling N/B on Quickway Road around a sharp bend. Vehicle 2 was backing out the driveway of 16 Quickway Road when Vehicle 1 struck the rear bumper of Vehicle 2. - WITNESS 1 STERN, ARON 2 LUBLIN WAY 203 MONROE NY 109500000 8458379492

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

STUDY NO.			ROUTE NO. or STREET NAME							COUNTY MUNICIPALITY				
P.I.N..			AT INTERSECTION WITH / OR BETWEEN							BY DATE				
INVENTORY NO.			LIGHT CONDITIONS (LC)				ROADWAY CHARACTER (RC)				ROADWAY SURFACE CONDITION (RSC)		WEATHER (WEA)	
NO. OF MONTHS			1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted				1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest				1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other		1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other	
Begin Date														
End Date														
NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION	
1	37486529	9/7/2018	15:00	2	PDO	1	1	1	2	50, YY		REAR END	Veh-1 parked in the north east portion of the 28 Quickway Rd parking lot. Veh-2 parked in the southwest portion of the 28 Quickway parking-lot. OP-1 fails to place parking brake on Veh-1 and subsequently becomes a run away vehicle rolling backwards and collides with Veh-2 causing listed damage.	

NYS DOT QRA ACCIDENT VERBAL DESCRIPTION

Print Date 8/16/2019 Print Time 1:13:05PM

<u>Query Number/Name</u>	<u>Query Type</u>	<u>Query SubType</u>	<u>Accident Date Range</u>
48458 Quickway part 1 FOIL	AttributeQuery	None	2/29/2016 12:00:00AM To 2/28/2019 12:00:00AM

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36137449	16-March-2016	ORANGE	Kiryas Joel Village	QUICKWAY RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT/ GRADE	RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	37	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
BUS	NY	N	Y	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO KEEP RIGHT
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO KEEP RIGHT					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36356737	21-August-2016	ORANGE	Kiryas Joel Village	RIMENEV CT		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (AGAINST OTHER CAR)	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	MAKING RIGHT TURN	4428	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	OUTSIDE CAR DISTRACTION					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	4303	44	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36381676	13-September-2016	ORANGE	Kiryas Joel Village	QUICKWAY RD	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND GRADE	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	NORTH-WEST	GOING STRAIGHT AHEAD	0	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	BACKING	3220	53	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36642128	13-March-2017	ORANGE	Kiryas Joel Village	QUICKWAY RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	BACKING	0	46	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 BACKING UNSAFELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	BACKING	0	23	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	BACKING UNSAFELY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36848156	02-August-2017	ORANGE	Kiryas Joel Village	RIMENEV CT		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	AVOIDING OBJECT IN ROADWAY	0	53	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	SOUTH	GOING STRAIGHT AHEAD	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	BUS			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36971059	08-November-2017	ORANGE	Kiryas Joel Village	QUICKWAY RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	19500	32	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
TRUCK	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	NORTH	PARKED	4478	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36993288	16-November-2017	ORANGE	Monroe Town	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	2800	22	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	MAKING LEFT TURN	4478	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36998791	23-November-2017	ORANGE	Monroe Town	QUICKWAY RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NONE	PED/BICYCLIST NOT AT INTERSECTION	EMERGE FROM FRONT/BEHIN	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	4113	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	5	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PEDESTRIAN'S ERROR/CONFUSION					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37092491	17-January-2018	ORANGE	Kiryas Joel Village	QUICKWAY RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	CURVE AND GRADE	SNOW	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH OTHER FIXED OBJECT	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	4377	57	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	ZS	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	PAVEMENT SLIPPERY					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37099290	19-January-2018	ORANGE	Kiryas Joel Village	RIMENEV CT		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	SLOWED OR STOPPING	0	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	SLOWED OR STOPPING	4428	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37106148	18-January-2018	ORANGE	Kiryas Joel Village	QUICKWAY RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	53	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37167546	02-March-2018	ORANGE	Kiryas Joel Village	QUICKWAY RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
SNOW/ICE	CURVE AND GRADE	SNOW	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	OVERTAKING	4332	25	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	PAVEMENT SLIPPERY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	PARKED	4549	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37276494	09-May-2018	ORANGE	Kiryas Joel Village	QUICKWAY RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	GOING STRAIGHT AHEAD	12300	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	UN	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	BACKING	4428	56	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 FAILURE TO YIELD RIGHT OF WAY
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37716396	30-January-2019	ORANGE	Kiryas Joel Village	QUICKWAY RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT/ GRADE	SNOW	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	BACKING	0	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER	CT	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

NYS DOT QRA ACCIDENT VERBAL DESCRIPTION

Print Date 8/16/2019 Print Time 1:14:54PM

<u>Query Number/Name</u>	<u>Query Type</u>	<u>Query SubType</u>	<u>Accident Date Range</u>
48460 Quickway part 2 FOIL	AttributeQuery	None	2/29/2016 12:00:00AM To 2/28/2019 12:00:00AM

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37486529	07-September-2018	ORANGE	Kiryas Joel Village	QUICKWAY RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	OTHER	6988	36	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
TRUCK	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	DRIVERLESS/RUNAWAY VEHICLE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	PARKED	4478	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

STUDY NO.		ROUTE NO. or STREET NAME							COUNTY MUNICIPALITY				
P.I.N..		AT INTERSECTION WITH / OR BETWEEN							BY DATE				
INVENTORY NO.		NO. OF MONTHS		LIGHT CONDITIONS (LC)			ROADWAY CHARACTER (RC)			ROADWAY SURFACE CONDITION (RSC)		WEATHER (WEA)	
Begin Date		End Date		1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted			1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest			1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other		1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other	
NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
1	37414329	8/1/2018	22:20	1	PDO	4	1	1	2	11, YY		OTHER FIXED OBJECT	Operator of V1 was traveling N/B on Rimenev Court, lost consciousness for an unknown medical issue veered off the roadway and struck a fixed metal trailer, airbags were deployed. Operator V1 regained consciousness and was transported to Westchester Medial Center by KJ EMA for medical issue unrelated to accident.
2	37445990	8/22/2018	13:00	2	PDO	1	4	1	2	07, YY		OVERTAKING	Op of veh-2 traveling south on Rimenev Court going straight. Op of veh-1 parked ahead facing south on Rimenev Court starts from parked position and fails to yield to veh-2 on roadway. Op of veh-1 subsequently strikes veh-2 and leaves scene . Op of veh-2 remains on scene.

3	37108722	1/6/2018	20:40	1	PDO	4	4	4	2	19, YY	GUIDE RAIL	OPV1 operating on Daj Blvd at an unsafe speed for the icy road conditions, loses control and strikes the guide rail causing damage to the bumper. V1 continues sliding off the roadway coming to rest in a snowbank on the shoulder.
4	36356737	8/21/2016	12:30	2	INJURY	1	1	1	1	18, 25, XX	RIGHT TURN (AGAINST OTHER CAR)	V-2 stopped at stop sign WB on Riminev CT. V-1 traveling north on Quickway Rd, attempts to make right turn and strikes V-2. OpV-1 states he was attempting to avoid striking a child that ran into the street.
5	37099290	1/19/2018	15:00	2	PDO	1	1	1	1	09, YY	REAR END	V-1 was following behind V-2 east on Riminev Ct. V-2 stated he stopped for an uninvolved vehicle negotiating a turn when he was struck by V-1. Op-V1 stated V-2 quickly stopped and he was unable to avoid striking same.

6	36848156	8/2/2017	18:00	2	PDO	1	4	1	2	XX		SIDESWIPE	
7	36350772	8/19/2016	13:50	2	PDO	1	1	1	1	03, YY		REAR END	V-1 backing westbound Rimenev ct. V-2 stopped behind V-1 Eastbound Rimenev ct. Operator of V-1 fails to observe V-2 while backing. V-1 subsequently strikes V-2

NYS DOT QRA ACCIDENT VERBAL DESCRIPTION

Print Date 8/16/2019 Print Time 1:11:27PM

<u>Query Number/Name</u>	<u>Query Type</u>	<u>Query SubType</u>	<u>Accident Date Range</u>
48457 Rimenev Ct only able to run up to \$AttributeQuery		None	2/29/2016 12:00:00AM To 2/28/2019 12:00:00AM

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36350772	19-August-2016	ORANGE	Kiryas Joel Village	RIMENEV CT	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	BACKING	0	64	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	BACKING UNSAFELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	4428	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36356737	21-August-2016	ORANGE	Kiryas Joel Village	RIMENEV CT		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (AGAINST OTHER CAR)	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	MAKING RIGHT TURN	4428	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	OUTSIDE CAR DISTRACTION					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	4303	44	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36848156	02-August-2017	ORANGE	Kiryas Joel Village	RIMENEV CT		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	AVOIDING OBJECT IN ROADWAY	0	53	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				

2 NOT ENTERED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	SOUTH	GOING STRAIGHT AHEAD	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	BUS			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37099290	19-January-2018	ORANGE	Kiryas Joel Village	RIMENEV CT		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	SLOWED OR STOPPING	0	28	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	SLOWED OR STOPPING	4428	39	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37108722	06-January-2018	ORANGE	Kiryas Joel Village	RIMENEV CT		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	CURVE AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH GUIDE RAIL	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	NORTH	GOING STRAIGHT AHEAD	3337	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37414329	01-August-2018	ORANGE	Kiryas Joel Village	RIMENEV CT		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH OTHER FIXED OBJECT	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	4428	82	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	LOST CONSCIOUSNESS					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37445990	22-August-2018	ORANGE	Kiryas Joel Village	RIMENEV CT	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	STARTING FROM PARKING	9500	28	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	32	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

STUDY NO. P.I.N.. INVENTORY NO.	ROUTE NO. or STREET NAME	COUNTY MUNICIPALITY BY DATE
	AT INTERSECTION WITH / OR BETWEEN	

NO. OF MONTHS	LIGHT CONDITIONS (LC) 1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted	ROADWAY CHARACTER (RC) 1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest	ROADWAY SURFACE CONDITION (RSC) 1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other	WEATHER (WEA) 1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other
Begin Date End Date				

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
1	37603163	11/24/2018	18:08	1	PDO	5	5	1	2	61, YY	208 83011023	DEER	Vehicle #1 traveling northbound on Route 208 was struck by a deer that entered the roadway.

2	37448637	8/17/2018	14:22	2	PDO	1	5	1	2	04, 07, YY	208 83011019	OVERTAKING	<p>Vehicle #1 making a left turn from Mountain Road on to southbound Route 208, failed to yield the right of way to vehicle #2 that was traveling southbound on Route 208. Operator of vehicle #1 stated that he stopped at the Mountain Road stop and then proceeded to make a left turn on to Route 208 when a tractor trailer collided with the side of his vehicle. Operator of vehicle #1 stated that he did not see the tractor trailer and he believed it was traveling fast. He stated that the tractor trailer drove along side of his car. Operator of vehicle #2 stated that he was traveling southbound on Route 208 when a uninvolved van made a left turn from Mountain Road on to southbound Route 208. He stated, vehicle #1 that was traveling directly behind the van, never stopped at the stop sign and proceeded into the intersection, cut him off and collided with the side of his tractor trailer. Operator of vehicle #2 stated that he tried to move to the right in order to avoid the collision, but vehicle #1 struck the driver side of the tractor trailer causing damage. Witness #1 stated that he was traveling northbound on Route 208 in the area of Mountain Road when he observed vehicle #1 make a left turn from Mountain Road on to southbound Route 208. He stated that he observed vehicle #1 and vehicle #2 collided. - WITNESS 1 ERGAS, JOEL 2 TAITCH CT UNIT 201 MONROE NY 10950 8456629144</p>
3	37745741	2/13/2019	17:45	2	INJURY	5	1	1	2	07, YY	208 83011013	UNKNOWN	

4	36154082	3/16/2016	11:49	2	PDO	1	5	1	1	07, YY	208 83011023	LEFT TURN (WITH OTHER CAR)	<p>Vehicle #1 traveling northbound on Route 208 making a left turn onto westbound Peddler Hill Road. Vehicle #2 traveling southbound on Route 208. Vehicle #1 failed to yield the right of way to vehicle #2 by making a left turn from Route 208 onto westbound Peddler Hill Road, in front of vehicle #2. Witness #1 stated that he observed vehicle #1 turn in front of vehicle #2 causing the collision. - WITNESS 1 AVILES, LIDO 92 PROSPECT AVE MAYBROOK NY 12543 6463316319 2123604580</p>
5	37200560	3/22/2018	04:15	1	PDO	5	1	5	1	19, 66	208 83011021	EARTH ELE./ROCK CUT/DITCH	<p>V1 was traveling southbound on SR 208. V1 veered off the left shoulder and subsequently striking into an earth embankment followed by a tree.</p>

6	36872466	8/28/2017	21:05	1	NR	5	1	1	1	61, YY	208 83011017	DEER	Vehicle 1 was traveling northbound on State Route 208 when a deer entered the roadway causing the collision.
7	36941221	10/20/2017	09:03	2	PDO	1	1	1	1	07, YY	208 83011013	RIGHT ANGLE	Vehicle #2 traveling southbound on Route 208. Vehicle #1 stopped at stop sign on Museum Village Road, intersection of Route 208. Vehicle #1 made a left turn on to northbound Route 208, failing to yield the right of way to vehicle #2.

8	36820352	7/21/2017	15:10	2	INJURY	1	1	1	1	07, YY	208 83011013	RIGHT ANGLE	
9	36328052	7/23/2016	10:16	2	INJURY	1	1	1	1	18, YY	208 83011016	RIGHT ANGLE	Vehicle #1 made a left turn in a westerly direction on State Route 208 into the path of Vehicle #2 which at the time was traveling northbound.

10	37024437	12/7/2017	21:15	2	PDO	5	4	1	1	09, YY	208 83011019	REAR END	Vehicle 1 was traveling southbound on State Route 208 when the operator collided with Vehicle 2 from behind. Operator of Vehicle 2 stated that she was stopped behind an uninvolved vehicle that was waiting to make a left turn onto Mountain Road when Vehicle 1 hit her from behind. Operator of Vehicle 1 stated that Vehicle 2 stopped abruptly and that he was unable to avoid the collision.
11	36467961	11/9/2016	07:40	2	PDO	1	5	2	3	26, 66, YY	208 83011023	SIDESWIPE	Vehicle #1 traveling northbound on Route 208. Vehicle #2 traveling southbound on Route 208. Vehicle #1 crossed over the yellow pavement markings into the southbound lane and collided with vehicle #2. As a result of the collision, vehicle #2 drove off the right hand side of the roadway and collided with a street sign, coming to rest. Witness #1, operating a school bus, stated that she was stopped in traffic on northbound Route 208 when vehicle #1 drove past her school bus and collided with vehicle #2. She stated that she heard the impact of the vehicles colliding. Operator of vehicle #1 stated that he came around the curve on Route 208 and saw a school bus stopped. He stated that he hit the brakes and began to slide on the wet pavement. He stated that he was unable to stop in time so he swerved to avoid colliding with rear end of the bus. He stated that he swerved into the southbound lane and collided with vehicle #2. Operator of vehicle #2 stated that he was traveling southbound on Route 208, when vehicle #1 drove into his lane and collided with his vehicle. - WITNESS 1 BRANCATO, CHRISTINA M 232 HULSETOWN ROAD CAMPBELL HALL NY 10916 8456377461

12	37070388	12/28/2017	12:09	2	INJURY	1	1	1	1	09, 19, YY	208 83011020	REAR END	<p>Vehicle #1 traveling south bound on Route 208, collided with the rear end of Vehicle #2. Vehicle #1 then left the scene. Operator of Vehicle of #2 stated that he was slowing in traffic when his vehicle was struck from behind. Operator of vehicle #2 stated he observed a female exit Vehicle #1 and retrieve vehicle parts from roadway and leave the scene.</p>
13	36742986	5/23/2017	16:20	2	INJURY	1	1	1	2	09, XX	208 83011019	REAR END	<p>Vehicle 1 was traveling southbound on State Route 208 when the operator collided with Vehicle 2 from behind. Operator of Vehicle 2 stated that she had been completely stopped in traffic and waiting to make a left turn when Vehicle 1 hit her from behind. Operator of Vehicle 1 stated that Vehicle 2 stopped abruptly, and that she attempted to avoid colliding with Vehicle 2 but was unable to do so. Operator of Vehicle 1 stated that she then collided with Vehicle 2 from behind.</p>

14	36522583	12/14/2016	06:07	1	PDO	5	1	1	2	04, YY	208 83011019	GUIDE RAIL	<p>VEHICLE #1 TRAVELING SOUTH ON ROUTE 208. VEHICLE DROVE OFF RIGHT SIDE OF ROADWAY COLLIDING INTO GUIDE RAIL.NOTE: OPERATOR OF VEHICLE #1 STATES THAT HE REACHED FOR A TISSUE FOR HIS NOSE AND THE NEXT THING HE KNEW, HE COLLIDED INTO THE GUIDE RAIL.</p>
15	37394541	7/15/2018	14:54	2	PDO	1	2	1	2	09, YY	208 83011019	REAR END	<p>Vehicle #1 traveling west on Mountain Road approaching the intersection of State Route 208 collided with the rear of vehicle #2 which had stopped facing west at the intersection of Mountain Road and State Route 208.</p>

16	37379132	4/2/2018	05:32	1	NR	5	5	4	4	19, YY	208 83011014	TREE	Vehicle #1 traveling southbound on Route 208. Vehicle #1 slid on slippery pavement, crossed into northbound lane and collided into a tree off the northbound shoulder. Vehicle then spun around and traveled across southbound lane and drove off the roadway.
17	37498003	9/19/2018	10:26	2	PDO	1	1	1	1	09, YY	208 83011016	REAR END	V1 TRAVELING N/B ON SR 208 STRUCK V2 IN THE REAR. V2 WAS STOPPED ON SR 208 ATTEMPTING TO MAKE A LEFT HAND TURN ONTO MUSEUM VILLAGE RD. DRIVER OF V1 STATED HE DID NOT NOTICE V2 WAS STOPPED AND MAKING A LEFT HAND TURN. ONE UTT ISSUED.

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
18	36180815	4/19/2016	17:50	3	PDO	1	4	1	1	04, 09, YY	208 83011017	OTHER	<p>Vehicle 3 was traveling north bound on RTE 208 stopped in traffic awaiting to make a left turn onto Fairway Dr. Vehicle 2 was traveling north bound on RTE 208 stopped in traffic. Vehicle 1 was traveling north bound on 208 when it caused a collision with vehicle 2. Vehicle 2 was subsequently pushed into vehicle 3 by vehicle 1.</p> <p>*Vehicle 2 insurance company-Insurance & Surety Bond Associates, 7611 NW 7 Avenue, Miami FL 33150, 954-862-7672</p>

19	36147141	3/10/2016	16:24	2	INJURY	1	4	1	2	27, YY	208 83011019	HEAD ON	OP V-1 traveling southbound on SR-208. OP V-2 traveling northbound on SR-208. OP V-1 crosses over double solid line striking V-2 head-on. - WITNESS 1 BLACK, KEITH 45 YORKSHIRE TERRACE WASHINGTONVILLE NY 10992 8454991645
20	37215754	3/22/2018	06:00	4	PDO	1	1	1	1	09, YY	208 83011018	OTHER	OPV1 does not see OPV2 making a left turn into the 208 grill, rear ends V2. V2 spins out of control clipping V4 operating in opposing lane causing minor damage to driver's side bumper of V4. V1 is unable to stop after rear ending V2 and continues into opposite lane hitting V3 head on. V4 comes to rest further up on 208, V2 comes to rest in the parking lot/snow embankment of the 208 grill, V1 and V3 come to rest on 208 blocking both lanes completely. Damage to front end of V1, rear end and driver side doors of V2, and front end of V3. All occupants RMA on scene.

21	36557888	1/4/2017	19:45	2	NR	5	1	1	1	04, YY, ZZ	208 83011017	SIDESWIPE	Vehicle 2 was traveling northbound on State Route 208, while Vehicle 1 was traveling southbound. Vehicle 1 crossed over the double yellow lines and side swiped Vehicle 2. Vehicle 1 then proceeded to travel southbound on State Route 208 and fled the scene of the accident.
22	37303605	5/24/2018	17:30	2	NR	1	6	1	1	09, YY	208 83011023	REAR END	Vehicle # 2 was Northbound on State Route 208 at a complete stop, waiting to make a left turn onto Peddler Hill Road, when vehicle #1 also traveling Northbound on State Route 208 did not stop in time and collided with vehicle #2. Operator of vehicle #1 stated, I couldn't stop in time. All parties RMA on scene.

23	36951543	10/20/2017	16:55	2	INJURY	1	1	1	1	09, YY	208 83011013	OTHER	
24	36962609	10/26/2017	03:00	1	PDO	4	5	1	2	61, YY	208 83011023	DEER	The operator of V1 states that he was traveling north on Route 208 (SR), when a deer entered the roadway and struck the vehicle.

25	36659337	3/14/2017	07:00	0	NR	X	X	X	X		208 83011019	NOT ENTERED	VEHICLE #1 TRAVELING WEST ON MOUNTAIN RD. VEHICLE #1 SLID THROUGH THE INTERSECTION OF ROUTE 208. VEHICLE #1 DROVE ACROSS ROUTE 208 COLLIDING WITH SNOW EMBANKMENT, CONTINUED, THEN COLLIDED INTO THE ROCK WALL.
26	37200561	3/16/2018	08:40	2	INJURY	1	1	1	2	07, 69, XX	208 83011018	LEFT TURN (AGAINST OTHER CAR)	OP V1 turning left on SR 208 from the 208 bar and grill restaurant, looks to his right and sees he is clear but has trouble seeing the oncoming lane due to his view being obstructed by trees and the failure to yield right of way. V1 enters the roadway to begin turn and does not see OPV2 coming his way. OPV2 is unable to stop in time and strikes the driver's side of V1 causing damage to front end of V2 and driver's side of V1. OPV2 is transported by Blooming Grove Ambulance to ORMC for minor neck and chest pain.

27	36808053	7/12/2017	17:19	2	INJURY	1	1	1	1	04, 07, XX	208 83011013	HEAD ON	<p>Vehicle 1 was traveling north bound on State Route 208 attempting to make a left turn onto Museum Village Rd. Vehicle 2 was traveling south bound on State Route 208. Vehicle 1 failed to yield the right of way while making a left turn causing a head on collision with Vehicle 2. 04-Driver Inattention/distraction* Operator of vehicle 1 stated he looked at the patrol car stopped at the stop sign on Museum Village Rd and did not look for on coming traffic before attempting to make a left turn on Museum Village Rd. Passenger 1 of vehicle 1 was under the age 18 years old and was transported by the owner of vehicle 1 to orange region medical center for further evaluation, where he was met by his mother. - WITNESS 1 SCIANDRA, PO 2 HORTON RD BLOOMING GROVE NY 10914 8454969161 8454969161</p>
28	36727278	5/5/2017	18:00	2	PDO	1	4	2	2	07, YY	208 83011019	RIGHT ANGLE	<p>Vehicle 2 was traveling northbound on State Route 208. Vehicle 1 attempted to make a left turn onto State Route 208 from Mountain Road. Vehicle 2 collided with Vehicle 1 as Vehicle 1 was attempting to make the left turn. Operator of Vehicle 2 stated that Vehicle 1 did not stop at the stop sign before turning left onto State Route 208. Operator of Vehicle 2 stated that an uninvolved vehicle traveling northbound on State Route 208 had already passed Mountain Road, and that Vehicle 1 attempted to turn in between her vehicle and the uninvolved vehicle. Operator of Vehicle 2 stated that when Vehicle 1 proceeded to turn, she attempted to avoid the collision but was unable to do so. Operator of Vehicle 1 stated that there were two uninvolved vehicle&apos;s traveling northbound on State Route 208 in front of Vehicle 2. Operator of Vehicle 1 stated that both uninvolved vehicles had activated their right turn signals and slowed down, appearing as though they were both going to turn right onto Mountain Road. Operator of Vehicle 1 stated that he believed it was safe to turn, so he attempted to turn left onto State Route 208. Operator of Vehicle 1 stated that as he turned, Vehicle 2 entered the southbound lane of traffic in an attempt to pass the two uninvolved vehicles. Operator of Vehicle 1 stated that he was already in the southbound lane when Vehicle 2 collided with his vehicle. Witness 1 stated that Vehicle 1 did not stop at the stop sign, causing the collision. - WITNESS 1 ATLAS, PAUL 8 HEATHER RIDGE HIGHLAND MILLS NY 10930 8458078866</p>

29	37071488	12/17/2017	14:00	2	PDO	1	4	1	2	04, YY	208 83011017	SIDESWIPE	<p>Vehicle #2 was traveling south on Route 208. Vehicle #1 was traveling north on Route 208. Vehicle #1 crossed the double yellow lines into the southbound lane and collided with Vehicle #2.</p>
30	37585978	11/5/2018	17:39	1	PDO	5	5	2	3	61, YY	208 83011016	DEER	<p>Vehicle #1 was driving Northbound on Route 208 when a deer ran into the front drivers side fender / wheel.</p>

31	36195765	5/4/2016	08:06	1	INJURY	1	6	2	3	YY	208 83011024	TREE	
32	36164683	4/8/2016	07:15	2	INJURY	1	3	1	2	07, YY	208 83011018	RIGHT ANGLE	

33	36505199	11/22/2016	07:57	2	NR	1	4	1	2	09, YY	208 83011019	REAR END	<p>Vehicle #1 was traveling southbound on State Route 208. Vehicle #1 collided with the rear of Vehicle #2. Vehicle #2 was stopped at the intersection of State Route 208 and Mountain Road facing south prior to the collision .</p>
34	36644441	3/2/2017	20:00	1	PDO	Z	Z	Z	Z	XX	208 83011013	ANIMAL	

35	36997072	11/11/2017	11:15	2	NR	1	6	1	1	13, YY	208 83011023	OVERTAKING	<p>Vehicle #2 was traveling northbound on State Route 208 near Peddler Hill Road. Vehicle #1 passed vehicle #2 on the left in a northern direction , colliding with vehicle #2. Vehicle #1 left the scene of the accident.</p>
36	36928386	10/11/2017	10:27	2	INJURY	1	6	1	2	04, YY	208 83011019	REAR END	<p>Vehicle #1 traveling northbound on Route 208, collided with the rear end of vehicle #2.Operator of vehicle #1 stated that she reached down to grab a water bottle and when she looked up, a vehicle in front of her was stopping in traffic. She stated that she then collided with vehicle #2's rear end.Operator of vehicle #2 stated that he was slowing in traffic for a work zone when he was struck from behind.</p>

37	36230395	5/26/2016	10:00	2	INJURY	1	5	1	2	09, 19, YY	208 83011018	REAR END	V-1 TRAVELING SOUTH ON ST-RT 208 IN THE TOWN OF BLOOMING GROVE. V-2 TRAVELING SOUTH ON ST-RT 208 DIRECTLY BEHIND V-1. V-2 FOLLOWING TOO CLOSELY SUBSEQUENTLY STRIKES V-1 FROM BEHIND. OP-V2 EJECTED FROM V-2 (MOTORCYCLE) AND CAME TO REST IN THE ROADWAY. OP-V2 TRANSPORTED TO ST LUKES HOSPITAL - NEWBURGH BY SOUTH BLOOMING GROVE AMBULANCE.
38	36390196	8/26/2016	08:54	2	INJURY	1	5	1	1	07, YY	208 83011019	RIGHT ANGLE	Vehicle #1 traveling westbound on Mountain Road making a left turn onto southbound Route 208. Vehicle #2 traveling northbound on Route 208. Vehicle #1 failed to yield the right of way to vehicle #2 causing the accident. Note: Operator of vehicle #1 stated that he was stopped when he got hit. Operator of vehicle #2 stated that she was traveling northbound on Route 208 when vehicle #1 pulled out of Mountain Road and struck the side of her vehicle. She stated that vehicle #1 was so far in the northbound lane, she had to swerve into the other lane of traffic when she was struck. Witness #1 stated that she was directly behind the black SUV (vehicle #1). She stated that vehicle #1 came to a complete stop at the stop sign but then just pulled out into traffic causing the accident. Witness #2 stated that he was traveling south on Route 208, approaching the intersection of Mtn. Road when he observed a black SUV traveling down Mtn. Road. He stated that the black SUV stopped and then proceeded to inch its way out into the intersection. Witness #2 stated that black SUV then just pulled out into traffic and caught the passenger rear corner panel of a green car. Witness #2 stated that the green car then spun around and stopped. - WITNESS 1 ARROYO, KATHLEEN 14 CLIFFSIDE CT HIGHLAND MILLS NY 10930 8622143942 - WITNESS 2 CANTELMO, RICHARD PO BOX 123 BLOOMING GROVE NY 10914 8455900416

39	36748894	5/26/2017	19:27	2	PDO	3	1	1	1	04, 09, YY	208 83011013	REAR END	<p>Vehicle #1 northbound state route 208. Vehicle #2 northbound state route 208 in front of vehicle #1. Vehicle #1 collided with the rear of vehicle #2. Operator #2 states that he was slowing/stopping for traffic stopped in front of him making a left onto Museum Village Rd. Operator #1 states he was traveling behind vehicle #2 and couldn't stop in time.</p> <p>*Note - Vehicle #2 Insurance CSAA Mid-Atlantic Insurance Company</p>
40	37361197	6/27/2018	14:09	2	INJURY	1	1	1	2	07, YY	208 83011013	LEFT TURN (WITH OTHER CAR)	

41	37412396	8/1/2018	12:05	2	INJURY	1	4	2	2	07, 19, XX	208 83011013	LEFT TURN (AGAINST OTHER CAR)	Veh-1 traveling east on Museum Village Road approaching SR-208. Veh-2 traveling south on SR-208. Veh-1 fails to stop at stop sign and subsequently strikes Veh-2 causing listed damage. Tickets Issued: YARITZA LOPEZ Driver of vehicle number (1) tickets: Ticket Number: 2F118JGGKL Violation: 1172A Ticket Number: 2F118JGGZZ Violation: 1180A Ticket Number: 2F118JGH10 Violation: 5091 Ticket Number: 2F118JGH2D Violation: 5092;
42	37444317	8/13/2018	10:47	2	INJURY	1	1	2	3	09, YY	208 83011013	REAR END	Vehicle #1 traveling southbound on Route 208, collided with the rear end of vehicle #2.Operator of vehicle #2 stated that he was stopping in traffic due to an accident that had just occurred at the intersection of Route 208 and Museum Village Road, when he was struck from behind.Operator of vehicle #1 stated that vehicle #2 stopped in traffic.

43														
	37394538	7/6/2018	15:54	3	INJURY	1	2	1	1	09, XX	208 83011014	OTHER		
NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION	

44	37336926	6/16/2018	11:59	2	INJURY	1	5	1	1	04, 07, YY	208 83011019	UNKNOWN	<p>Vehicle #1 traveling West bound on Mountain Road making a left hand turn to travel South bound on State Route 208, failed to yield the right of way to vehicle #2, who was traveling North bound on State Route 208. By doing so vehicle #1 collided with vehicle #2. Vehicle #1 has a NJ insurance company, code 945. Driver of vehicle #2 stated, vehicle #1 pulled out so fast right in front of me. Secondary contributing factor (04) Driver inattention/Distraction: Operator of vehicle #1 stated that she did not see vehicle #2.</p>
45	37247957	4/20/2018	09:40	1	PDO	1	1	1	1	18, YY	208 83011018	OTHER	<p>V-1 exiting parking lot and strikes private entrance sign causing damage to private sign and V-1.</p>

46	36632097	2/28/2017	12:12	2	PDO	1	5	1	1	09, YY		REAR END	V-2 was stopped at the intersection of Mountain Rd and SR-208. V-1 failed to observe V-2 and subsequently struck V-2.
47	37178529	2/23/2018	16:45	2	INJURY	1	4	2	3	09, 66, YY	208 83011019	REAR END	

48	37070387	12/26/2017	02:32	1	INJURY	5	5	1	1	19, ZZ	208 83011023	EARTH ELE./ROCK CUT/DITCH	V1 was traveling South on Route 208 when it left the roadway on the right, striking an earth embankment, then a guard rail and rolling over, coming to rest on it's roof. Witness states the operator and passengers fled the scene on foot upon his arrival. Damage to the Utility Pole included the number plate. The number of the nearest utility pole is: #53844/49740/65k - WITNESS 1 SANCHEZ, ANEUDIS 11 REED COURT WASHINGTONVILLE NY 10992 7187102820
49	36787214	6/29/2017	14:45	1	PDO	1	1	1	1	26, YY	208 83011018	GUIDE RAIL	V-1 traveling Southbound on State Route 208. Operator of V-1 enters intersection of State Route 208 and Mountain Road when an uninvolved vehicle attempts to enter State Route 208 from Mountain Road. V-1 attempts to avoid the uninvolved vehicle by moving over. V-1 subsequently strikes the guide rail while attempting to avoid uninvolved vehicle. Uninvolved vehicle was operated by Marisol Cordero DOB 090662 operating a black Nissan Sentra bearing NY reg HFM-1975. Insurance code 100.

50	37010747	11/25/2017	15:15	2	INJURY	1	4	1	2	19, YY	208 83011023	REAR END	<p>Vehicle 1 was traveling northbound on State Route 208 when the operator collided with Vehicle 2 from behind. Operator of Vehicle 2 stated that she was stopped in traffic and waiting to make a left turn onto Peddler Hill Road when Vehicle 1 hit her from behind. Operator of Vehicle 1 stated that he observed Vehicle 2 to be stopped but was unable to avoid the collision.</p>
51	36492000	11/20/2016	12:11	2	NR	1	5	2	2	09, YY	208 83011017	REAR END	<p>Vehicle #1 was traveling southbound on State Route 208. Vehicle #1 collided with the rear of Vehicle #2. Vehicle #2 was stopped facing southbound on State Route 208 due to uninvolved motor vehicle that was partially in the roadway. Vehicle #1 operator stated he could not stop in time.</p>

52	37128911	2/3/2018	09:48	1	PDO	1	4	1	2	19, YY	208 83011014	GUIDE RAIL	<p>Vehicle #1 was traveling southbound on State Route 208. Vehicle #1 drove off of the right side of the roadway colliding with a guardrail. Vehicle #1 continued in a southern direction before coming to rest partially suspended on the guardrail.</p>
53	37606308	11/23/2018	17:45	1	NR	5	2	1	1	61, YY	208 83011015	DEER	<p>Vehicle #1 was traveling southbound on Route 208 when a deer entered the roadway in Vehicle #1's path. Vehicle #1 collided with the deer.</p>

54	37170708	3/4/2018	13:13	2	INJURY	1	1	1	2	04, 09, YY	208 83011013	REAR END	Vehicle #1 traveling northbound on Route 208, collided with the rear end of vehicle #2. Operator of vehicle #2 stated that he was stopped in traffic, waiting to make a left turn on to Museum Village Road when his vehicle was struck from behind. Operator of vehicle #1 stated in substance that she was traveling north on Route 208 when she heard several loud motorcycles traveling southbound on Route 208. She stated that she did not see vehicle #2 stopped in traffic.
55	36853672	8/15/2017	14:30	2	PDO	1	1	1	2	07, YY	208 83011013	RIGHT ANGLE	Vehicle #2 traveling southbound on Route 208. Vehicle #1 making a left turn from Museum Village Road on to northbound Route 208. Vehicle #1 collided with the passenger side of vehicle #2. Operator of vehicle #1 stated that she saw vehicle #2's right directional signal on. Operator of vehicle #2 stated that he was traveling southbound on Route 208 when vehicle #1 collided with passenger side of his vehicle. Witness #1 stated that she was traveling directly behind vehicle #2, approximately 100 ft, when she observed vehicle #1 on Museum Village Road, inching out into the roadway of Route 208. Witness #1 stated that she observed vehicle #1 pull out and t-bone vehicle #2. Witness was asked if she observed vehicle #2's directional signal on. She stated no. - WITNESS 1 MANGES, ALISON C 15 CASCADE TRAIL MONROE 10950 8454964152

56	36639881	3/7/2017	07:25	2	PDO	1	2	2	3	07, YY	208 83011016	RIGHT ANGLE	VEHICLE 2 TRAVELING SOUTHBOUND ON RT 208. VEHICLE 1 MAKING LEFT TURN FROM MUSEUM VILLAGE RD ONTO ROUTE 208 NORTHBOUND. VEHICLE 1 FAILED TO YIELD RIGHT OF WAY TO VEHICLE 2 AND VEHICLES COLLIDED IN SOUTHBOUND LANE OF ROUTE 208. OPERATOR OF VEHICLE 2 STATES THAT HE MISTAKINGLY HAD HIS RIGHT TURN SIGNAL ON, BUT WAS TRAVELING STRAIGHT ON RT 208. OPERATOR OF VEHICLE 1 STATES THAT HE BELIEVED VEHICLE 2 WAS TURNING RIGHT ONTO MUSEUM VILLAGE RD AND HE ENTERED INTERSECTION.
57	36630686	3/1/2017	15:20	2	PDO	1	1	2	2	07, YY	208 83011013	LEFT TURN (AGAINST OTHER CAR)	Vehicle 2 was traveling southbound on State Route 208 toward the intersection of Museum Village Road. Vehicle 1 was stopped at the stop sign on Museum Village Road, facing State Route 208. As Vehicle 2 entered the intersection, Vehicle 1 attempted to make a left hand turn onto State Route 208, causing the collision. Operator of Vehicle 2 stated that he was behind a truck that was making a right hand turn onto Museum Village Road. Operator of Vehicle 2 stated that as the truck turned he proceeded straight and was unable to avoid a collision with Vehicle 1, who had already begun to turn. Operator of Vehicle 1 stated that she observed the truck making a slow turn and proceeded to turn left. Operator of Vehicle 1 stated that as she was making the turn, she was hit by Vehicle 2.

58	36688049	4/5/2017	17:35	2	PDO	1	4	1	1	09, YY	208 83011019	REAR END	<p>Vehicle 2 was stopped in traffic facing southbound on State Route 208. Vehicle 1 was traveling southbound on State Route 208 when the operator collided with Vehicle 2 from behind. Operator of Vehicle 2 stated that he was stopped with his turn signal on and waiting to make a left turn onto Mountain Road when Vehicle 1 hit him from behind. Operator of Vehicle 1 stated that he attempted to avoid the collision but was unable to, and hit Vehicle 2 from behind.</p>
59	36948061	10/21/2017	21:40	1	NR	5	1	1	1	61, YY	208 83011019	DEER	<p>Vehicle 1 was traveling northbound on State Route 208 when a deer entered the roadway causing the collision.</p>

60	36376742	8/30/2016	01:00	1	PDO	2	1	1	1	XX, ZZ	208 83011019	ANIMAL	
61	36270113	6/24/2016	10:20	2	INJURY	1	5	1	1	09, YY		REAR END	V-2 traveling SB on ST RTE 208 and begins to slow in traffic. V-1, which is following V-2, fails to slow and strikes V-2 from behind.

62	36458594	10/8/2016	10:55	1	NR	1	1	1	2	61, YY	208 83011021	DEER	Vehicle #1 traveling southbound on State Route 208 collided with a deer that had run into the roadway.
63	37065992	1/2/2018	17:38	2	NR	5	1	1	1	09, YY	208 83011018	REAR END	Vehicle 1 was traveling southbound on State Route 208. Vehicle 2 was traveling southbound on State Route 208. Vehicle 1 caused a rear end collision with Vehicle 2. Operator of Vehicle 1 stated that Vehicle 2 stopped abruptly causing the collision. Operator of Vehicle 2 stated that he was in motion when the collision occurred.

64	37024443	12/9/2017	10:05	1	PDO	1	4	1	2	61, YY	208 83011014	DEER	Vehicle #1 traveling southbound on State Route 208 collided with a deer.
65	37372491	7/5/2018	08:35	3	INJURY	1	2	1	2	09, XX	208 83011015	OTHER	V-3 stated V-1 was following too closely and left lane and passed on left causing same direction side swipe and head on collision with V-2.

66	37456074	8/26/2018	12:24	2	INJURY	1	4	1	1	07, YY	208 83011019	RIGHT ANGLE	
67	36522582	12/3/2016	23:28	1	NR	5	4	1	1	61, YY	208 83011019	DEER	Vehicle #1 traveling north on Route 208. A deer ran onto the roadway in front of vehicle #1. Vehicle #1 collided into deer.

68	36929875	9/18/2017	04:27	0	NR	X	X	X	X		208 83011017	NOT ENTERED	V1 was operating east on Fairview Drive, and drove across Route 208 striking an earth embankment. The operator of V1 was unable to recall the actions that led to the collision, due to possible head injury.
69	36966941	11/5/2017	16:15	2	INJURY	3	1	2	3	18, 19, YY	208 83011013	RIGHT ANGLE	Vehicle #1 was making a right turn in a southwesterly direction onto Museum Village Road from State Route 208. Vehicle #1 collided with the side of vehicle #2. Vehicle #2 was stopped facing east at the intersection of Museum Village Road and State Route 208. Witness: Kevin Schaum said he was traveling east on Museum Village Road. Witness Schaum said the BMW was stopped at the intersection making a left turn. Witness Schaum said he saw the Honda drive into the side of the BMW while it was stopped. - WITNESS 1 SCHAUM, KEVIN 39 GUERNSEY AVE NEW WINDSOR NY 12553 8455654306

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
70	36961763	10/28/2017	17:25	2	NR	5	1	1	1	07, 20, YY	208 83011013	OVERTAKING	<p>V1 traveling south on SR 208. V2 turning south onto SR 208 from Museum Village Road. OPV2 stated that an uninvolved vehicle traveling southbound in front of V1 was turning right onto Museum Village Road. When the uninvolved vehicle made the turn OPV2 turned onto SR 208, at which point V1 drove around the uninvolved vehicle and struck V2 in the front drivers side bumper. OPV1 stated that V2 pulled out in front of him and he attempted to avoid V2 by swerving left but struck V2 in the front drivers side bumper.</p>

71	36317627	7/18/2016	06:57	3	INJURY	1	5	1	1	07, 60, YY	208 83011019	OTHER	
72	36275183	6/20/2016	21:30	1	PDO	5	4	1	1	26, YY	208 83011018	EARTH ELE./ROCK CUT/DITCH	<p>Vehicle 1 was traveling northbound on State Route 208 when a vehicle traveling southbound crossed the double yellow lines and entered the northbound lane. In an effort to avoid colliding with the vehicle head on, Vehicle 1 swerved to the right and struck the earth embankment. Vehicle 1 continued off of the roadway striking a tree. After striking the tree, Vehicle 1 proceeded toward the roadway. Vehicle 1 then spun around and came to rest facing southbound in the middle of the roadway.</p>

73	36554170	12/20/2016	13:50	1	PDO	1	4	1	1	61, YY	208 83011014	DEER	
74	36440578	10/23/2016	10:35	1	PDO	1	1	1	2	61, YY	208 83011021	DEER	V-1 was southbound on St Rt 208 when a deer entered the roadway from the east. The deer entered the path of V-1 and struck same. The deer was killed by the impact. NYS DOT was advised to remove the deer.

75	36552002	12/20/2016	13:50	1	PDO	1	4	1	1	61, YY	208 83011014	DEER	VEHICLE 1 TRAVELING SOUTHBOUND ON ROUTE 208, COLLIDED WITH DEER IN ROADWAY.
76	37606310	11/15/2018	15:47	2	PDO	3	5	4	4	66, YY	208 83011016	SIDESWIPE	Vehicle #1 was traveling southbound on State Route 208, when it spun out in the snow and side swiped vehicle #2, which was traveling northbound on State Route 208.

77	37613625	11/29/2018	18:23	2	NR	5	4	1	2	09, YY	208 83011019	REAR END	<p>Vehicle 1 was traveling south on Route 208 and collided with the rear of Vehicle 2. Vehicle 2 was stopped, facing south on route 208, waiting for northbound traffic to subside in order to make a left turn onto Mountain Road when Vehicle 1 collided with Vehicle 2.</p>
78	37671391	12/29/2018	21:30	2	INJURY	5	2	1	2	09, YY	208 83011018	REAR END	

79	37493802	9/13/2018	13:44	1	NR	1	1	1	2	26, YY	208 83011017	OTHER FIXED OBJECT	Vehicle #1 was traveling southbound on State Route 208. Vehicle #1 drove off the right side of the roadway colliding with a large boulder before coming to rest on the southbound shoulder of the roadway. Operator of vehicle #1 stated a vehicle in front of her stopped abruptly causing her to react. Operator of vehicle #1 stated she drove to the right in order to avoid colliding with the rear of the uninvolved vehicle.
80	36157144	4/1/2016	12:48	2	INJURY	1	3	1	2	07, YY	208 83011018	LEFT TURN (AGAINST OTHER CAR)	Vehicle #1 making a left turn from parking lot of 590 Route 208 onto southbound Route 208. Vehicle #2 traveling northbound on Route 208. Vehicle #1 failed to yield the right of way to vehicle #2 by making a left turn in front of vehicle #2, causing the collision. Operator of vehicle #2 stated that vehicle #1 pulled out in front of his vehicle. Operator of vehicle #1 stated that he looked both ways before turning and when he went to turn, the truck was right there. Witness #1 stated that vehicle #1 was making a left turn out of the parking lot of 590 Route 208 when vehicle #2 struck vehicle #1. - WITNESS 1 ADAMS, KATRINA 485 ROUTE 208 MONROE NY 10950 8453371883

81	37134492	2/7/2018	19:55	2	INJURY	5	4	4	5	19, 66, YY	208 83011023	HEAD ON	
82	37549587	10/26/2018	14:50	2	INJURY	1	5	1	2	09, 19, YY	208 83011023	REAR END	<p>V1 and V2 were traveling north on SR 208 in the T/Blooming Grove. The operator of V2 states he slowed down and V1 struck into the right rear of his vehicle. The operator of V1 states she was unable to stop in time and the front of V1 struck the right rear of V2 before rolling onto it's roof. The operator of V2 was uninjured, the operator of V1 was transported to Good Samaritan Hospital by Blooming Grove Volunteer ambulance 497 with complaint of pain.</p>

83	36875827	9/4/2017	16:30	1	PDO	1	5	1	1	61, YY	208 83011015	DEER	Vehicle #1 traveling northbound on Route 208 was struck by a deer that entered the roadway.
84	36970928	10/28/2017	22:35	2	NR	5	1	1	1	07, 13, YY	208 83011019	OVERTAKING	Vehicle 2 was traveling westbound on Mountain Rd stopped at the stop sign waiting to make a right hand turn. Vehicle 1 was traveling westbound on Mountain Rd when it pulled to right side of Vehicle 2 in attempt to make a right hand turn. Vehicle 1 and Vehicle 2 made the right hand turn at the same time. Vehicle 1 cause a same direction side swipe collision with Vehicle 2. Operator of Vehicle 1 stated that Vehicle 2 did not have his right turn signal on. Operator of Vehicle 2 stated he was sure if he had his right turn signal on.

85	36688050	4/4/2017	09:51	2	INJURY	1	5	2	2	09, YY	208 83011019	REAR END	<p>VEHICLE 1 TRAVELING SOUTHBOUND ON RT 208. VEHICLE 2 STOPPED IN TRAFFIC, SOUTHBOUND ON RT 208 AT INTERSECTION WITH MOUNTAIN RD. VEHICLE 1, FOLLOWING TOO CLOSELY, SLID ON WET PAVEMENT AND COLLIDED WITH REAR OF VEHICLE 2.</p>
86	36924802	10/3/2017	14:50	1	NR	1	1	1	1	04, YY	208 83011020	OTHER NON-COLLISION	<p>Vehicle 1 was traveling northbound on State Route 208 when the operator attempted to make a left turn onto Bailie Lane. While turning, Vehicle 1 collided head on with overhanging utility wires that run north and south on State Route 208. As a result three utility poles snapped and fell over. Utility pole numbers are as follows: 53876/49581, 53881/49561, 53886/49541. Operator of Vehicle 1 stated that he was focusing on the gate located at the front entrance of the property to make sure he was going to fit through. Operator of Vehicle 1 stated that he did not see the utility wires when he collided with them.</p>

87	36292943	7/1/2016	16:20	2	PDO	1	4	2	3	04, 07, YY	208 83011013	LEFT TURN (AGAINST OTHER CAR)	Vehicle 1 was traveling eastbound on Museum Village RD. Vehicle 2 was traveling southbound on State Route 208. Vehicle 1 failed to yield the right of way causing a collision with Vehicle 2. *Driver Inattention/distraction- Operator 1 stated that he did not see vehicle 2.
88	36800989	6/28/2017	07:58	2	PDO	1	1	1	1	04, YY	208 83011023	REAR END	Vehicle #1 traveling southbound on Route 208, collided with the rear end of vehicle #2. Operator of vehicle #1 stated that her flip flop slipped off the brake and accidently hit the gas pedal.

89	36429232	10/10/2016	12:10	2	NR	1	1	1	1	09, YY	208 83011013	REAR END	Vehicle #1 traveling southbound on State Route 208. Vehicle #1 collided with the rear of vehicle #2 traveling southbound in traffic.
90	36997067	11/15/2017	06:08	1	PDO	1	5	1	1	61, YY	208 83011016	DEER	VEHICLE #1 TRAVELING SOUTH ON ROUTE 208. A DEER RAN ONTO THE ROADWAY IN FRONT OF VEHICLE #1. VEHICLE #1 COLLIDED INTO DEER.

91	36772385	6/17/2017	10:50	2	PDO	1	4	1	2	09, YY	208 83011019	REAR END	<p>Vehicle 1 was traveling southbound on State Route 208 when the operator collided with Vehicle 2 from behind. Vehicle 1 then traveled off of the right side of the roadway and collided with a road sign. Operator of Vehicle 2 stated that he was slowing down with his turn signal on in order to make a left turn onto Mountain Road. Operator of Vehicle 2 stated that he observed Vehicle 1 in his side view mirror traveling toward him at a high rate of speed. Operator of Vehicle 2 stated that he steered to the left in order to avoid the collision but was unable to do so. Operator of Vehicle 1 stated that Vehicle 2 did not have its turn signal on and appeared as though it was going to continue traveling southbound. Operator of Vehicle 1 stated that she attempted to avoid the collision by turning to the right, but was unable to do so. Witness 1 stated that he observed Vehicle 2 traveling southbound on State Route 208 and approaching Mountain Road. Witness 1 stated that he observed Vehicle 2 slow down with its left turn signal on, appearing as though the operator was going to turn onto Mountain Road. Witness 1 stated that he then observed Vehicle 1 collide with Vehicle 2 from behind. - WITNESS 1 TAYLOR, TYRIESE 6 BERNADETTE WAY WASHINGTONVILLE NY 10992 8452487272</p>
92	36772386	6/13/2017	13:02	2	PDO	1	4	1	2	07, YY	208 83011019	RIGHT ANGLE	

93	36767431	6/9/2017	18:15	2	NR	1	4	1	2	09, YY	208 83011017	REAR END	<p>Vehicle #1 was traveling northbound on State Route 208. Vehicle #1 collided with the rear of Vehicle #2 which at the time was stopped in traffic facing north at the intersection of Fairway Drive. Vehicle #2 operator stated a vehicle had stopped in front of his vehicle in order to make a turn into Fairway Drive.</p>
94	37646116	12/17/2018	21:20	1	PDO	5	1	1	2	61, YY	208 83011021	DEER	<p>Vehicle #1 was traveling northbound on Route 208 when a deer ran in front of the vehicle, causing a collision.</p>

95															
	37706036	1/20/2019	08:00	2	NR	1	5	5	5	69, ZZ	208 83011019	LEFT TURN (AGAINST OTHER CAR)	Vehicle 1 traveling west on Mountain Rd. Vehicle 2 Traveling south on Route 208 attempting to make a left turn onto Mountain Rd. Operator of Vehicle 1 states he was stopped at the stop line and Vehicle 2 crossed into his lane and struck his vehicle. Operator of Vehicle 2 states he was attempting to make the left turn and Vehicle 1 whose windshield was mostly covered with snow was moving and struck the side of vehicle 2.		
NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION		

96	37316962	5/29/2018	21:30	2	NR	3	5	1	1	09, YY	208 83011023	REAR END	Vehicle #2 was stopped in traffic on State Route 208, North bound, waiting to make a left turn onto Peddler Hill Road, West bound, when vehicle #1 also traveling on State Route 208 North bound collided into the rear of vehicle #2.
97	37493799	9/20/2018	10:10	2	NR	1	1	1	2	09, YY	208 83011019	REAR END	Vehicle 1 was traveling westbound on Mountain Road and approaching the stop sign when the operator collided with Vehicle 2 from behind. Operator of Vehicle 2 stated that he was beginning to turn right onto State Route 208 when he was hit from behind by Vehicle 1. Operator of Vehicle 1 stated that she was stopped in traffic behind Vehicle 2 when Vehicle 2 backed into her. Operator of Vehicle 1 later stated that she was now only 85 percent sure that Vehicle 2 had backed into her.

98	36644107	1/29/2017	16:13	1	FATAL	Z	4	1	1	19, YY	208 83011014	TREE	V-1 traveling southbound on SR 208. V-1 fails to negotiate curve and collides head on into tree in easterly direction off roadway. Fatal Accident. SGT. Scott and SGT. Khalil notified. O&R notified of downed wires. NYS DOT notified of damaged guard rail. No further.
99	36800123	7/9/2017	10:24	2	NR	1	2	1	1	04, YY	208 83011023	REAR END	Vehicle #1, traveling eastbound on Peddler Hill Road stopped in traffic due to a fire road closure. Vehicle #2 traveling eastbound on Peddler Hill Road stopped in traffic behind vehicle #1. Vehicle #1 backed in a easterly direction striking vehicle #2. Primary contributing factor ((04) Driver inattention/distraction: Operator of vehicle #1 was told by fire personnel to back up. Operator of vehicle #1 stated he did not see vehicle #2 so close to him when he proceeded to back.

100	36375231	8/9/2016	02:28	1	PDO	5	5	1	1	61, YY	208 83011018	GUIDE RAIL	Vehicle #1 traveling northbound on Route 208. Vehicle #1 collided into right guardrail, crossed over double yellow lines crossing into the southbound lane colliding into guardrail on the southbound side. Note: Operator of vehicle #1 stated she swerved to avoid colliding into a deer that ran into roadway. When vehicle #1 traveled northbound on Route 208 and collided into the guardrail a sign, owned by 208 Grill that was affixed to a metal support beam of the guardrail was damaged.
101	36992251	11/4/2017	08:56	1	INJURY	1	4	1	1	61, YY	208 83011017	ANIMAL	Driver was operating Vehicle 1 in a Northerly direction on State Route 208 when a deer crossed the roadway. The vehicle struck the deer on the front bumper above the tire, at which point the driver was ejected from the seat. The vehicle slid on its right side for approximately 25 feet before coming to a stop in the roadway.

NYS DOT QRA ACCIDENT VERBAL DESCRIPTION

Print Date 8/16/2019 Print Time 11:44:25AM

<u>Query Number/Name</u>	<u>Query Type</u>	<u>Query SubType</u>	<u>Accident Date Range</u>
48446 Rte 208 FOIL	AttributeQuery	None	2/29/2016 12:00:00AM To 2/28/2019 12:00:00AM

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36147141	10-March-2016	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011019

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3310	40	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO KEEP RIGHT
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	4464	40	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	UN	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36154082	16-March-2016	ORANGE	South Blooming Grove Village	[Route] 208	208 83011023

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	MAKING LEFT TURN	4455	78	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	4638	74	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36157144	01-April-2016	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011018
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AT HILLCREST	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	MAKING LEFT TURN	2857	72	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	GOING STRAIGHT AHEAD	33000	42	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	TRUCK	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36164683	08-April-2016	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AT HILLCREST	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING LEFT TURN	3454	31	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	4160	42	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36180815	19-April-2016	ORANGE	South Blooming Grove Village	[Route] 208	208 83011017	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	GOING STRAIGHT AHEAD	0	19	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	PA	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	DRIVER INATTENTION				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	20	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	2	NORTH	STOPPED IN TRAFFIC	3395	20	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36195765	04-May-2016	ORANGE	South Blooming Grove Village	[Route] 208	208 83011023	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	CURVE AND HILLCREST	RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE AND INJURY	COLLISION WITH TREE	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	4309	27	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36230395	26-May-2016	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	INCAPA
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	SLOWED OR STOPPING	3999	47	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	788	56	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
MOTORCYCLE	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	UNSAFE SPEED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36270113	24-June-2016	ORANGE	South Blooming Grove Village	STATE ROUTE 208		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3840	64	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	SOUTH	SLOWED OR STOPPING	3831	32	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>			<u>Reference Marker</u>
36275183	20-June-2016	ORANGE	South Blooming Grove Village	STATE ROUTE 208			208 83011018
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>		
DRY	CURVE AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE		
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>	
1	PROPERTY DAMAGE	COLL. W/EARTH ELE./ROCK CUT/DITCH	OTHER	0	0		
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>	
1	1	NORTH	GOING STRAIGHT AHEAD	3450	25	F	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
	CAR/VAN/PICKUP	NY	N	N	N		
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
	1	REACTION TO OTHER UNINVOLVED VEHICL					
	2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>			<u>Reference Marker</u>
36292943	01-July-2016	ORANGE	South Blooming Grove Village	[Route] 208			208 83011013
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>		
WET	CURVE AND LEVEL	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE		
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>	
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0		

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	7	EAST	MAKING LEFT TURN	0	47	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	OH	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	DRIVER INATTENTION					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	SOUTH	GOING STRAIGHT AHEAD	0	33	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36317627	18-July-2016	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND GRADE	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	7	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	6	WEST	MAKING LEFT TURN	0	40	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	3241	21	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	OTHER (VEHICLE)
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	2	SOUTH	GOING STRAIGHT AHEAD	4627	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	OTHER (VEHICLE)					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36328052	23-July-2016	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011016

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	MAKING LEFT TURN	3985	65	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	2740	20	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36375231	09-August-2016	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH GUIDE RAIL	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3209	26	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	ANIMAL'S ACTION				

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36376742	30-August-2016	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	UNKNOWN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH ANIMAL	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	UNKNOWN	UNKNOWN	3640	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNKNOWN					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36390196	26-August-2016	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING LEFT TURN	0	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	GOING STRAIGHT AHEAD	2549	25	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36429232	10-October-2016	ORANGE	South Blooming Grove Village	[Route] 208	208 83011013	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	SOUTH	GOING STRAIGHT AHEAD	0	42	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STARTING IN TRAFFIC	0	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36440578	23-October-2016	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011021	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	GOING STRAIGHT AHEAD	3546	47	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36458594	08-October-2016	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011021	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH DEER	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	39	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36467961	09-November-2016	ORANGE	South Blooming Grove Village	[Route] 208	208 83011023

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	CURVE AND GRADE	RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3625	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					
2	PAVEMENT SLIPPERY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	25	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36492000	20-November-2016	ORANGE	South Blooming Grove Village	[Route] 208	208 83011017
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	CURVE AND GRADE	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	GOING STRAIGHT AHEAD	0	33	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	SLOWED OR STOPPING	0	74	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36505199	22-November-2016	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	SOUTH	GOING STRAIGHT AHEAD	0	25	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	62	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36522582	03-December-2016	ORANGE	South Blooming Grove Village	[Route] 208	208 83011019	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH DEER	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	NORTH	GOING STRAIGHT AHEAD	0	38	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36522583	14-December-2016	ORANGE	South Blooming Grove Village	[Route] 208	208 83011019	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH GUIDE RAIL	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3098	60	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36552002	20-December-2016	ORANGE	South Blooming Grove Village	[Route] 208	208 83011014	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	2760	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36554170	20-December-2016	ORANGE	South Blooming Grove Village	[Route] 208	208 83011014	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	4865	30	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36557888	04-January-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011017

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	UNKNOWN					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	GOING STRAIGHT AHEAD	0	47	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36630686	01-March-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011013
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	2772	24	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	4345	36	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36632097	28-February-2017	ORANGE	South Blooming Grove Village	MOUNTAIN RD	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	SLOWED OR STOPPING	0	42	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	SOUTH-WEST	STOPPED IN TRAFFIC	4422	33	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36639881	07-March-2017	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011016	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT/ GRADE	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	5761	45	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	SOUTH	GOING STRAIGHT AHEAD	2966	29	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36644107	29-January-2017	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011014	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	FATAL	COLLISION WITH TREE	OTHER	1	0	KILLED
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	6400	54	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36644441	02-March-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011013	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH ANIMAL	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	UNKNOWN	UNKNOWN	2922	42	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36659337	14-March-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
0	NON-REPORTABLE	NOT ENTERED	NOT ENTERED	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
0	0			0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
0						

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36688049	05-April-2017	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	2250	18	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	2548	30	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36688050	04-April-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	CURVE AND GRADE	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	SLOWED OR STOPPING	3375	73	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	2729	60	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36727278	05-May-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	CURVE AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	3859	20	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	3120	41	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36742986	23-May-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	4	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3552	38	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT ENTERED					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	SOUTH	STOPPED IN TRAFFIC	3569	69	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT ENTERED
 2 NOT ENTERED

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36748894	26-May-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011013	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	5415	19	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	FOLLOWING TOO CLOSELY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	SLOWED OR STOPPING	0	60	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	PA	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36767431	09-June-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011017

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	18	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	36	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36772385	17-June-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011019
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	GOING STRAIGHT AHEAD	4104	42	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	SOUTH	SLOWED OR STOPPING	2415	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36772386	13-June-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING LEFT TURN	4383	39	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	2646	59	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36779092	25-June-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011023	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND HILLCREST	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	5003	20	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	MAKING LEFT TURN	2537	22	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36787214	29-June-2017	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH GUIDE RAIL	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	1996	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FL	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36800123	09-July-2017	ORANGE	South Blooming Grove Village	PEDDLER HILL RD	208 83011023	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	POLICE/FIRE EMERGENCY	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	BACKING	0	72	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	DRIVER INATTENTION				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	26	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36800989	28-June-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011023	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3208	43	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	DRIVER INATTENTION				
	2	NOT APPLICABLE				
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	SLOWED OR STOPPING	4137	28	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36808053	12-July-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011013

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-WEST	MAKING LEFT TURN	3703	16	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	DRIVER INATTENTION

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3389	79	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT ENTERED
2	NOT ENTERED

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36820352	21-July-2017	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011013

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	3476	69	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3025	40	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36853672	15-August-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011013	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	MAKING LEFT TURN	4431	54	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	SOUTH	GOING STRAIGHT AHEAD	4386	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36872466	28-August-2017	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011017	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH DEER	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	33	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	ANIMAL'S ACTION				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36875827	04-September-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011015	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	GOING STRAIGHT AHEAD	0	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FO	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36924802	03-October-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011020	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	OTHER NON-COLLISION	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	0	38	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36928386	11-October-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011019	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND HILLCREST	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	NON-INC

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	GOING STRAIGHT AHEAD	4416	34	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	SLOWED OR STOPPING	4358	63	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36929875	18-September-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011017	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
0	NON-REPORTABLE	NOT ENTERED	NOT ENTERED	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
0	0			0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	0					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36941221	20-October-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011013	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	2867	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3476	29	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36948061	21-October-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011019	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH DEER	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	5	NORTH	GOING STRAIGHT AHEAD	0	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36951543	20-October-2017	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011013	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3200	18	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	SLOWED OR STOPPING	3213	48	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36961763	28-October-2017	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011013	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	SOUTH	GOING STRAIGHT AHEAD	0	70	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE LANE CHANGE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	SOUTH	MAKING RIGHT TURN	0	26	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36962609	26-October-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011023	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3042	38	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36966941	05-November-2017	ORANGE	South Blooming Grove Village	MUSEUM VILLAGE RD	208 83011013	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING RIGHT TURN	2614	19	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	UNSAFE SPEED				
	2	TURNING IMPROPER				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	STOPPED IN TRAFFIC	3710	34	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36970928	28-October-2017	ORANGE	South Blooming Grove Village	MOUNTAIN RD	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	MAKING RIGHT TURN	0	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	FAILURE TO YIELD RIGHT OF WAY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	MAKING RIGHT TURN	0	41	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36992251	04-November-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011017	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH ANIMAL	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	AVOIDING OBJECT IN ROADWAY	758	52	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
MOTORCYCLE	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36997067	15-November-2017	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011016	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3731	59	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36997072	11-November-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011023

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND HILLCREST	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	OVERTAKING	0	33	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	27	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37010747	25-November-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011023
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	NON-INC

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	2892	17	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	UNSAFE SPEED				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	4450	38	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37024437	07-December-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	5	SOUTH	GOING STRAIGHT AHEAD	2813	24	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	3547	65	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37024443	09-December-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011014	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	4615	38	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37065992	02-January-2018	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	50	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37070387	26-December-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011023
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE AND INJURY	COLL. W/EARTH ELE./ROCK CUT/DITCH	OTHER	0	3	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	SOUTH	GOING STRAIGHT AHEAD	3948	33	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	UNSAFE SPEED				

2

UNKNOWN

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37070388	28-December-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011020	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3241	30	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	FOLLOWING TOO CLOSELY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	SLOWED OR STOPPING	16000	47	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37071488	17-December-2017	ORANGE	South Blooming Grove Village	[Route] 208	208 83011017	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	36	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NJ	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	DRIVER INATTENTION				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	SOUTH	GOING STRAIGHT AHEAD	3757	61	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37128911	03-February-2018	ORANGE	South Blooming Grove Village	[Route] 208	208 83011014	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH GUIDE RAIL	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3354	21	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37134492	07-February-2018	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011023

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
SNOW/ICE	CURVE AND LEVEL	SLEET/HAIL/FREEZING RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	3	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	SOUTH	GOING STRAIGHT AHEAD	2820	31	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	UNSAFE SPEED
2	PAVEMENT SLIPPERY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	3504	34	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37170708	04-March-2018	ORANGE	South Blooming Grove Village	[Route] 208	208 83011013	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	GOING STRAIGHT AHEAD	4872	35	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	FOLLOWING TOO CLOSELY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	3230	41	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37178529	23-February-2018	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	CURVE AND LEVEL	RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	STOPPED IN TRAFFIC	4022	59	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	2595	22	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	PAVEMENT SLIPPERY					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37200560	22-March-2018	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011021	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SLUSH	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLL. W/EARTH ELE./ROCK CUT/DITCH	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	4559	34	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	PAVEMENT SLIPPERY					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37200561	16-March-2018	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011018

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	5376	29	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	VIEW OBSTRUCTED/LIMITED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	3190	61	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT ENTERED

2

NOT ENTERED

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37215754	22-March-2018	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
4	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3862	71	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	MAKING LEFT TURN	2976	49	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	NORTH	GOING STRAIGHT AHEAD	0	61	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	PA	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
4	1	NORTH	GOING STRAIGHT AHEAD	4332	27	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37247957	20-April-2018	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH OTHER	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3532	79	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37303605	24-May-2018	ORANGE	South Blooming Grove Village	[Route] 208	208 83011023	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND HILLCREST	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	77	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	26	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37316962	29-May-2018	ORANGE	South Blooming Grove Village	[Route] 208	208 83011023	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37336926	16-June-2018	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND GRADE	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	MAKING LEFT TURN	0	62	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	DRIVER INATTENTION

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	4081	27	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37361197	27-June-2018	ORANGE	South Blooming Grove Village	[Route] 208	208 83011013

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	3	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	MAKING LEFT TURN	4393	24	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	GOING STRAIGHT AHEAD	3209	16	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37372491	05-July-2018	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011015	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	19500	29	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	Y	Y	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT ENTERED					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	SLOWED OR STOPPING	0	26	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT ENTERED
 2 NOT ENTERED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	WEST	MAKING LEFT TURN	0	47	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	BUS	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37379132	02-April-2018	ORANGE	South Blooming Grove Village	[Route] 208	208 83011014	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	CURVE AND GRADE	SNOW	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH TREE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	GOING STRAIGHT AHEAD	0	39	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37394538	06-July-2018	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011014

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT/ GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3281	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT ENTERED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	3505	47	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	2	NORTH	STOPPED IN TRAFFIC	10000	40	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37394541	15-July-2018	ORANGE	South Blooming Grove Village	MOUNTAIN RD	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	STARTING IN TRAFFIC	0	46	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING LEFT TURN	4388	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37412396	01-August-2018	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011013	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	CURVE AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	MAKING LEFT TURN	0	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	FAILURE TO YIELD RIGHT OF WAY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3250	78	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37444317	13-August-2018	ORANGE	South Blooming Grove Village	[Route] 208	208 83011013

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	SOUTH	GOING STRAIGHT AHEAD	3811	34	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	SLOWED OR STOPPING	4268	21	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37448637	17-August-2018	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	MAKING LEFT TURN	2813	19	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	FAILURE TO YIELD RIGHT OF WAY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	120000	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37456074	26-August-2018	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	0	29	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FL	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	3428	40	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37493799	20-September-2018	ORANGE	South Blooming Grove Village	MOUNTAIN RD	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	34	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> MAKING RIGHT TURN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 35	<u>Sex</u> M
	<u>Vehicle Type</u> BUS	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 37493802	<u>Accident Date</u> 13-September-2018	<u>Region/County</u> ORANGE	<u>Municipality/Type</u> South Blooming Grove Village	<u>Street</u> STATE ROUTE 208	<u>Reference Marker</u> 208 83011017
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<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLOUDY	<u>TrafficControls</u> NO PASSING ZONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE
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<u>Number of Vehicles</u> 1	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH OTHER FIXED OBJECT	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>
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<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 31	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> REACTION TO OTHER UNINVOLVED VEHICL				

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37498003	19-September-2018	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011016	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	GOING STRAIGHT AHEAD	0	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	MAKING LEFT TURN	2385	53	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37549587	26-October-2018	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011023	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBI
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3265	21	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	UNSAFE SPEED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	SLOWED OR STOPPING	3923	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37585978	05-November-2018	ORANGE	South Blooming Grove Village	[Route] 208	208 83011016	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	CURVE AND GRADE	RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3413	33	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37603163	24-November-2018	ORANGE	South Blooming Grove Village	[Route] 208	208 83011023	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	GOING STRAIGHT AHEAD	3476	57	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37606308	23-November-2018	ORANGE	South Blooming Grove Village	[Route] 208	208 83011015	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH DEER	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	54	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37606310	15-November-2018	ORANGE	South Blooming Grove Village	STATE ROUTE 208	208 83011016	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	CURVE AND GRADE	SNOW	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	GOING STRAIGHT AHEAD	4632	50	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	6500	57	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37613625	29-November-2018	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	20	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	STOPPED IN TRAFFIC	0	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37646116	17-December-2018	ORANGE	South Blooming Grove Village	[Route] 208	208 83011021	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3355	62	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 ANIMAL'S ACTION
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37671391	29-December-2018	ORANGE	South Blooming Grove Village	[Route] 208	208 83011018	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBI
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3100	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	SLOWED OR STOPPING	3520	63	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37706036	20-January-2019	ORANGE	South Blooming Grove Village	MOUNTAIN RD	208 83011018

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
SLUSH	CURVE AND GRADE	SLEET/HAIL/FREEZING RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	SLOWED OR STOPPING	0	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	VIEW OBSTRUCTED/LIMITED					
2	UNKNOWN					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	MAKING LEFT TURN	0	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNKNOWN					
2	UNKNOWN					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37745741	13-February-2019	ORANGE	South Blooming Grove Village	[Route] 208	208 83011013
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	3888	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	4605	56	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

STUDY NO.			ROUTE NO. or STREET NAME							COUNTY MUNICIPALITY				
P.I.N..			AT INTERSECTION WITH / OR BETWEEN							BY DATE				
INVENTORY NO.			LIGHT CONDITIONS (LC)				ROADWAY CHARACTER (RC)				ROADWAY SURFACE CONDITION (RSC)		WEATHER (WEA)	
NO. OF MONTHS			1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted				1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest				1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other		1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other	
Begin Date														
End Date														
NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION	
1	37640427	12/14/2018	16:00	2	PDO	3	2	1	2	17, YY		RIGHT ANGLE	V2 traveling W/B on Schunnemunk Road, V1 makes left turn from Zenta Road onto Schunnemunk Road and does not notice V2 in the roadway, striking V2 in the rear driver fender. No injuries.	
2	36871698	8/29/2017	14:30	2	PDO	1	2	2	3	19, 66, YY		REAR END	V-2 WAS STOPPED AT A STOP SIGN ON SCHUNNEMUNK ROAD. OP-V1 STATED HE WAS UNABLE TO STOP IN TIME AND SUBSEQUENTLY STRIKES V-2.	

3	36882259	9/7/2017	17:30	2	PDO	1	2	1	1	23, YY	OTHER	Op of V-2 traveling eastbound on Schunneunk Street at the intersection of Iron Hill Drive. OP of V-1 traveling northbound on Iron Hill Drive at the intersection of Schunneunk Street. OP of V-1 fails to yield to traffic subsequently striking V-2.
4	37200559	3/18/2018	11:25	2	INJURY	1	1	1	1	07, XX	LEFT TURN (AGAINST OTHER CAR)	OPV1 at the stop sign on Forest Road, enters the roadway to make a left on Schunneunk Road and does not see V2 operating straight ahead. V1 strikes front end of V2 causing damage to same and damage to passenger front end of V1. OPV1 transported by KJ Ambulance to ORMC ALS and OPV2 transported to same by Woodbury Ambulance.
5	36952856	10/25/2017	14:00	2	INJURY	1	2	1	2	09, YY	REAR END	V-1 traveling west on Schunneunk Road makes a left onto Forest Drive. V-2 traveling south on Forest Road begins to slows down when V-1 strikes V-2 in the rear. Op V-1 transported to ORMC for medical evaluation by KJ Ambulance.

6	36296536	7/10/2016	23:40	2	PDO	4	2	2	2	09, 19, YY	REAR END	OP-V1 westbound on Schunnemunk Rd in the Village of Kiryas Joel directly behind V2. OP-V2 slowing to make a left turn into a parking lot in a southwest direction on Schunnemunk Rd in the Village of Kiryas Joel. OP-V1 following V2 too closely was unable to stop in time due to following too closely and struck V2. OP-V1 also traveling at an unsafe speed stating that the vehicle slid on the wet pavement when he attempted to stop. Tickets Issued: MARCO A LEYBON-HERNANDEZ Driver of vehicle number (1) tickets: Ticket Number: 2F135V6G32 Violation: 1129A Ticket Number: 2F135V6G6F Violation: 1180A Ticket Number: 2F135V6G7Q Violation: 5091 Ticket Number: 2F135V6GB2 Violation: 3191U;
7	36260360	6/15/2016	00:00	1	INJURY	5	4	1	1	61, YY	EARTH ELE./ROCK CUT/DITCH	Opv-1 traveling Southbound on Seven Springs Rd, VKiryas Joel. Opv-1 states that a deer entered the roadway and as he attempted to avoid deer opv-1 loses control of vehicle and veers onto shoulder, subsequently striking rock embankment and causing aforementioned damages. KJ EMS on scene for driver's complaint of minor chest pain. Closed.
8	36814296	7/13/2017	13:47	2	INJURY	1	4	2	3	19, 66, YY	RIGHT ANGLE	V-1 was traveling north on Schunnemunk Road and V-2 was traveling south on Schunnemunk Road. OP-V1 stated his car started to slide into the oncoming lane. OP-V2 stated V-1 came into his lane of travel and he attempted to avoid same. V-1 strikes the rear of V-2 subsequently pushing it to a guide rail causing damage to V-2's front bumper. No damage to guide rail.

9	37488771	9/13/2018	17:20	2	PDO	1	1	1	2	03, YY		LEFT TURN (AGAINST OTHER CAR)	Op of V-1 reversing Southeasterly in parking lot located on South shoulder of Schunnemunk Rd. Op of V-1 backing unsafely strikes parked V-2 in the front right fender. V-2 was parked without an operator in a marked parking space facing North at the time of the collision.
10	37423283	8/5/2018	17:50	2	PDO	1	1	1	1	18, YY		LEFT TURN (AGAINST OTHER CAR)	V1 traveling west on Forest Road. V2 traveling east on Forest Road. V2 turns left improperly onto Schunnemunk Road subsequently striking V1.
11	37688923	1/11/2019	08:30	2	PDO	1	2	1	1	07, 18, YY		LEFT TURN (AGAINST OTHER CAR)	OP of V-1 stated while making left handed turn onto Forest Road from Schunnemunk Road, V-2 failed to use signal while turning onto Schunnemunk Road from Forest Road and turned improperly coming into V-1 lane of travel, causing front left quarter panel of V-1 to strike front left quarter panel of V-2. V-2 stated while making left handed turn onto Schunnemunk Road, V-1 failed to stop at stop sign causing collision between V-1 and V-2. - WITNESS 1 TAYLOR, PAUL K 61 RESERVOIR RD WALLKILL NY 125890000 8456741670 - WITNESS 2 DILLON, RYAN M 18 MILLER DR STONY POINT NY 109800000 8456084728

12	37146631	2/14/2018	19:50	2	PDO	4	5	1	2	07, YY	RIGHT ANGLE	OP-V1 southbound on the driveway from the Cemetery attempting to make a left turn on to Schunemunk Rd. OP-V2 westbound on Schunemunk Rd. OP-V1 failed the yield the right of way and pulled out in front of V2. - WITNESS 1 LEVY, ELIEZER L 1169 44TH ST BROOKLYN NY 112190000 9175302556
13	36467353	11/3/2016	20:40	1	INJURY	4	2	1	1	14, YY	BICYCLIST	Unit-1 was traveling eastbound on Schunemuck Road through the intersection of Berdichev Drive. Unit-2 was traveling southbound on Berdichev Drive. Unit-2 failed to observe Unit-1 when approaching the intersection. Unit-2 is subsequently struck by Unit-1. - WITNESS 1 BEROL, KOHN 10 HAMBURG WAY APT 011 KIRYAS JOEL NY 10950 3475634033
14	37677455	12/31/2018	06:40	2	PDO	4	1	2	2	13, YY	REAR END	V1 was driving east on Schunemunk Road in the Village of Kiryas Joel. V2 was parked on Schunemunk Road facing east in the Village of Kiryas Joel and was subsequently struck from behind by V1.

15	37200556	3/22/2018	22:50	2	PDO	5	2	1	1	04, 13, YY		OVERTAKING	V2 parked and occupied facing north on Forest Road. V1 traveling north on Forest Road. OPV2 stated that V1 side swiped his vehicle. OPV1 stated that he was distracted and not paying attention and drifted right and struck V2 which was parked. OPV1 could not explain why he was not paying attention nor distracted.
16	36465245	11/9/2016	06:50	1	NR	1	4	2	3	19, 20		EARTH ELE./ROCK CUT/DITCH	OP-V1 was traveling northbound on Schunnemunk Road. OP-V1 was traveling at a unsafe speed not reasonable and prudent causing OP-V1 to lose control of vehicle. OP-V1 moved from lane unsafely driving off the roadway and into a ditch. No injuries. No tow required.
17	37721013	6/10/2018	09:00	1	PDO	1	1	1	1	XX		OTHER FIXED OBJECT	

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
18	37134479	2/8/2018	07:50	2	PDO	1	6	4	1	27, 66, YY		SIDESWIPE	OP-V1 stated he lost control on the slush/icy pavement and was unable to stop subsequently striking V-2.
19	36355229	8/23/2016	12:10	2	NR	1	1	1	1	13, 17, YY		OVERTAKING	Both OP-V1 and OP-V2 were traveling eastbound on Schunnemunk Road. OP-V1 crossed over the double yellow line in an attempt to pass V2. OP-V1 subsequently Side swiped V2 on the front driver side. OP-V2 was making a left turn into the Kiryas Joel school bus parking lot. No injuries. No tow required. Tickets Issued: FELIX PAJON-HERNANDEZ Driver of vehicle number (1) tickets: Ticket Number: 2F0760XX86 Violation: 5091 Ticket Number: 2F0760XXKL Violation: 1126A Ticket Number: 2F0760XXN9 Violation: 1123 Ticket Number: 2F0760XXV2 Violation: 1128A;

20	36695646	4/21/2017	07:50	2	INJURY	1	4	3	2	02, 19, XX	HEAD ON	Veh-1 traveling west, Veh-2 traveling northeast on Schunnemunk Rd in the Town of Monroe. Veh-2 crosses over double yellow line and subsequently strikes Veh-1 head on causing listed damages and injuries. Tickets Issued: MIHALY KOMJATI Driver of vehicle number (2) tickets: Ticket Number: 2F056VMJVL Violation: 1180A Ticket Number: 2F056VMK39 Violation: 4011A Ticket Number: 2F056VMK4N Violation: 4021 Ticket Number: 2F056VMK69 Violation: 306B Ticket Number: 2F056VMKKN Violation: 5091 Ticket Number: 2F056VMKMQ Violation: 3191U;
21	36424003	10/14/2016	08:00	2	PDO	1	1	1	1	07, 62, YY	RIGHT ANGLE	V-1 Eastbound Schunnemunk Rd. V-2 southbound Forest rd. Operator of V-1 attempts to make left turn onto Forest Rd. Operator of V-1 fails to observe V-2 traveling southbound. V-1 subsequently strikes V-2. No passengers aboard V-1.
22	36296548	7/11/2016	08:30	2	PDO	1	1	1	1	27, YY	SIDESWIPE	V-1 traveling eastbound on Schunnemunk Rd. TMonroe. V-2 traveling westbound on same. V-1 fails to keep right and subsequently collides with V-2.

23	36288659	7/9/2016	02:00	1	PDO	5	4	1	2	22, 27	GUIDE RAIL	V1 was traveling North on Seven Springs Rd when the operator of V1 was texting. The operator of V1 failed to keep right and drove off the roadway into the guiderail along the west shoulder. V1 was towed from scene. No injuries reported.
24	37706220	1/24/2019	08:40	2	PDO	1	1	2	3	07, YY	LEFT TURN (AGAINST OTHER CAR)	V-1 STOPPED AT STOP SIGN AND BEGAN MAKING LEFT HAND TURN ONTO SCHUNNEMUNK RD. V-2 TRAVELING IN DESIGNATED LANE OF TRAVEL ON SCHUNNEMUNK RD AND OBSERVED V-1 PULL OUT IN FRONT OF V-2. V-2 ATTEMPTED TO STOP PRIOR TO STRIKING V-1 BUT WAS UNABLE TO.
25	37750499	2/19/2019	12:40	2	PDO	1	1	1	1	07, YY	RIGHT TURN (WITH OTHER CAR)	OP V-1 TRAVELING E/BOUND APPROACHED THE STOP SIGN AT THE INTERSECTION OF SCHUNNEMUNK AND FOREST RD AND CAME TO A COMPLETE STOP. OP V-1 ATTEMPTED TO MAKE A RIGHT TURN ONTO FOREST RD, FAILED TO YIELD THE RIGHT OF WAY AND SUBSEQUENTLY STRUCK V-2 TRAVELING S/BOUND ON FOREST RD. NO INJURIES TO REPORT. NO TOW NEEDED.

NYS DOT QRA ACCIDENT VERBAL DESCRIPTION

Print Date 8/16/2019 Print Time 1:00:10PM

<u>Query Number/Name</u>	<u>Query Type</u>	<u>Query SubType</u>	<u>Accident Date Range</u>
48452 Schunnemunk Rd FOIL	AttributeQuery	None	2/29/2016 12:00:00AM To 2/28/2019 12:00:00AM

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36260360	15-June-2016	ORANGE	Monroe Town	SCHUNNEMUNK RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND LEVEL	CLEAR	NONE	INVALID CODE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLL. W/EARTH ELE./ROCK CUT/DITCH	OTHER	0	1	NON-INC

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	19	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	ANIMAL'S ACTION
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36288659	09-July-2016	ORANGE	Monroe Town	SCHUNNEMUNK RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH GUIDE RAIL	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING RIGHT TURN	3485	17	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	CELL PHONE (HAND HELD)					
2	FAILURE TO KEEP RIGHT					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36296536	10-July-2016	ORANGE	Kiryas Joel Village	SCHUNNEMUNK RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT/ GRADE	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	35	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	UN	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	UNSAFE SPEED				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH-WEST	MAKING LEFT TURN	0	23	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36296548	11-July-2016	ORANGE	Monroe Town	SCHUNNEMUNK RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	65	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO KEEP RIGHT
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3467	56	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36355229	23-August-2016	ORANGE	Kiryas Joel Village	SCHUNNEMUNK RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	OVERTAKING	0	35	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	WA	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	TRAFFIC CONTROL DEVICES DISREGARDED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING LEFT TURN	0	68	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
TRUCK	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36424003	14-October-2016	ORANGE	Kiryas Joel Village	FOREST RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	0	32	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
BUS	NY	Y	Y	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	GLARE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	4422	36	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36465245	09-November-2016	ORANGE	Monroe Town	SCHUNNEMUNK RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	CURVE AND LEVEL	RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLL. W/EARTH ELE./ROCK CUT/DITCH	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	UNSAFE LANE CHANGE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36467353	03-November-2016	ORANGE	Kiryas Joel Village	SCHUNNEMUNK RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NO PASSING ZONE	PED/BICYCLIST AT INTERSECTION	CROSSING/ NO SIGNAL OR CR	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH BICYCLIST	OTHER	0	1	INCAPA
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	5938	18	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	10	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BICYCLE		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PEDESTRIAN'S ERROR/CONFUSION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36695646	21-April-2017	ORANGE	Monroe Town	SCHUNNEMUNK RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
MUDDY	CURVE AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	5849	36	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT ENTERED
2	NOT ENTERED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH-EAST	GOING STRAIGHT AHEAD	0	25	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	UN	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	UNSAFE SPEED
2	ALCOHOL INVOLVEMENT

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36814296	13-July-2017	ORANGE	Monroe Town	SCHUNNEMUNK RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	CURVE AND LEVEL	RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	MAKING RIGHT TURN	3330	42	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	UNSAFE SPEED
2	PAVEMENT SLIPPERY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH-WEST	GOING STRAIGHT AHEAD	3224	42	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36871698	29-August-2017	ORANGE	Kiryas Joel Village	SCHUNNEMUNK RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT/ GRADE	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	STOPPED IN TRAFFIC	4338	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	PAVEMENT SLIPPERY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	3272	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36882259	07-September-2017	ORANGE	Kiryas Joel Village	SCHUNNEMUNK RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	4250	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	CELL PHONE (HANDS FREE)					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	GOING STRAIGHT AHEAD	0	38	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36952856	25-October-2017	ORANGE	Kiryas Joel Village	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	3575	19	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3840	24	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37134479	08-February-2018	ORANGE	Kiryas Joel Village	SCHUNNEMUNK RD	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
SNOW/ICE	CURVE AND HILLCREST	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3117	27	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	Y	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PAVEMENT SLIPPERY				

2 FAILURE TO KEEP RIGHT

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	47	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	BUS	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37146631	14-February-2018	ORANGE	Kiryas Joel Village	SCHUNNEMUNK RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND GRADE	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	4	SOUTH	MAKING LEFT TURN	3476	39	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	20	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37200556	22-March-2018	ORANGE	Kiryas Joel Village	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	4050	25	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING OR LANE USAGE IMPROPERLY				
	2	DRIVER INATTENTION				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37200559	18-March-2018	ORANGE	Kiryas Joel Village	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	MAKING LEFT TURN	3411	59	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT ENTERED					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-WEST	GOING STRAIGHT AHEAD	3202	52	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37423283	05-August-2018	ORANGE	Kiryas Joel Village	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING LEFT TURN	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37488771	13-September-2018	ORANGE	Kiryas Joel Village	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	BACKING	0	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	MD	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	PARKED	3247	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37640427	14-December-2018	ORANGE	Kiryas Joel Village	SCHUNNEMUNK RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	4428	22	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	OT	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3042	40	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37677455	31-December-2018	ORANGE	Kiryas Joel Village	SCHUNNEMUNK RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	4478	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37688923	11-January-2019	ORANGE	Kiryas Joel Village	SCHUNNEMUNK RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	MAKING LEFT TURN	74375	50	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY		N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-WEST	MAKING LEFT TURN	0	52	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	TURNING IMPROPER				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37706220	24-January-2019	ORANGE	Kiryas Joel Village	SCHUNNEMUNK RD	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	MAKING LEFT TURN	4397	37	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	ZS	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	4414	26	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37721013	10-June-2018	ORANGE	Kiryas Joel Village	SCHUNNEMUNK RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH OTHER FIXED OBJECT	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3532	41	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 NOT ENTERED
 2 NOT ENTERED

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37750499	19-February-2019	ORANGE	Kiryas Joel Village	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING RIGHT TURN	4095	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	4076	35	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

STUDY NO.		ROUTE NO. or STREET NAME							COUNTY MUNICIPALITY				
P.I.N..		AT INTERSECTION WITH / OR BETWEEN							BY DATE				
INVENTORY NO.		NO. OF MONTHS		LIGHT CONDITIONS (LC)			ROADWAY CHARACTER (RC)			ROADWAY SURFACE CONDITION (RSC)		WEATHER (WEA)	
Begin Date		End Date		1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted			1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest			1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other		1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other	
NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
1	36631174	2/27/2017	18:55	2	PDO	5	1	1	1	03, YY		REAR END	V-2 parked facing south. V-1 backing northbound. Operator of V-1 fails to observe V-2 while backing. V-1 subsequently strikes V-2. Operator of V-1 leaves the scene. Video cameras were checked at 30 Van Buren Dr which shows V-1 a tan minivan striking V-2 while backing. No license plate or make and model of V-1 could be depicted in the camera footage.
2	36659469	3/23/2017	16:15	2	NR	1	1	1	1	13, YY		OVERTAKING	V1 and V2 were traveling NB from Van Buren Dr in to the parking lot. OP-V1 states that V2 failed to see V1 go around to make a left turn striking V1 in the front passenger side. OP V2 states that V1 went around V2 and struck front drivers side of V2.

3	36167453	4/7/2016	15:30	2	NR	1	1	2	3	18, YY	RIGHT ANGLE	V-1 parked and unattended S/B on Van Buren DR. V-2 exits from a driveway N/E onto Van Buren Dr and strikes V-1 in doing so.
4	36607681	2/12/2017	18:20	2	NR	4	1	4	5	09, YY	REAR END	V1 and V2 EB Van Buren Dr V Kiryas Joel. Op V2 states he stopped in traffic and was struck from behind by V1. Op V2 then states V1 fled scene. Op V1 located later. V1 out of state insurance policy G00785981900 from Foremost Insurance Company 1Oak Insurance Agency located at 167 Maple St Naugatuck CT 06779 (203)632-5004.
5	36425939	8/24/2016	00:00	2	INJURY	Z	Z	Z	Z	XX	UNKNOWN	

6	37660544	12/27/2018	08:55	2	PDO	1	2	1	1	13, 62, YY	REAR END	V-2 was parked along Van Buren Drive. Op-V1 stated he failed to observe V-2 due to sun glare and subsequently struck the rear of same.
7	37699321	1/18/2019	13:00	2	PDO	1	3	2	2	03, YY	SIDESWIPE	Op of V-2 traveling west on Van Buren Drive observes stop sign ahead and begins to slow down. Op of V-1 on driveway of 11 Van Buren Drive begins to back up in a south direction. Op of V-1 fails to observe V-2 and V-1 enters Van Buren Drive and subsequently strikes V-2.
8	37280771	5/10/2018	20:52	2	PDO	4	2	2	3	02, 18, YY	LEFT TURN (AGAINST OTHER CAR)	V1 being operated by intoxicated driver travels South on Forest Rd approaching intersection with Van Buren Dr. V2 stopped at red signal on Van Buren Dr facing West. V1 approaches green signal and turns improperly onto Van Buren Dr striking V2 causing the aforementioned damages. Tickets Issued: CARLOS E CAAL Driver of vehicle number (1) tickets: Ticket Number: P16387N3R0 Violation: 5091 Ticket Number: P16387N4HS Violation: 11923 Ticket Number: P16387N4FF Violation: 11922AA Ticket Number: P16387N4B4 Violation: 1160B;

9	36639403	3/10/2017	16:49	2	PDO	1	1	1	1	17, 62, YY	OVERTAKING	V-1 headed in Southerly direction fails to observe V-2 stopped in traffic. V-1 side swipes V-2's driver side while attempting to make a right hand turn. No injuries.
10	36433713	10/21/2016	12:20	2	PDO	1	1	2	3	07, 13, YY	HEAD ON	V-1 Parked curbside facing westbound in eastbound lane on Van Buren Dr. V-Kiryas Joel. V-2 traveling eastbound on same. V-1 improperly using lane and failing to yield right of way pulls out into eastbound lane of traffic subsequently colliding with V-2.
11	36740027	5/25/2017	14:01	2	PDO	1	2	2	3	13, YY	SIDESWIPE	OP V1 making a left turn from Shinev CT onto Van Buren Dr in the Village of Kiryas Joel. OP V2 was traveling southeast on Van Buren Dr in the Village of Kiryas Joel. OP V1 pulled out directly in front of V2 causing V2 to come to stop. As V1 proceeded past V2 he struck the rear driver side.

12	36302362	7/15/2016	12:10	2	NR	1	1	1	1	07, YY	OVERTAKING	OP-V1 was making a left turn onto Forest Road from Van Buren Drive when he failed to yield the right of way to V2, striking V2 on the front driver side. OP-V2 was making a right turn onto Forest Road from Kiryas Joel Shopping Center. No injuries. No Tow required.
13	37191984	3/8/2018	17:10	2	PDO	1	1	2	2	07, YY	REAR END	V-2 a Kubota R360 construction vehicle was actively clearing snow from sidewalks on Van Buren Drive. V-1 traveling easterly on Van Buren Drive unsafely enters driveway to 19 Van Buren Drive and strikes the rear of V-2. - WITNESS 1 RAITANO, CARISSA 71 SMITH CROSSING RD WAPPINGERS FALLS NY 12590 8456121373
14	37268321	5/3/2018	00:30	2	PDO	4	1	1	2	13, YY, ZZ	RIGHT ANGLE	V2 parked unoccupied when unknown V1 strikes V2 in the rear quarter panel damaging same.

15	36855151	8/15/2017	17:35	2	NR	1	1	1	1	07, 13, YY		LEFT TURN (WITH OTHER CAR)	V1 and V2 traveling north on Van Buren Drive in the Village of Kiryas Joel. OPV1 states he signaled to turn left into a driveway, and did so by making a wide turn by moving to the right out of his lane. OPV2 stated that V1 moved to the right side of the roadway without signaling, he went around V1 who then quickly cut back in front of him causing OPV2 to strike V1 in the front drivers side wheel well.
16	37303807	5/23/2018	14:55	2	NR	1	1	1	1	09, YY		REAR END	Vehicle 1 and Vehicle 2 were both traveling E/B on Forest Road in the Village of Kiryas Joel when Vehicle 1 stopped at a green light at the intersection of Forest Road and Van Burren Drive to let a pedestrian cross, causing Vehicle 2 to rear end Vehicle 1.

NYS DOT QRA ACCIDENT VERBAL DESCRIPTION

Print Date 8/16/2019 Print Time 1:16:24PM

<u>Query Number/Name</u>	<u>Query Type</u>	<u>Query SubType</u>	<u>Accident Date Range</u>
48461 Van Buren FOIL	AttributeQuery	None	2/29/2016 12:00:00AM To 2/28/2019 12:00:00AM

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36167453	07-April-2016	ORANGE	Kiryas Joel Village	VAN BUREN DR	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	PARKED	0	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	MAKING LEFT TURN	0	56	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36302362	15-July-2016	ORANGE	Kiryas Joel Village	FOREST RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	0	44	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP		Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	MAKING RIGHT TURN	0	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36425939	24-August-2016	ORANGE	Kiryas Joel Village	VAN BUREN DR		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	UNKNOWN	UNKNOWN	4503	72	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					

2 NOT ENTERED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	UNKNOWN	BACKING	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	OTHER			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36433713	21-October-2016	ORANGE	Kiryas Joel Village	VAN BUREN DR		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	GOING STRAIGHT AHEAD	4245	26	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

- 1 PASSING OR LANE USAGE IMPROPERLY
- 2 FAILURE TO YIELD RIGHT OF WAY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3096	22	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36607681	12-February-2017	ORANGE	Kiryas Joel Village	VAN BUREN DR		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	SLEET/HAIL/FREEZING RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	33	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	ZS	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	32	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36631174	27-February-2017	ORANGE	Kiryas Joel Village	VAN BUREN DR		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	0	NORTH	BACKING	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	PARKED	5218	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36639403	10-March-2017	ORANGE	Kiryas Joel Village	GARFIELD RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING RIGHT TURN	0	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					
2	GLARE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	3337	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36659469	23-March-2017	ORANGE	Kiryas Joel Village	VAN BUREN DR	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	28	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	32	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	MD	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36740027	25-May-2017	ORANGE	Kiryas Joel Village	VAN BUREN DR		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT/ GRADE	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-WEST	MAKING LEFT TURN	12300	18	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	GOING STRAIGHT AHEAD	0	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36855151	15-August-2017	ORANGE	Kiryas Joel Village	VAN BUREN DR		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	0	38	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	NORTH	GOING STRAIGHT AHEAD	0	41	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	ZS	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37191984	08-March-2018	ORANGE	Kiryas Joel Village	VAN BUREN DR	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	GOING STRAIGHT AHEAD	2820	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	BACKING	0	67	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37268321	03-May-2018	ORANGE	Kiryas Joel Village	VAN BUREN DR		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	0	UNKNOWN	UNKNOWN	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2 UNKNOWN

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37280771	10-May-2018	ORANGE	Kiryas Joel Village	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT/ GRADE	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	MAKING LEFT TURN	0	27	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	UN	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 ALCOHOL INVOLVEMENT
 2 TURNING IMPROPER

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	4365	39	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37303807	23-May-2018	ORANGE	Kiryas Joel Village	FOREST RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	SLOWED OR STOPPING	0	27	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	18	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37660544	27-December-2018	ORANGE	Kiryas Joel Village	VAN BUREN DR		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	GOING STRAIGHT AHEAD	11460	69	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	GLARE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	PARKED	4284	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37699321	18-January-2019	ORANGE	Kiryas Joel Village	VAN BUREN DR		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AT HILLCREST	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	BACKING	0	69	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	SLOWED OR STOPPING	0	30	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

Appendix C

Trip Generation and Forecasts

Comprehensive TIS
Village of Kiryas Joel, Orange County, New York

#	Project	Total	Zone	AM Trips			PM Trips			Friday Trips		
		Units		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
1	VMG	1970	2	832	902	1734	929	824	1753	1186	1139	2325
2	Ace Farm	364	2	154	166	320	172	152	324	219	211	430
3	Forest Edge	511	3	216	234	450	241	214	455	308	295	603
4	Coronet Lake	380	1	160	174	334	179	159	338	228	220	448
5	Golden Towers	160	2	68	73	141	75	67	142	96	93	189
6	Lefkowitz - Acres Pt	323	3	136	148	284	152	135	287	194	187	381
7	Herbst - Acres Rd	144	3	61	66	127	68	60	128	87	83	170
8	Vaad Hak - Karlsburg	750	4	317	343	660	354	314	668	451	434	885
9	Oppenheim - Seven Sprs.	288	4	121	132	253	136	120	256	173	167	340
10	Oppenheim - 7 Sprs Mtn	125	4	53	57	110	59	52	111	75	73	148
11	Berkowitz - Chevron	160	4	68	73	141	75	67	142	96	93	189
12	Jacobowits - Forest	150	3	63	69	132	71	63	134	90	87	177
13	Freund - Acres Rd	175	3	74	80	154	83	73	156	106	101	207
14	Srulowitz - Acres Rd	156	3	66	71	137	74	65	139	94	90	184
15	High End on Forest - Wertberger	191	6	81	87	168	90	80	170	115	110	225
16	Deutch/Klein - CR 105	120	2	51	55	106	57	50	107	72	70	142
17	Schlessinger -CR 105	28	2	12	13	25	13	12	25	17	16	33
18	Hamaspik	112	1	48	51	99	53	47	100	67	65	132
19	Schlessinger - Bakertown Rd	94	1	40	43	83	45	39	84	57	54	111
20	Lee Gardens (16-20 Israel Zupnik)	48	1	20	22	42	23	20	43	29	28	57
21	93 Bakertown Road	58	1	24	27	51	28	24	52	35	33	68
22	Mann - Israel Zup	24	1	10	11	21	11	10	21	14	14	28
23	Mizrachi - Israel Zup	36	1	15	17	32	17	15	32	21	21	42
24	Preizler - Bakertown	63	1	26	29	55	30	26	56	38	36	74
25	117 Bakertown	0	1	0	0	0	0	0	0	0	0	0
26	97 Acres	0	1	0	0	0	0	0	0	0	0	0
27	B&H - Acres Rd	53	1	23	24	47	25	22	47	32	31	63
28	421-453 CR 105 - Highview Estates	72	2	30	33	63	34	30	64	43	42	85
29	Rolnitzki - CR 105 (included above)	0		0	0	0	0	0	0	0	0	0
30	Jacob - Quickway	55	6	23	25	48	26	23	49	33	32	65
31	252 Acres Road	0	3	0	0	0	0	0	0	0	0	0
32	85 Raywood Dr - Hirsch	45	4	19	21	40	21	19	40	27	26	53
33	111 Schunnemunk - Bodek	16	6	7	7	14	7	7	14	10	9	19
34	3 Rovna Ct	9	4	4	4	8	4	4	8	6	5	11
35	23 Chevron Rd - Brach	10	4	4	5	9	5	4	9	6	6	12
36	7 Garfield Rd	24	5	10	11	21	11	10	21	14	14	28
37	Schwartz - 1 Hayes Ct	24	5	10	11	21	11	10	21	14	14	28
38	77 Forest Rd	85	5	36	39	75	40	36	76	51	49	100
39	68 Forest Rd	20	5	9	9	18	10	8	18	12	12	24
40	8 Eahal Ct	27	5	12	12	24	13	11	24	16	16	32
41	Bikel - 20 Quickway (no development)	0	6	0	0	0	0	0	0	0	0	0
42	Rosenwasser - Fillmore	25	5	11	11	22	12	10	22	15	15	30

43	Sofer - Moutain Rd	53	4	23	24	47	25	22	47	32	31	63
44	Kaufman - 8 Van Buren	25	5	11	11	22	12	10	22	15	15	30
45	Deutch - 2 Garfield	25	5	11	11	22	12	10	22	15	15	30
46	Rosenwasser - Siget	19	3	8	9	17	9	8	17	11	11	22
47	Weill - 33 Van Buren	28	2	12	13	25	13	12	25	17	16	33
48	3 Lizensk Blvd	46	5	19	21	40	22	19	41	28	26	54
49	7 Lizensk Blvd	56	5	24	25	49	27	23	50	34	32	66
50	10 Mordche Scher Blvd	38	5	16	17	33	18	16	34	23	22	45
51	10 Quickway Rd	28	6	12	13	25	13	12	25	17	16	33
52	37 Forest Rd (no development)	0	5	0	0		0	0		0	0	
E	35 Forest Road - Mizrachi	8	6	3	4	7	4	3	7	5	4	9
G	Acres Enclave	528	1	223	242	465	249	221	470	318	305	623
J	6 Sanz Court	8	5	3	4	7	4	3	7	5	4	9
M	51 Satmar Drive	9	3	4	4	8	4	4	8	6	5	11
O	6 Eahal Ct - Markowitz	23	5	10	10	20	11	9	20	14	13	27
P	18 DA Weider	1	6	0	1	1	1	0	1	1	0	1
Q	Shinev Court Extension	30	5	12	14	26	14	13	27	18	17	35
R	Chevron Rd - Sofer	20	4	9	9	18	10	8	18	12	12	24
Total		7840		3312	3589	6901	3698	3279	6977	4719	4534	9253
				48%	52%	0.88	53%	57%	0.89	51%	49%	1.18
Internal				994	1077	2070	1109	984	2093	1416	1360	2776
External				2318	2512	4831	2589	2295	4884	3303	3174	6477

Total Trip Generation By Zone

			AM Trips			PM Trips			Friday Trips		
	Developments	Units	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Zone A	12	1396	589	640	1229	660	583	1243	839	807	1646
Zone B	7	2742	1159	1255	2414	1293	1147	2440	1650	1587	3237
Zone C	9	1487	628	681	1309	702	622	1324	896	859	1755
Zone D	9	1460	618	668	1286	689	610	1299	878	847	1725
Zone E	15	456	194	206	400	217	188	405	274	264	538
Zone F	7	299	126	137	263	141	125	266	181	171	352
Total	59	7840	3314	3587	6901	3702	3275	6977	4718	4535	9253

Internal Trip Generation by Zone (35%)

			AM Trips			PM Trips			Friday Trips		
	Developments	Units	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Zone A	12	1396	206	224	430	231	204	435	294	282	576
Zone B	7	2742	406	439	845	453	401	854	578	555	1133
Zone C	9	1487	220	238	458	246	218	463	314	301	614
Zone D	9	1460	216	234	450	241	214	455	307	296	604
Zone E	15	456	68	72	140	76	66	142	96	92	188
Zone F	7	299	44	48	92	49	44	93	63	60	123
Total	59	7840	1160	1255	2415	1296	1146	2442	1651	1587	3239

External Trip Generation By Zone (65%)

			AM Trips			PM Trips			Friday Trips		
	Developments	Units	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Zone A	12	1396	383	416	799	429	379	808	545	525	1070
Zone B	7	2742	753	816	1569	840	746	1586	1072	1032	2104
Zone C	9	1487	408	443	851	456	404	861	582	558	1141
Zone D	9	1460	402	434	836	448	396	844	571	551	1121
Zone E	15	456	126	134	260	141	122	263	178	172	350
Zone F	7	299	82	89	171	92	81	173	118	111	229
Total	59	7840	2154	2332	4486	2406	2129	4535	3067	2948	6014

AM Peak Hour								
Destination								
		Zone A	Zone B	Zone C	Zone D	Zone E	Zone F	Total
Origin	Zone A	11	95	44	22	37	13	224
	Zone B	97	21	33	33	63	36	439
	Zone C	56	32	11	45	31	28	238
	Zone D	22	32	45	11	38	42	234
	Zone E	28	72	29	36	4	9	72
	Zone F	13	34	34	40	9	2	48
	Total	206	406	220	216	68	44	2415

PM Peak Hour								
Destination								
		Zone A	Zone B	Zone C	Zone D	Zone E	Zone F	Total
Origin	Zone A	11	99	45	22	35	13	204
	Zone B	95	21	32	32	60	34	401
	Zone C	56	34	12	46	29	27	218
	Zone D	22	33	46	11	36	39	214
	Zone E	30	78	31	38	4	9	66
	Zone F	14	37	36	43	9	2	44
	Total	231	453	246	241	76	49	2443

Friday Peak Hour								
Destination								
		Zone A	Zone B	Zone C	Zone D	Zone E	Zone F	Total
Origin	Zone A	14	129	60	29	47	17	282
	Zone B	127	28	43	43	81	46	555
	Zone C	74	44	15	61	40	36	301
	Zone D	30	44	61	15	49	54	296
	Zone E	39	101	41	50	5	12	92
	Zone F	18	48	47	55	12	3	60
	Total	294	578	314	307	96	63	3238

Appendix D

Cost Estimates

Comprehensive TIS
Village of Kiryas Joel, Orange County, New York

118-304 Kiryas Joel

April 28, 2020

Description of Major Improvements:

Multiple Intersection Improvements throughout Village of Kiryas Joel

ID	LOCATION	PROPOSED IMPROVEMENT	ESTIMATED COST
1	NY Route 208/Mountain Road		\$550,000
2	Mountain Road/Seven Springs Road		\$680,000
3	Mountain Road/Nickelsburg Road		\$490,000
4	Mountain Road/Seven Springs Mountain Road		\$760,000
5.1	Acres Road/Forest Road Alt 1		\$1,230,000
5.2	Acres Road/Forest Road Alt 2		\$1,710,000
6	Acres Road/Satmar Drive/Driveway		\$450,000
7	Acres Road/Bakertown Road		\$1,260,000
8	Acres Road/CR 105		\$0
9	Bakertown Road/Seven Springs Road		\$0
10	Bakertown Road/Israel Zupnik Drive/Dinev Court		\$410,000
11	Bakertown Road/Meron Drive		\$570,000
12	Bakertown Road/CR 105		\$1,040,000
13	CR 105/Dunderberg Road (CR 64)		\$1,200,000
14	CR 105/Larkin Drive		\$0
15	Forest Road/Schunnemunk Road/Driveway		\$160,000
16	Forest Road/Van Buren Drive/Plaza Driveway		\$230,000
17	Quickway Road/Riminev Court		\$400,000
18	Forest Ave/Schunnemunk Road		\$800,000
19	Schunnemunk Road/Koznitz Road		\$0
20.1	Meron Drive/Prag Boulevard/Daj Boulevard/Dhrubich Way Alt 1		\$960,000
20.2	Meron Drive/Prag Boulevard/Daj Boulevard/Dhrubich Way Alt2		\$880,000
20.3	Meron Drive/Prag Boulevard/Daj Boulevard/Dhrubich Way Alt 3		\$1,280,000
21	Forest Road/Mountain Road		\$0
22	Van Buren Drive/Quickway Road		\$0
23	Forest Road/Quickway Road		\$270,000
24	Seven Springs Mountain Road/Chevron Road		\$200,000
25	Seven Springs Road/Rovna Court		\$170,000
26	Acres Road/Israel Zupnik Drive		\$560,000
27	Schunnemunk Road/Mordeche Scher Boulevard		\$0
28	Forest Road/Mordeche Scher Boulevard		\$260,000
29	Forest Road/Hayes Court		\$310,000
30	Garfield Road/Hayes Court		\$0
31	Garfield Road/Eahal Court		\$0
32	Forest Road/Carter Lane		\$260,000
33	Forest Road/DA Weider Boulevard		\$290,000
34	Bakertown Road/Park and Ride Driveway		\$0
35	Bakertown Road/Hamaspiik Way		\$290,000
36	Schunnemunk Road/Seven Springs Road		\$470,000
37	Schunnemunk Road/Zenta Road		\$0
38	Schunnemunk Road/Lizensk Bouelvard		\$0
39	Hayes Court/Taylor Court		\$0
40	Hayes Court/Satmar Drive		\$0
41	Acres Road/Krolla Drive		\$580,000
42	Ruzhin Road/Krakow Boulevard		\$0
43	Irene Drive/Mountainview Drive		\$0
44	Van Buren Drive/Garfield Road		\$0
45	Meron Drive/Kahan Drive/Getzeil Berger Way		\$0
WORK ZONE TRAFFIC CONTROL			6% \$939,000
SURVEY AND STAKEOUT			3% \$469,500
MOBILIZATION			4% \$626,000
CONTINGENCY			30% \$4,695,000
CONSTRUCTION SUBTOTAL:			\$22,379,500

DESIGN ENGINEERING (8%)	\$	1,790,400
CONSTRUCTION INSPECTION (10%)	\$	2,238,000
ANTICIPATED ROW COST	\$	-
PROJECT TOTAL:	\$	26,408,000
NUMBER OF DWELLING UNITS:		7840
COST PER UNIT:	\$	3,368

Assumptions:

For locations with multiple alternatives, calculations are based off the highest cost alternative.