WESTERN NEW YORK NATIONAL CEMETERY TRAFFIC ANALYSIS AND SAFETY STUDY



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EXECUTIVE SUMMARY





Traffic Analysis and Safety Study

The purpose of this Traffic Analysis and Safety Study is to analyze the intersection of Indian Falls Road (Rd) and Route (Rt.) 77 for safety concerns associated with the Western New York National Cemetery (WNYNC) in Genesee County, New York. The focus of the study was to consider:

- · Safety enhancements
- Crash data
- Calming measures
- Ingress / egress configurations for the WNYNC and the direct intersection of Rt. 77 and Indian Falls Rd

The study area included the following intersections:

- Rt. 77 & Indian Falls Rd
- Indian Falls Rd & WNYNC Driveway

Study Overview

The analysis included weekday morning peak, weekday evening peak, and weekend peak volume counts at the Rt. 77 & Indian Falls Rd and Indian Falls Rd & WNYNC Driveway intersections. Counts occurred during a typical week in March 2022. The existing and future operations were analyzed using Synchro 10 analysis. The WNYNC's visitor demographic, visitor mindset, and the rural setting / environment were also included as part of the study's potential considerations.

Peak hour traffic counts identified that 1.9% of weekday traffic was generated by WNYNC, with 0.8% generation on the weekend. The analysis identified that the intersection of Rt. 77 and Indian Falls Rd meets NYSDOT standards for sight distance and Manual of Uniform Traffic Control Devices (MUTCD) standards for signing and pavement markings.

This study also identified the following measures which could enhance the safety of Route 77 & Indian Falls Road. These enhancements are listed below.

Potential Enhancements

- Eliminate the existing departure passing zones at the Indian Falls Rd intersection
- Install a flashing intersection control beacon OR alternatively install sign-mounted flashing warning devices along Rt. 77 (Intersection warning) and Indian Falls Rd (Stop sign)
- Install rumble strips (shoulder / centerline) on Rt. 77
- Install larger, right and left stop signs with reflective posts on Indian Falls Rd, including placard for "CROSS TRAFFIC DOES NOT STOP"
- Add "STOP" pavement markings on Indian Falls Rd
- Install larger "INTERSECTION" warning signs on Rt. 77
- Install a roundabout at the intersection of Rt. 77 & Indian Falls Rd

While also not required, the study identified that a roundabout could provide an additional level of safety enhancement at the Rt. 77 & Indian Falls Rd intersection.

Comparison to Previous Studies

This report performed an independent analysis of the subject location and compared its findings to the following documents:

- VA National Cemetery in Town of Pembroke Speed Limit Reduction Request, 25 March 2020 and the attached NYSDOT response 9, June 2020. See attached Appendix I
- Western New York National Cemetery Traffic Study, 11 May 2015
 - Western New York National Cemetery Supplemental Traffic Study, 1 April 2016

The table below summarizes the various enhancements that were evaluated in the three previous studies and this study for the evaluated roadways. Detailed descriptions of why the enhancements meet or do not meet the applicable criteria are listed below.

Table 1 Previous Considered Enhancements

Potential	N	IUTCD Criter	ia	Summary of Analysis & Threshold
Enhancements	2015 Counts	2020 Counts	2022 Counts	Comparison
Install an All-Way Stop	1	No	No	MUTCD Chapter 2B.07 states that multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal; current traffic volumes have a significant difference between Rt. 77 and Indian Falls Rd.
Install a Traffic Signal	No	-	No	Minor street volume traffic is too low to meet the warrants to consider a traffic signal based on the findings of four separate types of analysis.
Install NB Right Turn Lane	Yes	-	-	NB Right Turn Lane has been installed.
Optional		Considered		Summary of Analysis & Threshold
Enhancement	2015 Report	2020 Report	2022 Report	Comparison
Construct a Roundabout	Yes	No	Yes	Not identified as an operational requirement.

All-Way Stop

Chapters 2 & 4 of the Manual on Uniform Traffic Control Devices (MUTCD) criteria for an All-Way stop require an approximately equal amount of traffic in both directions. An All-way stop was determined to not meet the MUTCD criteria in March 2020 and still does not meet that criteria today. Analysis of an All-Way stop was not included in the 2015 report or the 2016 supplement. The Automatic Traffic ATR counts (recorded March 2022) indicated that on a typical weekday the average daily traffic (ADT) is as follows:

- Rt. 77 Northbound 3,055 vehicles
- Rt. 77 Southbound 3,680 vehicles
- Indian Falls Rd Eastbound 270 vehicles
- Indian Falls Rd Westbound 600 vehicles

The significant difference between eastbound/westbound and northbound/southbound traffic confirms that this location still does not meet the MUTCD criteria for an All-Way stop. The findings of this report are in concurrence with the previous study done in 2020.

Traffic Signal

A signal warrant analysis was performed in accordance with Chapter 4C of the Manual on Uniform Traffic Control Devices (MUTCD). Four warrants were evaluated based on the ATRs collected in March 2022:

- **Eight-Hour Warrant:** Volumes on the minor road are significantly below the threshold for consideration of a signal and would require a major increase in traffic to meet the threshold
- Four-Hour Warrant: Volumes on the minor road are significantly below the threshold for consideration of a signal and would require a major increase in traffic to meet the threshold
- Peak-Hour Warrant: Volumes on the minor road do not exceed 100 vehicles per hour in order to meet the peak hour warrant
- **Crash Warrant:** The frequency and severity of the crashes at this intersection are below the threshold for consideration of a signal, due to less than 5 crashes a year at this intersection and other criteria

Each of these warrant evaluations conclude that a traffic signal is not warranted for consideration due to the low minor street volumes. These findings are consistent with the 2015 report and 2016 supplement.

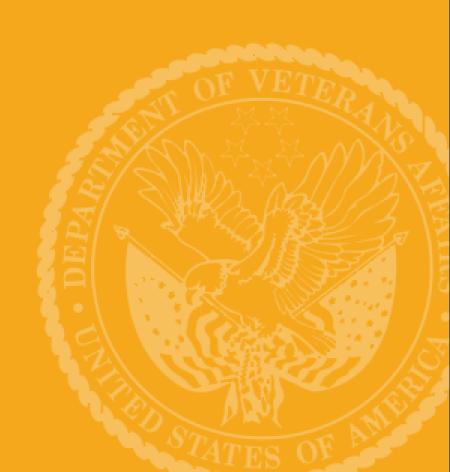
Installing the NB Right Turn Lane

The NB turn lane was installed as part of the construction effort in 2020.

Roundabout

The 2015 and 2022 traffic studies considered a roundabout at the intersection of Rt. 77 & Indian Falls Rd and determined a roundabout was not identified as an operational requirement. The intersection is already operating at a good level of service and the installation of a roundabout would not significantly improve the overall performance of the intersection. There is not defined guidance for when a roundabout should be considered.

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INTRODUCTION

John Gallup & Associates (JG&A), in conjunction with Larson Design Group (LDG), was retained by the Department of Veterans Affairs to conduct an independent Traffic Analysis and Safety Study to analyze the intersections of Rt. 77 & Indian Falls Rd in Genesee County, New York. (See project context map, **Figure 1**). The site is located on the eastern side of Alleghany Rd (Rt. 77), between Indian Falls Rd (north) and NY I-90 (south) in Pembroke, NY.

The purpose of the study was to consider:

- · Safety enhancements
- · Crash data
- Calming measures
- Ingress / egress configurations for the WNYNC and the direct intersection of Rt. 77 and Indian Falls Rd

The study area involves the intersections of Rt. 77 & Indian Falls Rd and Indian Falls Rd & WNYNC Driveway. See project locations map, **Figure 2**.

PROCESS OVERVIEW

The following steps were followed for this study:

- **1. Data collection** happened early in the project to attain an understanding of the existing conditions. 24-hour, Automatic Traffic Recorder (ATR) counts were conducted at both intersections to identify the peak hours and turning movement counts (TMCs) at both intersections.
- 2. Analysis was then performed on the data collected:
- Future volumes for 2024 and 2032 were calculated using a linear growth rate of 1.5%
- Synchro 10 was used to model the two intersections to calculate the Level of Service (LOS) and queue length at each approach for both intersections
- Analysis for potential enhancements, such as an All-Way stop and traffic signal warrant analysis, was completed
- 10-year crash data was received through the NYSDOT Freedom of Information Law (FOIL) which helped describe the type of crashes occurring at this intersection; HSM was utilized to estimate the safety performance
- · Sight distance was measured in the field
- 3. Findings utilized the analysis to identify potential safety enhancements at the study intersections.

Both **Appendix H** (**Correspondence**) & **Appendix I** (**Previous studies review**) were included to provide context and additional support for the progression of this study through these steps.

The following sections of the study document the analysis procedures, summary of existing vehicular operations, and findings.

Figure 1 Study Context

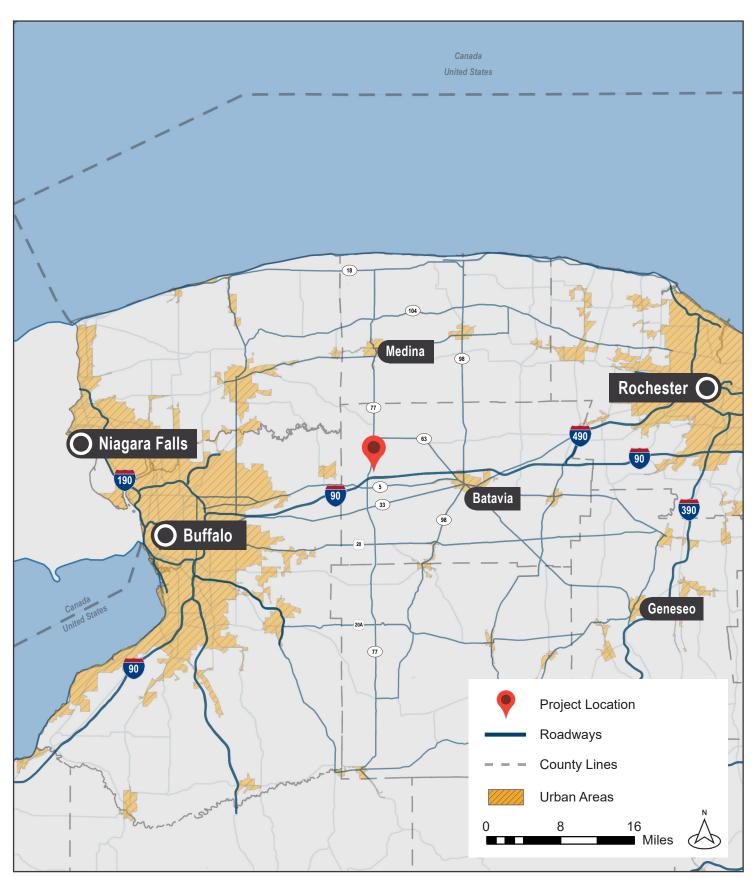
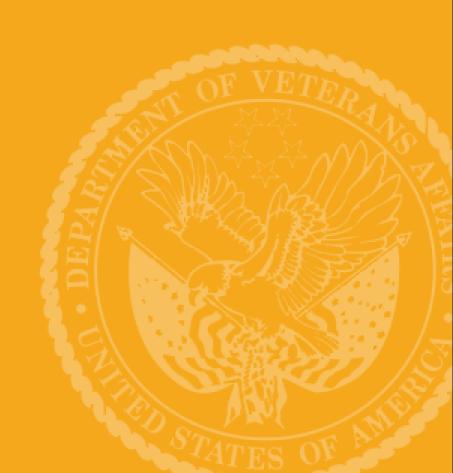


Figure 2 Study Locations



3 COLLECTION



TRAFFIC DATA COLLECTION

Traffic & Speed Data Collection

Data collection contains the 24-hour Automatic Traffic Recorder (ATR) counts along with the peak hour turning movement counts (TMC) that were both collected in March 2022. The counts were used to study the intersections in further depth by comparing to the traffic volumes that were previously collected.

Intersection TMCs for Rt. 77, Indian Falls Rd, and WNYNC Driveway were counted on 17 March 2022, and Saturday, 19 March 2022. A COVID-19 correction factor was considered, but the data was within the margin of error for counts; therefore, no correction factor was applied. These counts identified that 1.9% (121 of 6,108 vehicles) of weekday traffic was generated by WNYNC, with 0.8% (48 of 6,108 vehicles) generation on the weekend. Existing count data is provided in **Figures 8 and 9**. Detailed summary worksheets for the traffic counts are included in **Appendix A** of this study. A detailed summary of the TMC counts is included in **Appendix B**.

The overall intersection peak hours were determined by taking the maximum volumes for all counted intersections. The intersection peak hours are as follows:

AM Peak Hour: 7:00 - 8:00 AMPM Peak Hour 4:00 - 5:00 PM

Saturday Peak Hour: 11:45 AM - 12:45 PM

ATRs were also used to collect 24-hour count and speed information. This data was also collected on Thursday, 17 March 2022, and Saturday, 19 March 2022. **Figure 4** shows where the ATR counters were located to obtain the counts. **Table 2** below summarizes the Average Daily Traffic (ADT) and the 85th percentile (85%) speed. A detailed summary of the ATR counts is included in **Appendix B** of this study. See definitions on the following page for data collection terminology.

Table 2 ATR Data

Route	Indian Falls Rd EB: West of WNYNC Driveway (ATR 1)	Indian Falls Rd EB: West of Rt. 77 (ATR 3)	Indian Falls Rd WB: East of Rt. 77 (ATR 4)	Rt. 77 NB: South of Indian Falls Rd (ATR 5)	Rt. 77 SB: North of Indian Falls Rd (ATR 6)
Weekday ADT	571	270	600	3,055	3,680
*85% Weekday Speed	-	-	-	60 MPH	52 MPH
Saturday ADT	405	200	405	3,252	3,419
*85% Saturday Speed	-	-	-	61 MPH	52 MPH

^{*}The ATRs were positioned to study the safety of the intersections and the 85% speed collected should not be used in lieu of a dedicated speed study. The speed on Indian Falls Rd is not indicative of the 85% speed due to the proximity to the intersection.

DEFINITIONS



ATRs

ATR counts are primarily used to capture the volume, classification, and speed of vehicles that travel on a roadway over a given period of time.



ADT

The volume of traffic passing a point or segment of a road, in both directions, during a period of time, divided by the number of days in the period and factored to represent an estimate of traffic volume for an average day of the year. When only periodic counts are taken, the ADT volume can be estimated by adjusting the periodic counts according to such factors as the season, month, or day of the week.



85% Speed

The 85th percentile speed is a widely used traffic statistical metric. It provides an accurate estimation of traffic conditions and helps identify poor road design and unsuitable speed limits.

The 85th percentile speed is the speed that 85 percent of drivers travel at or below and is one of the best indicators of a reasonable and safe speed.

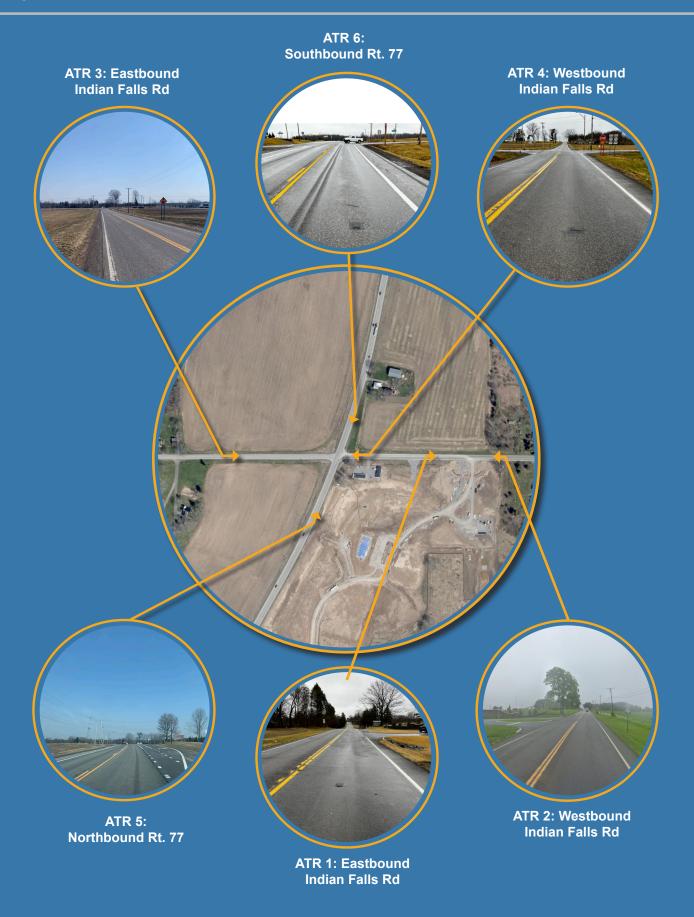
Also called the "operating speed", this parameter can be seen as the maximal safe speed for traveling at a certain location. However, it should not be confused with the speed limits indicated by road signs.



Turning Movement Counts

In a TMC, also known as an Intersection Count, vehicle movements (e.g., left, through, and right turns) and volumes for all legs of the intersection are captured for a specific period of time.

TMCs are typically used for traffic modeling, as well as to help determine an intersection's capacity and provide data insights to inform signal retiming. TMC data is also collected to find the intersection's level of service. TMC data is also used in other types of analysis related to the overall performance of an intersection.



EXISTING CONDITIONS

This section of the study describes the current transportation network included in this assessment and documents the transportation network, capacity analysis methodology, and current network operations.



Rt. 77 (Alleghany Rd) is a north-south travel route with one 12' wide lane in each direction. This road is classified by NYSDOT as a rural principal arterial on the National Highway System with a posted speed limit of 55 MPH.

Figure 4: Rt. 77 Northbound

Indian Falls Rd is a west-east travel route with one 11' wide lane in each direction. This road is classified by NYSDOT as a rural minor collector roadway to the east of Rt. 77 and as a local road to the west of Rt. 77, with a posted speed limit of 55 MPH.



Rt. 77 & Indian Falls Rd is a four-legged intersection with one lane entering from the southbound, eastbound, and westbound approaches and two lanes entering from the northbound approach, one of which is a dedicated right-turn lane. This intersection is stop controlled on the Indian Fall Rd's eastbound and westbound approaches.

Figure 6: Rt. 77 & Indian Falls Rd Intersection

Indian Falls Road & WNYNC Driveway is a three-legged intersection with one lane entering from each approach. This intersection is stop controlled on the WNYNC Driveway's northbound approach.











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PROCESS

The following steps were completed to conduct this traffic analysis and safety study for the intersections of Rt. 77 & Indian Falls Rd and Indian Falls Rd & WNYNC Driveway:

- Traffic data collection
- Analysis of potential enhancements through a series of different evaluations
- Discussion of findings

TRAFFIC DATA ANALYSIS

The turning movement counts (TMC) were reviewed for the overall peak hours. The movements at the network peak-hour volumes from intersection to intersection were within expected tolerances. No COVID-19 adjustments were made since the volumes were within the expected growth from the counts completed in 2015 and the NYSDOT traffic data repository website. The existing traffic count volumes for the intersection of Rt. 77 and Indian Falls Rd are summarized for the AM, PM, and Saturday peak hours on Page 15, while the intersection of WNYNC Driveway and Indian Falls Rd is summarized on Page 16.

Future Traffic Projection

Traffic Projections

Future-year traffic projections were established through application of a 1.5% per year (linear) growth rate. The peak hour factors for the proposed traffic utilized the same peak hour factors as the existing traffic. A change is not anticipated in arrival and departure tendencies because the land use remains the same.

2024 Traffic Conditions

2024 traffic projections were estimated by adding the existing traffic counts to the expected percentage growth multiplied by the number of years between 2024 and 2022. Pages 15 & 16 illustrate the 2024 traffic projections for both study intersections.

2032 Traffic Conditions

2032 traffic projections were estimated by adding the existing traffic counts to the expected percentage growth multiplied by the number of years between 2032 and 2022. Pages 15 & 16 illustrate the 2032 traffic projections for both study intersections.

Cemetery Traffic

The numbers below identify the volume of vehicles moving through the intersection of Indian Falls Rd and Rt. 77 that were travelling to or from the WNYNC:

- Weekend (Saturday): 48 of 6,108 vehicles (0.8%)
- Weekday (Thursday): 121 of 6,423 vehicles (1.9%)

Figure 8 Rt. 77 & Indian Falls Rd TMC

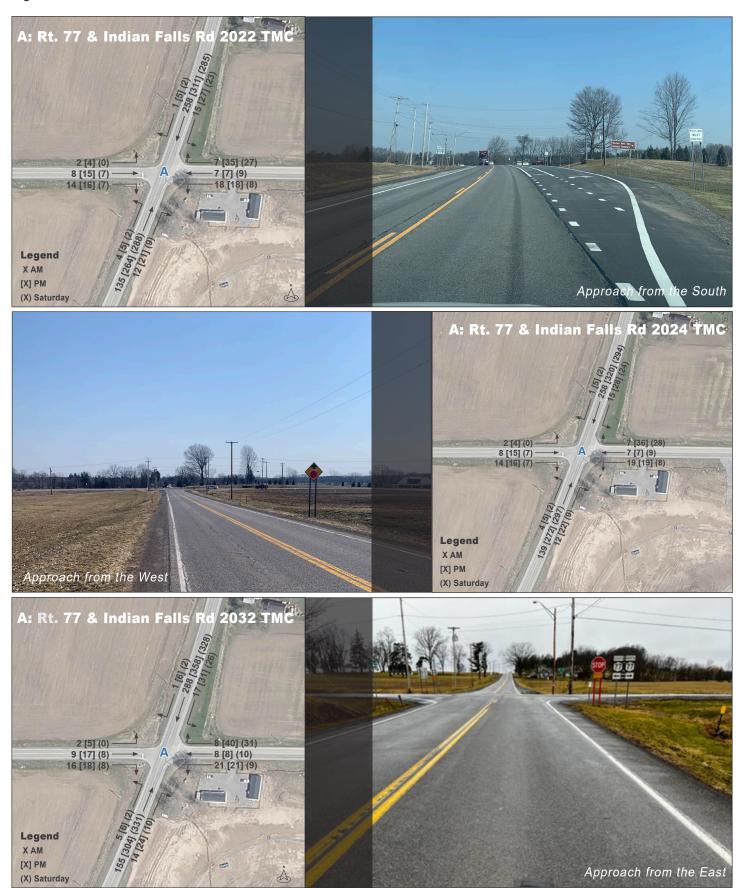
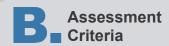


Figure 9 WNYNC Driveway & Indian Falls Rd TMC





Highway Capacity Analyses

Highway Capacity Analyses in the assessment were performed based on the methodology defined in the Transportation Research Board, Highway Capacity Manual (HCM), Year 2010 Edition, using Trafficware's Synchro 10 software. Traffic operations are represented by a Level of Service (LOS) which is defined in terms of delay. It is a qualitative measure of speed and travel time, freedom to maneuver, traffic interruptions, and driver comfort and convenience. It ranges from a LOS of A with little or no delay to a LOS of F where the available capacity is exceeded, causing extreme delays.

Level of Service (LOS) Requirements

LOS is determined for traffic traveling through an intersection. The average delay experienced by the traveling public is given the letters 'A' opposed to 'F'. See **Figure 10** below for a diagram from HCM, 2010 that provides descriptions of each LOS.

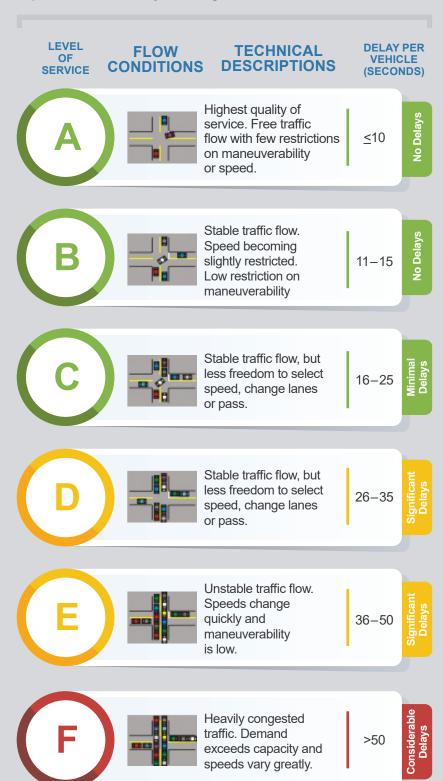
Site Operation

The WNYNC operates in accordance with the operations of all other National Cemeteries and closely replicates the operations of Indiantown Gap National Cemetery in Annville, PA.

Specific operational details include:

- Employees arrive between 7:30 8:00 AM and leave around 4:30 PM
- Funeral services occur between 9:00 AM and 3:00 PM:
 - Primarily Tuesday Thursday
 - The last service of the day starts no later than 3:00 PM with attendee departures after 3:00 PM
- Funeral corteges arrive anytime starting at 8:00 AM and ending at 3:00 PM
- Visitors may pay their respects and tour the cemetery from dawn till dusk

Figure 10: LOS Description Diagram



LEVEL OF SERVICE ANALYSIS

Lane Group	Annroach	E	astbou	nd	W	estbou	nd	Northbound			Southbound		
Latte Group	Approach	2022	2024	2032	2022	2024	2032	2022	2024	2032	2022	2024	2032
1: Rt. 77 & Indian Falls	Delay	11.4	11.5	12	12.4	12.6	13.4	0.4	0.2	0.3	0.4	0.4	0.4
Rd	LOS	В	В	В	В	В	В	А	А	А	Α	А	Α
2: Indian Falls Rd &	Delay	0	0	0	0.9	0.9	1	0	0	0	_	_	_
WNYNC Driveway	LOS	Α	А	Α	Α	Α	Α	Α	Α	А	_	_	_
Roundabout	Approach		2024	2032		2024	2032		2024	2032		2024	2032
1: Rt. 77 & Indian Falls	Delay		4.3	4.5		3.5	3.6		4.4	4.7		5.0	5.3
Rd	LOS		А	Α		Α	Α		Α	Α		А	Α

Lana Croun	Annroach	E	astbou	nd	W	estbou	nd	Northbound			Southbound		
Lane Group	Approach	2022	2024	2032	2022	2024	2032	2022	2024	2032	2022	2024	2032
1: Rt. 77 & Indian Falls	Delay	13.8	14	15.3	13.2	13.4	14.7	0.1	0.1	0.1	0.6	0.6	0.6
Rd	LOS	В	В	С	В	В	В	Α	А	Α	Α	А	Α
2: Indian Falls Rd &	Delay	0	0	0	0	0	0	9.1	9.1	9.2	_	_	_
WNYNC Driveway	LOS	А	А	Α	Α	Α	Α	Α	А	Α	_	_	_
Roundabout	Approach		2024	2032		2024	2032		2024	2032		2024	2032
1: Rt. 77 & Indian Falls	Delay		5.1	5.4		4.3	4.5		5.0	5.4		5.7	6.1
Rd	LOS		Α	Α		Α	Α		Α	Α		А	Α

Lana Craun	Annroach	E	astbou	nd	Westbound			Northbound			So	uthbou	ınd
Lane Group	Approach	2022	2024	2032	2022	2024	2032	2022	2024	2032	2022	2024	2032
1: Rt. 77 & Indian Falls	Delay	12.4	12.6	13.3	12.4	12.6	13.5	0.1	0.1	0	0.6	0.6	0.6
Rd	LOS	В	В	В	В	В	В	Α	А	Α	Α	А	Α
2: Indian Falls Rd &	Delay	0	0	0	0	0	0	8.9	8.9	9	_	_	_
WNYNC Driveway	LOS	Α	Α	Α	Α	Α	А	Α	А	Α	_	_	_
Roundabout	Approach		2024	2032		2024	2032		2024	2032		2024	2032
1: Rt. 77 & Indian Falls	Delay		5.1	4.0		4.3	4.3		5.0	5.2		5.7	5.2
Rd	LOS		Α	Α		Α	А		Α	Α		Α	Α

The LOS for the 2022, 2024, and 2032 models shows minimal to no delay. With the addition of a roundabout, the delay on minor streets will improve by 7 - 10 seconds in the AM, Midday, and PM peaks in the 2022, 2024, and 2032 models. The delay on the major street will increase 4 to 6 seconds of delay due to the need to slow down to navigate the roundabout. The intersection as a whole will remain at a LOS A with the construction of a roundabout. These results are discussed again in the Findings section of this study. Appendix C contains the Synchro Reports.

ANALYSIS OF CRITERIA FOR POTENTIAL ENHANCEMENTS

All-Way Stop

Chapters 2 & 4 of the Manual on Uniform Traffic Control Devices (MUTCD) criteria for an All-Way stop require an approximately equal amount of traffic in both directions. An All-Way stop was determined to not meet the MUTCD criteria in March 2020 and still does not meet that criteria today (as of March 2022). Analysis of an All-Way stop was not included in the 2015 report or the 2016 supplement. The Automatic Traffic ATR counts (recorded March 2022) indicated that on a typical weekday the Average Daily Traffic (ADT) is as follows:

- Rt. 77 Northbound 3,055 vehicles
- Rt. 77 Southbound 3,680 vehicles
- Indian Falls Rd Eastbound 270 vehicles
- Indian Falls Rd Westbound 600 vehicles

The significant difference between eastbound/westbound and northbound/southbound traffic confirms that this location still does not meet the MUTCD criteria for an All-Way stop. The findings of this report are in concurrence with the previous study done in 2020.

Traffic Signal

A signal warrant analysis was performed in accordance with Chapter 4C of the Manual on Uniform Traffic Control Devices (MUTCD). Four warrants were evaluated based on the ATRs collected in March 2022:

- **Eight-Hour Warrant:** Volumes on the minor road are significantly below the threshold for consideration of a signal and would require a major increase in traffic to meet the threshold
- Four-Hour Warrant: Volumes on the minor road are significantly below the threshold for consideration of a signal and would require a major increase in traffic to meet the threshold
- Peak-Hour Warrant: Volumes on the minor road do not exceed 100 vehicles per hour in order to meet the
 peak hour warrant
- **Crash Warrant:** The frequency and severity of the crashes at this intersection are below the threshold for consideration of a signal, due to less than 5 crashes a year at this intersection and other criteria

Each of these warrant evaluations conclude that a traffic signal is not warranted for consideration due to the low minor street volumes. These findings are consistent with the 2015 report.

The traffic signal warrant analysis is included in **Appendix E** of the report.

Roundabout

The 2015 and 2022 traffic studies considered a roundabout at the intersection of Rt. 77 and Indian Falls Rd and determined a roundabout was not identified as an operational requirement. The intersection is already operating at a good level of service and the installation of a roundabout would not significantly improve the overall performance of the intersection. There is also not defined guidance for when a roundabout should be considered.

EXISTING CONDITIONS ANALYSIS

Queue Length Analysis

Figure 11 illustrates the queue lengths within the study area. Tables 6, 7, and 8 provide the maximum queue length, average queue length, and 95th percentile queue length for 2022, 2024, and 2032. The queues on the westbound and eastbound approaches are longer due to the stop control, but the delay for those approaches are no longer than 16 seconds. Therefore, queuing and delay are not an issue at this intersection. These queue lengths were determined based on the average of five simulation runs in the Synchro 10 software. Additional details on the queue analysis results are included in **Appendix D** of this report.

Figure 11 Queue Length Analysis

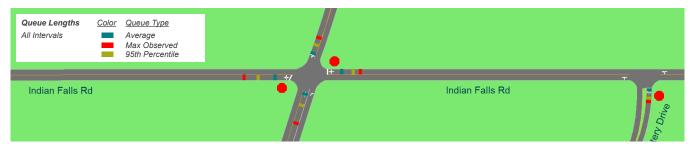


Table 6 AM LOS Two Way Stop Control

Lane Group	Approach	Eastbound			Westbound			Northbound			Southbound		
Lane Group	Approach	2022	2024	2032	2022	2024	2032	2022	2024	2032	2022	2024	2032
	Max Queue (ft.)	46	47	55	56	56	58	30	30	45	28	28	30
Rt. 77 & Indian Falls Rd	Avg Queue (ft.)	16	16	20	22	22	24	2	1	3	2	2	2
	95th Queue (ft.)	41	42	48	50	50	48	18	15	24	12	13	15

Table 7 PM LOS Two Way Stop Control

Lane Group	Approach	Eastbound			Westbound			Northbound			Southbound		
Lane Group	Арргоасп	2022	2024	2032	2022	2024	2032	2022	2024	2032	2022	2024	2032
	Max Queue (ft.)	56	63	65	70	80	82	27	27	2	58	82	47
Rt. 77 & Indian Falls Rd	Avg Queue (ft.)	22	23	25	29	31	34	2	2	0	7	9	8
	95th Queue (ft.)	51	54	56	57	60	64	15	17	1	30	39	29

Table 8 Saturday LOS Two Way Stop Control

Lane Group	Annroach	Eastbound			Westbound			Northbound			Southbound		
Ap	Approach	2022	2024	2032	2022	2024	2032	2022	2024	2032	2022	2024	2032
	Max Queue (ft.)	28	28	28	52	56	61	4	9	13	39	39	63
Rt. 77 & Indian Falls Rd	Avg Queue (ft.)	8	7	12	27	27	26	0	0	1	5	5	8
	95th Queue (ft.)	29	27	34	48	50	52	3	5	8	23	23	35

Sight Distance

The study included sight distance investigations for the Rt. 77 & Indian Falls Rd intersection and at the Indian Falls & WNYNC driveway. The following documents were utilized in determining the minimum requirements for sight distance:

- AASHTO A Policy on Geometric Design of Highways and Streets, 2018
- NYSDOT Highway Design Manual Appendix 5C, Intersection Sight Distance Charts

Measurements were obtained through the use of distance measuring instruments. Sight constraints included horizontal and vertical curves and existing intersections. Intersection sight distances were measured and verified utilizing methodology from AASHTO:

- Height of Driver's Eye: 3.5 feet
- · Height of Object: 3.5 feet

Below is a summary of these investigations for each of the intersections:

Rt. 77 & Indian Falls Rd

- Inputs:
 - Assumed grades of -3% to +3%
 - Posted Speed (Rt. 77): 55 mph
 - Left turn from intersection:
 - · Design intersection sight distance: ~610 ft
 - · Measured in field: ~700 ft
 - Right turn from intersection: ~700 ft
 - Design intersection sight distance: ~530 ft
 - · Measured in field: ~700 ft
- Assessment: Adequate sight distance is met at this location

Indian Falls Rd. & WNYNC Driveway

- Inputs:
 - Assumed grades of -3% to +3%
 - · Posted Speed (Indian Falls Rd): 45 mph
 - Left turn from driveway:
 - Design intersection sight distance: ~500 ft
 - Measured in field: ~1,000 ft
 - · Right turn from intersection:
 - Design intersection sight distance: ~430 ft
 - Measured in field: ~600 ft
- Assessment: The findings of the stop and intersection sight distance analysis found that there was adequate sight distance for both study intersections

Crash Data Analysis

A ten-year and three-month crash history was obtained for the intersection of Rt. 77 & Indian Falls Rd. The crashes were plotted on an aerial image to illustrate the crash types using TE-56 from the NYSDOT Crash Analysis Toolbox (Figure 12). The crashes are also listed below in Table 9 to show the crash history since 2012. The crashes are categorized by severity: Injury and/or Fatal, or Property Damage Only. Analysis of the crash data is done to assist in identifying safety enhancements to reduce crashes. The Western New York National Cemetery opened in November of 2020.

- Rt. 77 & Indian Falls Rd: A total of 25 intersection-related crashes were reported in the ten-years and threemonths from 2012 to 2022, for an actual average annual crash frequency of 2.4 crashes / year:
 - 13 of the 25 were right angle crashes
 - Of the 13 Right angle crashes, 5 resulted in injury and 1 resulted in fatality
 - 5 of the 13 were from the Indian Falls Rd approach
 - Most involved vehicles stopping first and proceeding
 - 6 of the 25 crashes involved left turning vehicles
 - 3 of the crashes involving left turning vehicles resulted in injury, and / or property damage only
 - Remaining crashes involved rear-end, sideswipe, and improper turning; 2 of which resulted in injury
- Indian Falls Rd & WNYNC Driveway: There were no reported crashes at this intersection since the construction and opening of the Cemetery.

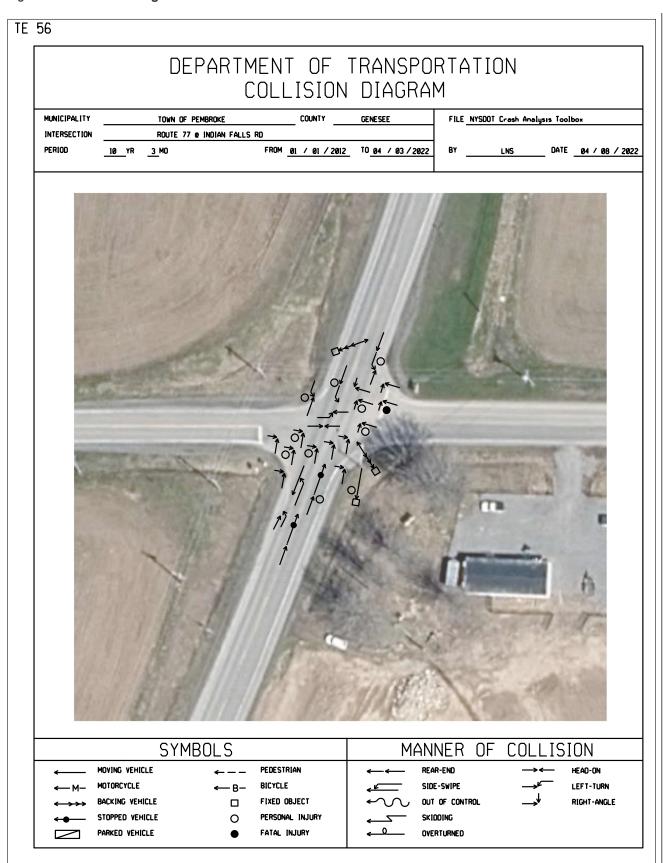
The crash history summaries for the study area are included in **Appendix F. Figure 12** on page 23 illustrates these crashes in a graphical representation.

Table 9 Rt. 77 & Indian Falls Rd Crash History

				Rt. 77	and Ind	lian Falls	Rd					
Year	2012	2013	2014	2015	2016	2017	2018	2019	202)*	2021	Grand Total
ill voo	1 0	4 0	2 0	1 0	1 0	0 0	0 0	0 0	1	0	0 /1	10 1
Property Damage Only	2	2	0	3	0	2	2	2	1		0	14
TOTAL	3	6	2	4	1	2	2	2	2		1	25

*Cemetery opened in 2020

Figure 12 Collision Diagram



AASHTO Highway Safety Manual (HSM) - Existing Analysis

The intersections were analyzed using the AASHTO Highway Safety Manual (HSM). The HSM is a guidance document developed to provide a qualitative analysis tool using scientific methodologies to estimate the safety performance of highways, streets, and intersections. Part C of the HSM provides a predictive method for estimating expected average crash frequencies at individual sites.

Various spreadsheet program tools are available to assist with the complex calculations involved in the application of the HSM methodologies. Both roadway segments and intersections can be analyzed; however, for the purpose of this study, only the intersection portions of the tools were utilized. The characteristics of each intersection, such as lane configurations and stop controls, are input, along with pertinent traffic data, into a spreadsheet program. The program then generates predicted crash rates and utilizes the observed crash rates to generate the expected crash rates.

- The predicted average crash frequency of an individual site is the crash frequency calculated with nationally developed Safety Performance Functions (SPFs) and Crash Modification Factors (CMFs) based on the geometric design, traffic control features, and traffic volume of the site
- The observed crash frequency refers to the historical crash data observed/reported at the site during the period of analysis
- · When the observed crash frequency is available, the expected crash frequency can be calculated
- The expected crash frequency uses the Empirical-Bayes statistical method to combine the observed crash
 frequency with the predicted average crash frequency to produce a more statistically reliable measure. A
 weighted factor is applied to both estimates; this reflects the statistical reliability of the SPF. The expected
 crash frequency is the long-term average crash frequency that would be expected from the specific site and is
 more statistically reliable as compared with the predicted crash frequency

The overall safety performance of the intersections can be evaluated when the expected crash rates are compared to the predicted crash rates. Safety enhancements can be considered and implemented when expected crash rates are significantly higher than the predicted crash rates. The results of each intersection are noted below.

Table 10 Rt. 77 and Indian Falls Rd

Intersections	Fatal and Injury	Property Damage Only	Total
Predicted Average Annual Crash Frequency (crashes / yr)	0.89	1.18	2.07
Observed Average Annual Crash Frequency (crashes / yr)	1.07	1.37	2.44
Expected Average Annual Crash Frequency (crashes / yr)	0.92	1.27	2.19
Potential Change from Predicted and Expected Average Annual Crash Frequency (crashes / yr)	0.03	0.09	0.12

The expected crash frequency is not significantly higher than the predicted crash frequency; therefore, the safety performance of the intersection is consistent with what is expected for this type of facility.

In order to generate expected crash rates, at least five years of observed crash data should be utilized. While there have been no reported crashes at the WNYNC Driveway, the Cemetery has not been open long enough to utilize the observed crash data versus the predicted crash rates—only the predicted crash rates are identified in the table below.

Table 11 WNYNC Driveway and Indian Falls Rd

Crash Type and Rate	Fatal and Injury	Property Damage Only	Total
Predicted Average Annual Crash Frequency (crashes / yr)	0.05	0.07	0.13

The predicted crash rates for the WNYNC Driveway intersection are relatively low; therefore, there are no safety enhancements identified at this time.

The HSM Analysis sheets for each intersection are included in **Appendix G**.

HSM Analysis

In addition to analyzing the safety performance of existing facilities, the HSM provides a process to study the effects of proposed enhancements and safety mitigation measures. A list of potential enhancements is included with this study, and while any enhancement intended to address safety concerns may have a positive effect on crash rates, in order to quantify the effects, a valid Crash Modification Factor (CMF) must be assigned.

A CMF is a multiplicative factor used to compute the predicted number of crashes after implementing a design change or countermeasure at a specific site. A CMF reflects the safety effect the design change or countermeasure, whether it is a decrease in crashes (CMF below 1.0), increase in crashes (CMF over 1.0), or no change in crashes (CMF of 1.0).

CMFs are factors developed through extensive research and study that indicate the proportion of crashes that would be expected after implementing a countermeasure or design change. A list of CMFs for use in conjunction with the HSM tools is maintained through the Crash Modification Factors Clearinghouse, a web-based repository of CMF's, cmfclearinghouse.org. A brochure outlining the CMF Clearinghouse and available CMFs is included in **Appendix G**.

The list of enhancements was referenced against the CMF Clearinghouse for relevant CMFs developed through this study. The applicability of the CMF must be weighed against the features and characteristics of the site. For this study, the CMF must be related to two-way stop-controlled intersections and when possible, be focused on rural area types.

Three of the proposed enhancements associated with the Rt. 77 & Indian Falls Rd intersection can be evaluated through the HSM. The relevant CMF ID and the associated CMF values are noted on the following pages for each of the enhancements previously identified in this study. Versus:

Safety Measure: Flashing Beacon Signals

- CMF ID: 0446 Provide flashing beacons at stop-controlled intersections
- Study: Safety Evaluation of Flashing Beacons at Stop Controlled Intersections, Srinivasan et al., 2008
- Area Type: All (Urban / Rural)
- Crash Type: All (Right Angle / Rear End / Etc.)
- Crash Severity: All (Property Damage Only, Fatal and Injury)
- CMF Value: 0.95

The selection of this CMF is relevant to a two-way stop-controlled intersection. CMFs from the study for rural area types only focused on specific crash types therefore the CMF that was applicable to all area types and crash types was selected. The effects of the counter measure on the predicted crash rates are illustrated below:

Table 12 Rt. 77 & Indian Falls Rd - Flashing Beacons Enhancement

Intersections	Fatal and Injury	Property Damage Only	Total
Predicted Average Annual Crash Frequency (crashes / yr)	0.89	1.18	2.07
Predicted Average Annual Crash Frequency w/ CMF Applied (crashes / yr)	0.85	1.12	1.97
Change From Predicted Average Annual Crash Frequency (crashes / yr)	- 0.04	- 0.06	- 0.10

Safety Measure: Signing and Pavement Markings Upgrade

- CMF ID: 8872 Implement systemic signing and marking improvements at stop-controlled intersections
- Study: Safety Effects of Low-Cost Systemic Safety Improvements at Signalized and Stop-Controlled Intersections, Le et al., 2017
- Area Type: Rural
- Crash Type: All (Right Angle / Rear End / Etc.)
- Crash Severity: All (Property Damage Only, Fatal and Injury)
- CMF Value: 0.748*

The selection of this CMF is relevant to a two-way stop-controlled intersection in a rural area type and is applicable to all crash types and severities. The effects of the counter measure on the predicted crash rates are illustrated below:

Table 13 Rt. 77 & Indian Falls Rd - Signing and Markings Safety Measure

Intersections	Fatal and Injury	Property Damage Only	Total
Predicted Average Annual Crash Frequency (crashes / yr)	0.89	1.18	2.07
Predicted Average Annual Crash Frequency <u>w/ CMF Applied</u> (crashes / yr)	0.67	0.88	1.55
Change From Predicted Average Annual Crash Frequency (crashes / yr)	- 0.22	- 0.30	- 0.52

^{*}Some of the enhancements have been previously installed so the effectiveness will be less than the CMF shown.

Safety Enhancement: Roundabout

- CMF ID: 0230 Convert intersection with minor-road stop control to modern roundabout
- Study: NCHRP Report 572: Applying Roundabouts in the United States, Rodegerdts et al., 2007
- Area Type: Rural
- Crash Type: All (Right Angle / Rear End / Etc.)
- Crash Severity: A (serious injury), B (minor injury), C (possible injury)
- CMF Value: 0.13

The selection of this CMF is relevant to a two-way stop-controlled intersection in a rural area for all crash types. While there is a CMF associated with all crash severities, this CMF focuses on the greater effect that a roundabout can have on the most severe crash types. The effects of the counter measure on the predicted crash rates are illustrated below:

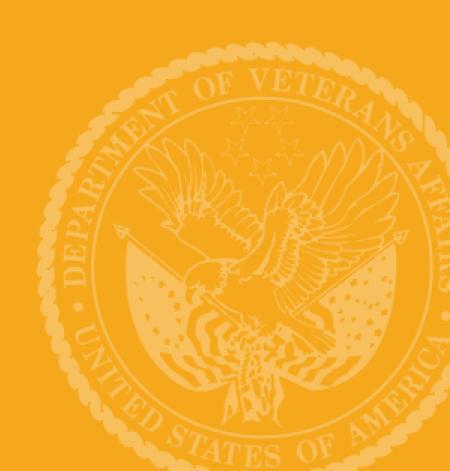
Table 14 Rt. 77 & Indian Falls Rd - Roundabout Safety Enhancement

Intersections	Serious Injury / Minor Injury / Possible Injury	Property Damage Only	Total
Predicted Average Annual Crash Frequency (crashes / yr)	0.89	N/A	N/A
Predicted Average Annual Crash Frequency w/ CMF Applied (crashes / yr)	0.12	N/A	N/A
Change From Predicted Average Annual Crash Frequency (crashes / yr)	- 0.77	N/A	N/A

Summary sheets of the CMF's listed above are provided in **Appendix G**.

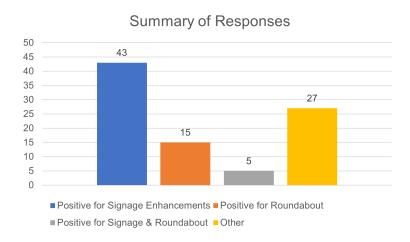
5

PUBLIC COMMENT & RESPONSE



COMMENTS & RESPONSE SUMMARIES

This study included a public comment period which began on Tuesday, May 10th, and ran through May 26th, 2022. A Notice of Availability of this study was advertised in The Buffalo News and the Batavia Daily News as well as the Western New York National Cemetery Facebook page. The notice included information on how to find the study and where to submit commitments. Ninety comments were collected during the public comment period. A summary of the comments can be found below.



The comments have been sorted into four categories which are summarized below:

Positive Responses for Signage Enhancements

Forty-three comments or 47.7% of overall comments received in supported of enhanced signage at the intersection. Several comments directly noted a roundabout would not work well in the area, but a combination of the signage enhancements would sufficiently improve safety. Most comments highlighted the flashing control beacon and the flashing stop signs as their preferred enhancement. Poor visibility was a concern raised for supporting flashing lights or warning signs. Lastly many comments also suggested reduced speed limits and speed enforcement along the two roadways.

A majority of these comments clearly stated they were opposed to the construction of a roundabout in the intersection. Most comments closely aligned with the safety enhancements presented in this study. Many highlighted the benefits gained that could be potentially gained from improved signage, lighting, and other safety enhancements. In fact, many comments highlighted the benefits of safety enhancements installed at other intersections in the area. The Town Supervisor from Pembroke submitted a comment in support for signage enhancement while also not supporting a roundabout citing potential plowing issues.

Positive Responses for Roundabout

Fifteen comments or 16.7% of overall comments received supported the construction of a roundabout at the intersection of State Route 77 and Indian Falls Road. A few comments stated the importance of appropriate aprons for trucks and farm vehicles utilizing the intersection. Others noted a roundabout is necessary to hinder speeding which occurs along State Route 77. Many noted a roundabout is an ultimate safety solution for the intersection.

COMMENTS & RESPONSE SUMMARIES (CONT.)

Although the intersection is in compliance for sight lines, level of service and meets the Municipal Uniform Transportation Control Device standard, there is still the potential for increasing safety at this intersection. The responses from the public identified many of the pros and cons that are generally associated with roundabouts. The installation of a roundabout at this location could have the greatest potential impact on safety, but it will also mean a change to the traffic patterns of local commuters. An appropriately designed roundabout can address some of the commenter's concerns for turning radii and navigating heavy vehicle traffic..

Positive Responses for the Installation of Both a Roundabout and Signage Enhancements

Five comments or 5.5% of overall received support for both a roundabout and enhanced signage at the intersection. Some respondents provided comments supporting the phased installation of signage enhancements prior to the construction of a roundabout. Of these, several comments sought to reiterate concerns over the danger of this intersection, two specifically called out the blind spot and tough sightline at the curve. Many of these comments not only supported these signage enhancements, but also noted that a roundabout would be an ideal traffic safety solution. Senator Schumer (D-NY) also drafted a letter fully supporting both the signage enhancements as well as the roundabout for the longer-term option.

The combination or phasing of these enhancements were largely similar to the proposed enhancements also listed in this study and response paragraphs.

Other Public Comment Responses

Thirty percent of the comments were placed into another category. Several comments identified concerns over the safety of the intersection while others expressed the need for drivers to be more cautious and drive defensively. It should be noted as part of the 90 comments received, 32 opposed a roundabout. Many suggested speed reduction and/or enforcement, reorienting the right-lane from State Route 77, squaring the intersection, adding a traffic signal, or making it a four-way stop. Examples include the enforcement of existing posted speed limits lowering the speed limit to 40 mph speed or extending the 40-mph speed within a moderate distance from the intersection (between 500 yards and a 1-mile distance).

The Traffic Analysis and Safety Study determined that no warrants were met for the installation of a traffic signal and that an all-way stop was not appropriate due to the disparity in cross traffic volume. NYSDOT previously evaluated the intersection for an all-way stop and determined it was not appropriate. In another previous study, NYSDOT and the New York State Police determined a reduction of the speed limit on State Route 77 was not warranted (NYSDOT's VA National Cemetery in Town of Pembroke - Speed Limit Reduction Request, 09 June 2020). This study confirms the previous assessment that reducing speed limits will not enhance safety.

6 S S S S S S J Z I Z



TRAFFIC DATA FINDINGS

Vehicle Speed

NYSDOT's VA National Cemetery in Town of Pembroke – Speed Limit Reduction Request, 09 June 2020, included a site visit, evaluation of roadway characteristics, analysis vehicle speed by use of radar, and meeting with the New York State Police Traffic Supervisor. In consideration of this data and review by the State Police, NYSDOT determined that reduction of the speed limit on Rt. 77 was not warranted.

The analysis of the data collected during this study concurs with the previous assessment that a speed limit reduction will not enhance safety. The findings of this study continue to support the previous conclusion that drivers will choose a speed based on road characteristics (which have remain unchanged since 09 June 2020) and not posted signs.

Level of Service

The Level of Service (LOS) for the intersections are LOS A—the best performance rating. The 2022, 2024, and 2032 models showed minimal to no delay.

With the addition of a roundabout, the delay on minor streets will improve by 7 - 10 seconds in the AM, Midday, and PM peaks in the 2022, 2024, and 2032 models. The delay on the major street will increase 4 to 6 seconds of delay due to the need to slow down to navigate the roundabout. The intersection will remain at a LOS A with the construction of a roundabout.

Queue Length Analysis

Analysis of the maximum queue length, average queue length, and 95th percentile queue length for 2022, 2024, and 2032 were conducted. The study found that queuing and delay are not an issue at the intersection of Rt. 77 & Indian Falls Rd.

Sight Distance

The field measured sight distance at the Rt. 77 & Indian Falls Rd intersection was greater than the design criteria; therefore, sight distance does not pose a safety issue at this location for traffic turning off Indian Falls Rd.

All-Way Stop & Addition of a Traffic Signal

The analysis of the traffic at these intersections indicated that neither an All-Way Stop or a Traffic Signal were required per the applicable criteria of the Manual on Uniform Traffic Control Devices (MUTCD).

Crash Data

NYSDOT's VA National Cemetery in Town of Pembroke – Speed Limit Reduction Request, 09 June 2020, review of the crash history assessed that in comparison to similar locations in the state, the number of crashes was not considered unusual for the intersection of Rt. 77 & Indian Falls Rd.

This study reviewed the same history with the addition of crashes that occurred since the publication of the aforementioned study. The number of crashes at this intersection is still not considered unusual. The crash rate has not increased since the opening of the National Cemetery in November of 2020. The expected crash frequency is not significantly higher than the predicted crash frequency; therefore, the safety performance of the intersection is consistent with what is expected for this type of facility.

The predicted crash rates for the WNYNC Driveway intersection are relatively low; therefore, there are no safety enhancements identified at this time at the driveway.

HSM Analysis

The HSM Analysis' findings and potential benefits of the enhancements considered are presented on the following pages.

Public Insight

During the public comment period, 90 comments were collected regarding this study and the proposed enhancements. Among the comments was a statement from Senator Charles E. Schumer (D-NY) who drafted a letter fully supporting both the signage enhancements, as well as the roundabout for the longer-term option. The Town Supervisor for the Town of Pembroke also drafted a response ultimately stating his support for intersection improvements vs the roundabout, highlighting concerns regarding maintenance issues pertaining to snow removal if a roundabout were constructed. There were also 32 comments received from the public opposed to a roundabout. Public comments overall indicated the preference for signage and light enhancements vs a roundabout enhancement.

POTENTIAL ENHANCEMENTS

Based on the data collection efforts, analysis procedures, and multiple discussions with stakeholders, the following measures are being presented for consideration to enhance safety at the study area intersections.

Potential Enhancements

The following measures can be implemented individually or bundled to enhance safety in the study area:

- Remove the existing departure passing zones following the Indian Falls Rd intersection:
 - Potentially eliminates motorists on Rt.77 from passing within the vicinity of the intersection
- Install a flashing intersection control beacon OR alternatively install sign-mounted flashing devices along Rt. 77 (intersection warning) & Indian Falls Rd (stop sign):
 - This would increase the awareness of the intersection along each approach
 - · Increased awareness would potentially make motorists more cautious in the vicinity of the intersection
 - The HSM analysis for this enhancement identified a CMF of 0.95 which represents a 5% reduction in the predicted crash rate for all types and severity of crashes at the intersection
- Install rumble strips (shoulder / centerline) on Rt. 77:
 - This would alert motorists when they are out of their lane approaching the intersection, potentially reducing sideswipe and crossover crashes
- Upgrade Signing and Pavement Markings:
 - Install larger left and right side stop signs with reflective posts on Indian Falls Rd, including placard for "CROSS TRAFFIC DOES NOT STOP"
 - Add "STOP" pavement markings on Indian Falls Rd
 - Install larger "INTERSECTION" warning signs on Rt. 77
 - The HSM analysis identified these as a combined enhancement with a CMF of 0.748* which represents a 25.2% reduction in the predicted crash rate for all types and severity of crashes at the intersection
 - A multifaceted approach to upgrading signing and pavement markings at this intersection increases awareness of the approaching intersection for motorists on Rt. 77 and increases visibility and awareness of intersection stop controls for motorists on Indian Falls Rd
 - *Note: Various stages of signing and pavement marking upgrades have been previously installed at the intersection, therefore a CMF of 0.748 will not be fully realized

Refer to Figure 14 on page 32 for concept photos of the potential enhancements.

Figure 13 Existing Enhancements



Figure 14 Potential Enhancements



^{*}The photos shown above are conceptual only to give a basic view of any enhancements

ROUNDABOUT SAFETY ENHANCEMENT

An additional level of safety enhancement identified by this study would be to install a roundabout at the intersection of Rt. 77 & Indian Falls Rd. The proposed roundabout would follow standard NYSDOT engineering practices and principles. The following information is being provided to further define the key features and conceptual layout of the proposed roundabout.

HSM Findings

The HSM analysis for this enhancement identified a CMF of 0.13 for injury related crashes with which represents an 87% reduction in the predicted crash rate for all types of serious, minor, and possible injury crashes at the intersection.

Key Features

- Slows traffic down by controlling the speed with the geometry of the roundabout
- Allows for continuous movement of traffic through the intersection in all directions
- Reduce the number of decision points that a driver needs to focus on at one time
- Increase the LOS of eastbound and westbound traffic on Indian Falls Rd based on the findings presented in Tables 3-5 in the Analysis section
- Significantly reduces severity of crashes at the intersection
- Significantly reduces the potential of head-on, right angle, and left turn crashes
- Improves truck turning movements in intersection
- Help with the flow of funeral procession traffic
- Requires minimal amounts of property acquisition

Figure 15 Roundabout Concept Rendering







 Year

 Base
 2022

 Opening
 2024
 2

 Design
 2032
 10



Passenger Cars and Heavy Vehicles

Str			Cemete	ry Hills C	Priveway				-				Indi	an Falls R	Road			Indi	ian Falls	Road			Totals	
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Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	8	8	
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	0	12	0	0	12	18	26	PEAK
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	6	2	0	8	2	4	0	0	6	14	40	PEAK
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	9	3	0	12	2	9	0	0	11	23	63	PEAK
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	7	0	0	7	20	75	PEAK
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6	63	-
8:30	8:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	6	0	0	6	8	57	•
8:45	9:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	7	41	-
9:00	9:15	1	0	0	0	1	0	0	0	0	0	0	6	1	0	7	1	5	0	0	6	14	35	-
9:15	9:30	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	6	35	-
9:30	9:45	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	0	6	0	0	6	12	39	-
9:45	10:00	1	U	1	U	2	U	U	U	U	U	U	8	2	U	10	2	7	U	U	9	21	53	-
Tot	als	4	0	1	0	5	0	0	0	0	0	0	68	9	0	77	7	68	0	0	75	157	75	

Str	eet)riveway				•				Indi	an Falls R	Road			Ind	ian Falls	Road			Totals	
Orien	tation		N	orthbou	nd			S	outhbour	nd			E	Eastboun	d				Vestbou	nd			TOLAIS	
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	PEAK
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	PEAK
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	6	7	PEAK
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	PEAK
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	7	-
8:30	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	-
8:45	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2	-
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	3	5	-
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	6	-
9:30	9:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	-
9:45	10:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	8	-
Tot	als	2	0	0	0	2	0	0	0	0	0	0	6	1	0	7	1	7	0	0	8	17	- 8	

 Year

 Base
 2022

 Opening
 2024
 2

 Design
 2032
 10



										INTE	RSECTIO	N PEAK	HOUR										
	Time Cemetery Hills Driveway							_						an Falls F					an Falls I			To	tals
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Vol	Volume		0	0	0	0	0	0	0	0	0	0	33	6	0	39	4	32	0	0	36	0	75
HV V	olume	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4		6
Adji	usted	0	0	0	0	0	0	0	0	0	0	0	33	6	0	39	4	32	0	0	36	0	75
P	PHF												0.63	0.50		0.75	0.50	0.67			0.75		0.82
H	V%	0%	0%	0%		0%	0%	0%	0%		0%	0%	6%	0%		5%	0%	13%	0%		11%		

										NE	TWORK	PEAK HO	UR										
Tir Begin	me End			ry Hills D orthbour				s	- outhbour	nd				an Falls R astboun					an Falls F Vestboun			То	tals
7:00	8:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Vol	ume	0	0	0	0	0	0	0	0	0	0	0	24	6	0	30	4	29	0	0	33	0	63
HV Vo	olume	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4		7
	ısted	0	0	0	0	0	0	0	0	0	0	0	24	6	0	30	4	29	0	0	33	0	63
	HF												0.67	0.50		0.63	0.50	0.60			0.69		0.68
H\	/%	0%	0%	0%		0%	0%	0%	0%		0%	0%	13%	0%		10%	0%	14%	0%		12%		

										2024 IN	NTERSEC	TION PEA	K HOUR										
Tir	-			ry Hills D					-				Indi	an Falls F	Road				an Falls F			То	tals
Begin	End		N	orthbour				S	outhbou				E	Eastboun				٧	Vestboun			l ''	
7:00	8:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volu	ume	0	0	0	0	0	0	0	0	0	0	0	25	6	0	31	4	30	0	0	34	0	65
HV Vo	olume	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	0	7
Adju	ısted	0	0	0	0	0	0	0	0	0	0	0	25	6	0	31	4	30	0	0	34	0	65

										2032 IN	ITERSECT	TION PEA	K HOUR										
Ti	me		Cemete	ery Hills D	riveway				•				India	an Falls R	load			Ind	ian Falls I	Road		Ta	tals
Begin	End		N	lorthbour	nd			S	outhbou	nd			Е	astboun	d				Nestbour	ıd		10	tais
7:00	8:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Vol	ume	0	0	0	0	0	0	0	0	0	0	0	28	7	0	35	5	33	0	0	38	0	72
HV V	olume	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	0	8
Adju	usted	0	0	0	0	0	0	0	0	0	0	0	28	7	0	35	5	33	0	0	38	0	72

TRAFFIC COUNT SUMMARY PERFORMED BY LARSON DESIGN GROUP

Municipality: Pembroke Factors
Intersection: NY 77 @ Indian Falls Rd Season
Date: Thu 3/17/22 Northbound 1.000
Job No: Southbound 1.000
Client Code: Eastbound 1.000
Counted by: LDG Westbound 1.000

2 10

Year Base 2022

Opening 2024

Design 2032

Passenger Cars and Heavy Vehicles

Str Orien				any Road orthbou	(NY 77)				any Road outhbou					abbey Ro					ian Falls I Vestbour				Totals	
			IN IN	ortmooul														٧		-		L		
Begin	End	LI	IH	RT	Peds	Total	LI	IH	RT	Peds	Total	LI	IH	RT	Peds	Total	LI	IH	RT	Peds	Total	15 Min	Hour	Peak
7:00	7:15	0	42	2	0	44	1	52	0	0	53	0	2	4	0	6	2	0	1	0	3	106	106	PEAK
7:15	7:30	0	31	2	0	33	2	77	0	0	79	0	1	5	0	6	8	2	4	0	14	132	238	PEAK
7:30	7:45	1	34	4	0	39	4	64	0	0	68	0	4	3	0	7	2	0	0	0	2	116	354	PEAK
7:45	8:00	3	28	4	0	35	8	57	1	0	66	2	1	2	0	5	6	5	2	0	13	119	473	PEAK
8:00	8:15	1	27	2	0	30	3	45	0	0	48	0	4	0	0	4	1	1	0	0	2	84	451	-
8:15	8:30	5	35	0	0	40	0	53	0	0	53	0	2	4	0	6	2	0	2	0	4	103	422	
8:30	8:45	2	36	0	0	38	3	40	0	0	43	0	0	2	0	2	2	1	1	0	4	87	393	-
8:45	9:00	0	38	1	0	39	2	45	1	0	48	0	0	0	0	0	0	2	2	0	4	91	365	-
9:00	9:15	0	36	1	0	37	7	42	0	0	49	0	1	0	0	1	1	2	2	0	5	92	373	
9:15	9:30	1	38	0	0	39	0	40	0	0	40	0	0	0	0	0	1	1	3	0	5	84	354	
9:30	9:45	0	26	0	0	26	5	32	1	0	38	0	3	0	0	3	2	1	3	0	6	73	340	
9:45	10:00	U	37	4	U	41	2	50	U	U	52	U	2	1	U	3	1	3	4	U	8	104	353	-
Tot	als	13	408	20	0	441	37	597	3	0	637	2	20	21	0	43	28	18	24	0	70	1191	473	

Str	eet		Allegha	any Road	(NY 77)			Allegha	any Road	(NY 77)			G	abbey Ro	ad			Ind	ian Falls	Road			Totals	
Orien	tation		N	orthbou	nd			S	outhbour	nd			E	Eastboun	d			١	Vestbou	nd			TOLAIS	
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
7:00	7:15	0	10	0	0	10	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	11	11	PEAK
7:15	7:30	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	8	19	PEAK
7:30	7:45	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6	25	PEAK
7:45	8:00	3	7	1	0	11	1	3	1	0	5	1	1	0	0	2	1	0	0	0	1	19	44	PEAK
8:00	8:15	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8	41	-
8:15	8:30	5	11	0	0	16	0	9	0	0	9	0	1	0	0	1	1	0	0	0	1	27	60	-
8:30	8:45	1	2	0	0	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9	63	-
8:45	9:00	0	8	0	0	8	0	8	0	0	8	0	0	0	0	0	0	2	1	0	3	19	63	-
9:00	9:15	0	7	1	0	8	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	12	67	-
9:15	9:30	0	8	0	0	8	0	3	0	0	3	0	0	0	0	0	0	0	2	0	2	13	53	-
9:30	9:45	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6	50	-
9:45	10:00	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	8	39	-
Tot	als	9	67	2	0	78	2	54	1	0	57	1	2	0	0	3	3	2	3	0	8	146	67	

										INTE	RSECTIO	N PEAK I	HOUR										
Ti Begin													abbey Ro					an Falls F Vestboun			To	tals	
7:00			TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Vol	Volume		135	12	0	151	15	250	1	0	266	2	8	14	0	24	18	7	7	0	32	0	473
HV V	olume	3	22	1	0	26	1	13	1	0	15	1	1	0	0	2	1	0	0	0	1		44
Adju	usted	4	135	12	0	151	15	250	1	0	266	2	8	14	0	24	18	7	7	0	32	0	473
	PHF		0.80	0.75		0.86	0.47	0.81	0.25		0.84	0.25	0.50	0.70		0.86	0.56	0.35	0.44		0.57		0.90
H	V%	75%	16%	8%		17%	7%	5%	100%		6%	50%	13%	0%		8%	6%	0%	0%		3%		

										NE	TWORK	PEAK HC	UR										
Ti Begin	Time Alleghany Road (NY 77) Begin End Northbound								any Road outhbour					abbey Ro					an Falls F Vestboun			To	tals
7:00	8:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Vol	ume	4	135	12	0	151	15	250	1	0	266	2	8	14	0	24	18	7	7	0	32	0	473
HV V	olume	3	22	1	0	26	1	13	1	0	15	1	1	0	0	2	1	0	0	0	1		44
Adju	ısted	4	135	12	0	151	15	250	1	0	266	2	8	14	0	24	18	7	7	0	32	0	473
	PHF		0.80	0.75		0.86	0.47	0.81	0.25		0.84	0.25	0.50	0.70		0.86	0.56	0.35	0.44		0.57		0.90
H/	/ %	75%	16%	8%		17%	7%	5%	100%		6%	50%	13%	0%		8%	6%	0%	0%		3%		

										2024 IN	ITERSEC'	TION PEA	K HOUR										
Tir	me		Allegha	any Road	(NY 77)			Allegha	any Road	(NY 77)			Ga	abbey Ro	ad			Ind	ian Falls I	Road		To	tals
Begin	End		N	lorthbour	nd			S	outhbou	nd			E	astboun				1	Westbour	ıd		10	
7:00	8:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volu	ume	4	139	12	0	156	15	258	1	0	274	2	8	14	0	25	19	7	7	0	33	0	487
HV Vo	olume	3	23	1	0	27	1	13	1	0	15	1	1	0	0	2	1	0	0	0	1	0	45
Adju	ısted	4	139	12	0	156	15	258	1	0	274	2	8	14	0	25	19	7	7	0	33	0	487

										2032 IN	NTERSECT	TION PEA	K HOUR										
	Time Alleghany Road (NY 77) Alleghany Road (NY 77) Gabbey Road Indian Falls Road Totals n End Northbound Southbound Eastbound Westbound															tals							
Begin	End		N	orthbour	ıd			S	outhbou	nd			E	Eastboun	d			V	Vestboun	ıd			
7:00	8:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
	ume	5	155	14	0	174	17	288	1	0	306	2	9	16	0	28	21	8	8	0	37	0	544
	olume	3	25	1	0	30	1	15	1	0	17	1	1	0	0	2	1	0	0	0	1	0	51
Adju	ısted	5	155	14	0	174	17	288	1	0	306	2	9	16	0	28	21	8	8	0	37	0	544

TRAFFIC COUNT SUMMARY PERFORMED BY LARSON DESIGN GROUP Pembroke Cemetery Entrance Thu 3/17/22 Municipality: Intersection: Factors Season Date: Job No: Client Code: Northbound 1.000 Southbound 1.000 Eastbound LDG Westbound 1.000 Counted by:

Year Base 2022 Opening 2024 2 Design 2032 10



Passenger Cars and Heavy Vehicles

Str			Cemete	ry Hills C	riveway									an Falls R					an Falls I				Totals	
Orien	tation		N	orthbou	nd			S	outhbou	nd			l l	Eastboun	d			V	Vestbour	nd				
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
16:00	16:15	1	0	2	0	3	0	0	0	0	0	0	20	0	0	20	0	16	0	0	16	39	39	PEAK
16:15	16:30	0	0	0	0	0	0	0	0	0	0	0	18	1	0	19	0	14	0	0	14	33	72	PEAK
16:30	16:45	5	0	1	0	6	0	0	0	0	0	0	12	0	0	12	0	12	0	0	12	30	102	PEAK
16:45	17:00	0	0	0	0	0	0	0	0	0	0	0	15	1	0	16	0	16	0	0	16	32	134	PEAK
17:00	17:15	1	0	0	0	1	0	0	0	0	0	0	8	0	0	8	0	12	0	0	12	21	116	-
17:15	17:30	0	0	0	0	0	0	0	0	0	0	0	15	1	0	16	0	4	0	0	4	20	103	-
17:30	17:45	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	14	0	0	14	32	105	-
17:45	18:00	3	0	0	0	3	0	0	0	0	0	0	9	2	0	11	0	10	0	0	10	24	97	-
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	4	0	0	4	19	95	-
18:15	18:30	1	0	0	0	1	0	0	0	0	0	0	5	1	0	6	0	10	0	0	10	17	92	-
18:30	18:45	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	6	0	0	6	13	73	-
18:45	19:00	1	U	U	U	1	U	U	U	U	U	U	7	U	U	7	U	13	U	U	13	21	70	-
Tot	als	12	0	3	0	15	0	0	0	0	0	0	148	7	0	155	0	131	0	0	131	301	134	

Str	eet				Driveway				-				Indi	an Falls F	Road			Ind	ian Falls	Road			Totals	
Orien	tation		N	orthbou	nd			S	outhbour	ıd			E	Eastboun	d			١	Vestbou	nd			TOLAIS	
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
16:00	16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	2	PEAK
16:15	16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	4	PEAK
16:30	16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	5	PEAK
16:45	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	PEAK
17:00	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	-
17:15	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-
17:30	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	-
17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	-
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-
18:15	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-
18:30	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-
18:45	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	-
Tot	als	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	8	5	

TRAFFIC COUNT SUMMARY PERFORMED BY LARSON DESIGN GROUP Pembroke Cemetery Entrance Thu 3/17/22 Municipality: Intersection: Factors Season Date: Job No: Client Code: Northbound 1.000 Southbound 1.000 Eastbound Counted by: LDG Westbound 1.000

2 10

Year

Base 2022

Opening 2024

Design 2032



										INTE	RSECTIO	N PEAK	HOUR										
	me			ry Hills D					•					an Falls R					an Falls F			To	tals
Begin	End		N	orthbour	ıd			S	outhbour	1d			E	Eastboun	d			V	Vestboun	d			
16:00	9 1						LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Vol	ume	6	0	3	0	9	0	0	0	0	0	0	65	2	0	67	0	58	0	0	58	0	134
HV V	olume	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3		5
Adjı	usted	6	0	3	0	9	0	0	0	0	0	0	65	2	0	67	0	58	0	0	58	0	134
	HF	0.30		0.38		0.38							0.81	0.50		0.84		0.91			0.91		0.86
H	V%	0%	0%	0%		0%	0%	0%	0%		0%	0%	3%	0%		3%	0%	5%	0%		5%		

									NE	TWORK	PEAK HO	UR										
Time Begin End			ery Hills D Iorthbour				s	- outhbour	nd				an Falls R Eastboun					an Falls F Vestboun			То	tals
16:00 17:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volume	6	0	3	0	9	0	0	0	0	0	0	65	2	0	67	0	58	0	0	58	0	134
HV Volume	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3		5
Adjusted	6	0	3	0	9	0	0	0	0	0	0	65	2	0	67	0	58	0	0	58	0	134
PHF	0.30		0.38		0.38							0.81	0.50		0.84		0.91			0.91		0.86
HV%	0%	0%	0%		0%	0%	0%	0%		0%	0%	3%	0%		3%	0%	5%	0%		5%		

										2024 IN	TERSEC	TION PEA	K HOUR										
Tir	ne		Cemete	ry Hills D	riveway				-				Indi	an Falls F	Road			Indi	an Falls F	Road		To	tals
Begin	End		N	lorthbour	nd			S	outhbou	nd				Eastboun	d			٧	Vestboun	ıd		10	lais
16:00	17:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volu	ıme	6	0	3	0	9	0	0	0	0	0	0	67	2	0	69	0	60	0	0	60	0	138
HV Vo	olume	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	0	5
Adju	sted	6	0	3	0	9	0	0	0	0	0	0	67	2	0	69	0	60	0	0	60	0	138

										2032 IN	ITERSECT	TION PEA	K HOUR										
Ti	me		Cemete	ery Hills D	riveway				•				India	an Falls R	load			Ind	ian Falls I	Road		Tai	als
Begin	End		N	lorthbour	nd			S	outhbou	nd			E	astboun	d				Westbour	ıd		10	ais
16:00	17:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Vol	ume	7	0	3	0	10	0	0	0	0	0	0	75	2	0	77	0	67	0	0	67	0	154
HV V	olume	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	0	6
Adju	usted	- 7	0	3	0	10	0	0	0	0	0	0	75	2	0	77	0	67	0	0	67	0	154

TRAFFIC COUNT SUMMARY PERFORMED BY LARSON DESIGN GROUP

Municipality: Pembroke Factors
Intersection: NY 77 @ Indian Falls Rd
Date: Thu 3/17/22 Northbound 1.000
Job No: Southbound 1.000
Client Code: Eastbound 1.000

Westbound

1.000

 Base
 2022

 Opening
 2024
 2

 Design
 2032
 10



Passenger Cars and Heavy Vehicles

Counted by:

LDG

Str				any Road				Allegha	any Road	(NY 77)				abbey Ro					an Falls				Totals	
Orien	tation		N	lorthbou	nd			S	outhbou	1d				Eastboun	d			١	Vestboui	nd			· otalo	
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
16:00	16:15	0	69	6	0	75	10	79	0	0	89	1	4	2	0	7	6	1	9	0	16	187	187	PEAK
16:15	16:30	1	70	9	0	80	3	70	0	0	73	1	5	6	0	12	2	3	9	0	14	179	366	PEAK
16:30	16:45	2	64	4	0	70	6	79	4	0	89	2	2	2	0	6	6	3	9	0	18	183	549	PEAK
16:45	17:00	2	61	2	0	65	8	83	1	0	92	0	4	6	0	10	4	0	8	0	12	179	728	PEAK
17:00	17:15	1	54	5	0	60	4	70	1	0	75	0	2	2	0	4	2	1	11	0	14	153	694	•
17:15	17:30	3	52	7	0	62	6	63	0	0	69	0	1	2	0	3	0	2	2	0	4	138	653	-
17:30	17:45	0	54	6	0	60	7	89	1	0	97	0	4	0	0	4	2	6	6	0	14	175	645	-
17:45	18:00	2	43	2	0	47	9	96	0	0	105	0	3	1	0	4	5	0	6	0	11	167	633	•
18:00	18:15	1	46	4	0	51	6	57	1	0	64	0	5	2	0	7	2	1	1	0	4	126	606	•
18:15	18:30	0	45	1	0	46	2	54	0	0	56	0	0	4	0	4	3	3	6	0	12	118	586	-
18:30	18:45	1	41	5	0	47	1	46	1	0	48	0	2	1	0	3	2	2	3	0	7	105	516	-
18:45	19:00	3	38	1	U	42	5	36	U	U	41	1	2	5	U	8	6	1	6	U	13	104	453	-
Tot	als	16	637	52	0	705	67	822	9	0	898	5	34	33	0	72	40	23	76	0	139	1814	728	

Str	eet		Allegha	ny Road	(NY 77)			Allegha	any Road	(NY 77)			G	abbey Ro	ad			Ind	ian Falls	Road			Totals	
Orien	tation		N	orthbou	nd			S	outhbour	nd				Eastboun	d			١	Nestbou	nd			TOLAIS	
Begin	End	LT	TH	RT	Peds	Total	LT	T TH DT Dode Total					TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
16:00	16:15	0	7	0	0	7	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	12	12	PEAK
16:15	16:30	0	2	0	0	2	0	9	0	0	9	0	0	2	0	2	0	0	1	0	1	14	26	PEAK
16:30	16:45	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	0	1	0	1	10	36	PEAK
16:45	17:00	0	3	0	0	3	0	9	0	0	9	0	0	3	0	3	0	0	0	0	0	15	51	PEAK
17:00	17:15	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	43	-
17:15	17:30	1	2	0	0	3	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	7	36	-
17:30	17:45	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	7	33	-
17:45	18:00	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2	20	-
18:00	18:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	19	-
18:15	18:30	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	14	-
18:30	18:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	10	-
18:45	19:00	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	4	12	-
Tot	als	1	19	0	0	20	0	50	0	0	50	0	1	7	0	8	2	1	2	0	5	83	51	

										INTE	RSECTIO	N PEAK I	HOUR										
Ti Begin														abbey Ro					an Falls F Vestboun			То	tals
16:00	17:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Vol	ume	5	264	21	0	290	27	311	5	0	343	4	15	16	0	35	18	7	35	0	60	0	728
HV V	olume	0	12	0	0	12	0	30	0	0	30	0	0	6	0	6	1	0	2	0	3		51
Adji	usted	5	264	21	0	290	27	311	5	0	343	4	15	16	0	35	18	7	35	0	60	0	728
	HF	0.63	0.94	0.58		0.91	0.68	0.94	0.31		0.93	0.50	0.75	0.67		0.73	0.75	0.58	0.97		0.83		0.97
H	V%	0%	5%	0%		4%	0%	10%	0%		9%	0%	0%	38%		17%	6%	0%	6%		5%		

											TWORK	PEAK HC	UR										
Tir Begin	me End			any Road orthbour					any Road outhbour					abbey Roa Eastbound					an Falls F Vestboun			To	tals
16:00	17:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volu	ume	5	264	21	0	290	27	311	5	0	343	4	15	16	0	35	18	7	35	0	60	0	728
HV Vo	olume	0	12	0	0	12	0	30	0	0	30	0	0	6	0	6	1	0	2	0	3		51
Adju	ısted	5	264	21	0	290	27	311	5	0	343	4	15	16	0	35	18	7	35	0	60	0	728
Pl		0.63	0.94	0.58		0.91	0.68	0.94	0.31		0.93	0.50	0.75	0.67		0.73	0.75	0.58	0.97		0.83		0.97
H/	/ %	0%	5%	0%		4%	0%	10%	0%		9%	0%	0%	38%		17%	6%	0%	6%		5%		

										2024 IN	ITERSEC [*]	TION PEA	K HOUR										
Tir	-			iny Road	,				any Road	,				abbey Ro					an Falls F			To	tals
Begin	End		N	orthbour	nd			S	outhbou	nd			E	Eastboun				١	Vestboun	ıd		l '*	
16:00	17:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volu	ıme	5	272	22	0	299	28	320	5	0	353	4	15	16	0	36	19	7	36	0	62	0	750
HV Vo	olume	0	12	0	0	12	0	31	0	0	31	0	0	6	0	6	1	0	2	0	3	0	53
Adju	sted	5	272	22	0	299	28	320	5	0	353	4	15	16	0	36	19	7	36	0	62	0	750

										2032 IN	ITERSEC [*]	TION PEA	K HOUR										
Tir Begin	me End			any Road Iorthbour					any Road outhbou	· ,				abbey Ro Eastboun					an Falls I Vestbour			To	tals
16:00	17:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volu	ume	6	304	24	0	334	31	358	6	0	394	5	17	18	0	40	21	8	40	0	69	0	837
	olume	0	14	0	0	14	0	35	0	0	35	0	0	7	0	7	1	0	2	0	3	0	59
Adju	sted	6	304	24	0	334	31	358	6	0	394	5	17	18	0	40	21	8	40	0	69	0	837

TRAFFIC COUNT SUMMARY PERFORMED BY LARSON DESIGN GROUP Pembroke Cemetery Entrance Sat 3/19/22 Municipality: Intersection: Factors Season Date: Job No: Client Code: Northbound 1.000 Southbound 1.000 Eastbound

Westbound

1.000

Year Base 2022 Opening 2024 2 10 Design 2032



Passenger Cars and Heavy Vehicles

Counted by:

LDG

	eet				Driveway				•					an Falls F					an Falls I				Totals	
Orien	tation		N	orthbou	nd			S	outhbou	nd			E	astboun	d			١	Vestbour	nd		1	IUlais	
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
10:00	10:15	0	0	1	0	1	0	0	0	0	0	0	5	0	0	5	0	8	0	0	8	14	14	-
10:15	10:30	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	1	7	0	0	8	13	27	-
10:30	10:45	2	0	0	0	2	0	0	0	0	0	0	9	2	0	11	0	9	0	0	9	22	49	-
10:45	11:00	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	11	0	0	11	19	68	-
11:00	11:15	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	10	0	0	10	18	72	-
11:15	11:30	1	0	0	0	1	0	0	0	0	0	0	14	1	0	15	0	5	0	0	5	21	80	-
11:30	11:45	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	12	0	0	12	20	78	-
11:45	12:00	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	10	0	0	10	19	78	-
12:00	12:15	3	0	0	0	3	0	0	0	0	0	0	6	3	0	9	0	7	0	0	7	19	79	-
12:15	12:30	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	12	0	0	12	19	77	-
12:30	12:45	1	0	0	0	1	0	0	0	0	0	0	10	1	0	11	0	10	0	0	10	22	79	PEAK
12:45	13:00	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	6	0	0	6	14	74	PEAK
13:00	13:15	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	16	0	0	16	24	79	PEAK
13:15	13:30	1	0	2	0	3	0	0	0	0	0	0	10	4	0	14	0	6	0	0	6	23	83	PEAK
13:30	13:45	1	0	0	0	1	0	0	0	0	0	0	9	0	0	9	0	8	0	0	8	18	79	-
13:45	14:00	U	U	U	U	U	U	U	U	U	U	U	5	2	U	7	U	10	0	U	10	17	82	-
To	als	10	0	3	0	13	0	0	0	0	0	0	128	13	0	141	1	147	0	0	148	302	83	

	nicies Oi	,	Comoto	n, Hilla I	lrivowov.							_	lndi	an Falls F	lood			Indi	an Falls	Dood				
Str					riveway																		Totals	
Orient	tation		N	orthbou	nd			S	outhbou	nd				Eastboun	d			١	Vestbou	nd			· otalo	
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
10:00	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
10:15	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	-
10:30	10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
10:45	11:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	3	
11:00	11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	-
11:15	11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
11:30	11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-
11:45	12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
12:00	12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15	12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	-
12:30	12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	PEAK
12:45	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	PEAK
13:00	13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	PEAK
13:15	13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	PEAK
13:30	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
13:45	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Tot	als	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5	3	

										INTE	RSECTIO	N PEAK	HOUR										
Ti Begin	ime End			ry Hills D orthboun				S	- outhbou	nd				an Falls R astboun					an Falls I Vestbour			То	tals
12:30	13:30	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Vol	lume	2	0	2	0	4	0	0	0	0	0	0	36	5	0	41	0	38	0	0	38	0	83
HV V	/olume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		1
Adjı	usted	2	0	2	0	4	0	0	0	0	0	0	36	5	0	41	0	38	0	0	38	0	83
P	HF	0.50		0.25		0.33							0.90	0.31		0.73		0.59			0.59		0.86
H	V%	0%	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	0%	3%	0%		3%		

										NE	TWORK	PEAK HO	UR										
Ti Begin	Time Cemetery Hills Driveway Begin End Northbound							s	- outhbour	nd				an Falls R astboun					an Falls I Vestbour			To	tals
11:45	12:45	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Vol	ume	4	0	0	0	4	0	0	0	0	0	0	32	4	0	36	0	39	0	0	39	0	79
HV V	olume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		1
Adju	usted	4	0	0	0	4	0	0	0	0	0	0	32	4	0	36	0	39	0	0	39	0	79
	HF	0.33				0.33							0.80	0.33		0.82		0.81			0.81		0.90
H\	V %	0%	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	0%	3%	0%		3%		

										2024 IN	ITERSEC1	TION PEA	K HOUR										
Tir Begin	me End			ery Hills D Iorthbour				s	- outhbou	nd				an Falls R astbound					an Falls f Vestbour			To	tals
11:45	12:45	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volu	ume	4	0	0	0	4	0	0	0	0	0	0	33	4	0	37	0	40	0	0	40	0	81
	olume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		1
Adju	ısted	4	0	0	0	4	0	0	0	0	0	0	33	4	0	37	0	40	0	0	40	0	81

										2032 II	NTERSEC [*]	TION PEA	K HOUR										
Tir	me		Cemete	ry Hills D	riveway				-				Indi	an Falls F	₹oad			Indi	an Falls F	Road		To	tals
Begin	End		N	orthbour	nd			S	outhbou	nd			-	Eastboun	d			٧	Vestboun	ıd		10	lais
11:45	12:45	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volu	ume	5	0	0	0	5	0	0	0	0	0	0	37	5	0	41	0	45	0	0	45	0	91
HV Vo	olume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		1
Adju	ısted	5	U	U	U	5	U	U	U	U	0	U	37	5	U	41	U	45	U	U	45	0	91

TRAFFIC COUNT SUMMARY PERFORMED BY LARSON DESIGN GROUP

Municipality: Pembroke
Intersection: NY 77 @ Indian Falls Rd
Date: Sat 3/19/22
Job No:
Client Code:

 Rd
 Season

 Northbound
 1.000

 Southbound
 1.000

 Eastbound
 1.000

 Westbound
 1.000

 Base
 2022

 Opening
 2024

 Design
 2032

2 10



Passenger Cars and Heavy Vehicles

Counted by:

LDG

	eet				(NY 77)			Allegha	any Road	(NY 77)				abbey Ro				Indi	ian Falls I	Road			Totals	
Orien	tation		N	orthbou	nd			S	outhbou	nd			E	Eastboun	d			١	Nestbour	ıd			iviais	
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
10:00	10:15	0	60	1	0	61	3	68	0	0	71	0	2	3	0	5	4	1	2	0	7	144	144	-
10:15	10:30	0	54	3	0	57	1	63	0	0	64	0	1	2	0	3	3	1	4	0	8	132	276	-
10:30	10:45	0	62	2	0	64	4	75	0	0	79	1	3	4	0	8	4	3	8	0	15	166	442	-
10:45	11:00	1	63	1	0	65	3	61	0	0	64	0	4	3	0	7	1	2	5	0	8	144	586	-
11:00	11:15	0	54	2	0	56	5	62	0	0	67	1	3	2	0	6	3	1	5	0	9	138	580	-
11:15	11:30	0	53	1	0	54	10	63	1	0	74	0	3	1	0	4	3	2	2	0	7	139	587	-
11:30	11:45	0	68	1	0	69	6	58	1	0	65	0	1	1	0	2	1	3	8	0	12	148	569	-
11:45	12:00	1	61	2	0	64	6	73	1	0	80	0	2	1	0	3	2	3	5	0	10	157	582	PEAK
12:00	12:15	0	75	2	0	77	7	71	0	0	78	0	1	3	0	4	2	2	6	0	10	169	613	PEAK
12:15	12:30	0	77	2	0	79	2	67	1	0	70	0	1	1	0	2	3	2	12	0	17	168	642	PEAK
12:30	12:45	1	75	3	0	79	8	74	0	0	82	0	3	2	0	5	1	2	4	0	7	173	667	PEAK
12:45	13:00	2	64	1	0	67	3	65	1	0	69	0	2	2	0	4	1	2	5	0	8	148	658	-
13:00	13:15	2	67	2	0	71	8	59	1	0	68	0	1	1	0	2	3	1	10	0	14	155	644	-
13:15	13:30	1	56	3	0	60	7	71	1	0	79	0	0	2	0	2	2	2	4	0	8	149	625	-
13:30	13:45	1	64	3	0	68	7	58	0	0	65	2	2	0	0	4	4	2	3	0	9	146	598	-
13:45	14:00	2	58	2	U	62	3	58	1	U	62	1	0	U	U	1	4	1	5	U	10	135	585	-
To	als	11	1011	31	0	1053	83	1046	8	0	1137	5	29	28	0	62	41	30	88	0	159	2411	667	

Str	eet				(NY 77)				ny Road					abbey Ro					an Falls				Totals	
Orient	tation		N	orthbou	nd			S	outhbou					Eastboun	d			١	Vestbou	nd			· otalo	
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
10:00	10:15	0	2	0	0	2	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	13	13	
10:15	10:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2	15	-
10:30	10:45	0	1	0	0	1	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	9	24	
10:45	11:00	0	2	0	0	2	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	7	31	
11:00	11:15	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	21	
11:15	11:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	20	
11:30	11:45	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	13	
11:45	12:00	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2	8	PEAK
12:00	12:15	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	8	PEAK
12:15	12:30	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	4	11	PEAK
12:30	12:45	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4	13	PEAK
12:45	13:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	
13:00	13:15	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4	13	
13:15	13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	10	
13:30	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
13:45	14:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	7	-
Tot	als	0	17	0	0	17	1	35	2	0	38	0	0	0	0	0	2	0	1	0	3	58	31	

											RSECTIO	N PEAK	HOUR										
Ti	Time Alleghany Road (NY 77) Alleghany Road (NY 77)										Ga	abbey Ro	ad			Indi	an Falls F	₹oad		To	tals		
Begin End Northbound Southbound									E	Eastbound	t			٧	Vestboun	d		10					
11:45	12:45	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Vol	Volume		288	9	0	299	23	285	2	0	310	0	7	7	0	14	8	9	27	0	44	0	667
HV V	olume	0	5	0	0	5	0	6	1	0	7	0	0	0	0	0	1	0	0	0	1		13
Adjı	ısted	2	288	9	0	299	23	285	2	0	310	0	7	7	0	14	8	9	27	0	44	0	667
	PHF		0.94	0.75		0.95	0.72	0.96	0.50		0.95		0.58	0.58		0.70	0.67	0.75	0.56		0.65		0.96
H	V %	0%	2%	0%		2%	0%	2%	50%		2%	0%	0%	0%		0%	13%	0%	0%		2%		

										NE	TWORK	PEAK HO	UR										
	Time Alleghany Road (NY 77) Begin End Northbound								any Road outhbour					abbey Ro Eastboun					an Falls F Vestboun			То	tals
	12:45	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volum	ne	2	288	9	0	299	23	285	2	0	310	0	7	7	0	14	8	9	27	0	44	0	667
HV Volu	ıme	0	5	0	0	5	0	6	1	0	7	0	0	0	0	0	1	0	0	0	1		13
Adjust	ed	2	288	9	0	299	23	285	2	0	310	0	7	7	0	14	8	9	27	0	44	0	667
PHF		0.50	0.94	0.75		0.95	0.72	0.96	0.50		0.95		0.58	0.58		0.70	0.67	0.75	0.56		0.65		0.96
HV%	,	0%	2%	0%		2%	0%	2%	50%		2%	0%	0%	0%		0%	13%	0%	0%		2%		

										2024 IN	TERSEC	TION PEA	K HOUR										
Tir Begin	me End		Allegha N	any Road orthbour					any Road outhbou					abbey Ro					an Falls I Vestbour			То	tals
11:45	12:45	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volu	ume	2	297	9	0	308	24	294	2	0	319	0	7	7	0	14	8	9	28	0	45	0	687
	olume	0	5	0	0	5	0	6	1	0	7	0	0	0	0	0	1	0	0	0	1		13
Adju	ısted	2	297	9	0	308	24	294	2	0	319	0	7	7	0	14	8	9	28	0	45	0	687

											TERSEC ⁻	TION PEA	K HOUR										
Tir	me		Allegha	any Road	(NY 77)			Allegha	ny Road	(NY 77)			Ga	abbey Ro	ad			Indi	an Falls F	Road		To	tals
Begin	End		N	orthbour	nd			S	outhbou	nd			E	astbound	d			٧	Vestboun	ıd		101	lais
11:45	12:45	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volu	ume	2	331	10	0	344	26	328	2	0	357	0	8	8	0	16	9	10	31	0	51	0	767
HV Vo	olume	ne 2 331 10 0					0	7	1	0	8	0	0	0	0	0	1	0	0	0	1		15
Adju	ısted	2	331	10	0	344	26	328	2	0	357	U	8	8	0	16	9	10	31	0	51	0	767

	TRAFFIC COUNT SUMMAR	Y PERFORMED BY LARSON DESIGNATION OF THE PROPERTY OF THE PROPE	3N GROUP
Municipality:	Pembroke		Factors
Intersection:			Season
Date:	Thu 3/17/22	Northbound	1.000
Job No:		Southbound	1.000
Client Code:		Eastbound	1.000
Counted by:	LDG	Westbound	1.000



Passenger Cars and Heavy Vehicles

Str	eet																						Totals	
Orien	tation		N	orthbou	nd			S	outhbou	nd			E	Eastboun	d			١	Vestbour	nd			TOLAIS	
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
7:00	7:15	0	42	2	0	44	1	52	0	0	53	0	6	4	0	10	2	4	1	0	7	114	114	PEAK
7:15	7:30	0	31	2	0	33	2	77	0	0	79	0	6	6	0	12	8	14	4	0	26	150	264	PEAK
7:30	7:45	1	34	4	0	39	4	64	0	0	68	0	10	5	0	15	4	4	0	0	8	130	394	PEAK
7:45	8:00	3	28	4	0	35	8	57	1	0	66	2	10	5	0	17	8	14	2	0	24	142	536	PEAK
8:00	8:15	1	27	2	0	30	3	45	0	0	48	0	17	0	0	17	1	8	0	0	9	104	526	-
8:15	8:30	5	35	0	0	40	0	53	0	0	53	0	6	4	0	10	2	2	2	0	6	109	485	-
8:30	8:45	2	36	0	0	38	3	40	0	0	43	0	2	2	0	4	2	7	1	0	10	95	450	-
8:45	9:00	0	38	1	0	39	2	45	1	0	48	0	4	0	0	4	0	5	2	0	7	98	406	-
9:00	9:15	1	36	1	0	38	7	42	0	0	49	0	7	1	0	8	2	7	2	0	11	106	408	-
9:15	9:30	2	38	0	0	40	0	40	0	0	40	0	2	0	0	2	1	4	3	0	8	90	389	-
9:30	9:45	1	26	0	0	27	5	32	1	0	38	0	8	0	0	8	2	7	3	0	12	85	379	-
9:45	10:00	1	37	5	U	43	2	50	U	U	52	U	10	3	U	13	3	10	4	U	17	125	406	-
To	tals	17	408	21	0	446	37	597	3	0	637	2	88	30	0	120	35	86	24	0	145	1348	536	

Str	eet			0					0					0					0				Totals	
Orien	tation		N	lorthbou	nd			S	outhbou	nd				Eastboun	d			1	Westbou	nd		1	TOLAIS	
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
7:00	7:15	0	10	0	0	10	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	12	12	PEAK
7:15	7:30	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	8	20	PEAK
7:30	7:45	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6	26	PEAK
7:45	8:00	3	7	1	0	11	1	3	1	0	5	1	3	0	0	4	1	4	0	0	5	25	51	PEAK
8:00	8:15	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8	47	-
8:15	8:30	5	11	0	0	16	0	9	0	0	9	0	2	0	0	2	1	0	0	0	1	28	67	-
8:30	8:45	1	2	0	0	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9	70	-
8:45	9:00	0	8	0	0	8	0	8	0	0	8	0	0	0	0	0	0	3	1	0	4	20	65	-
9:00	9:15	0	7	1	0	8	1	3	0	0	4	0	1	1	0	2	0	1	0	0	1	15	72	-
9:15	9:30	0	8	0	0	8	0	3	0	0	3	0	1	0	0	1	0	1	2	0	3	15	59	-
9:30	9:45	1	2	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7	57	-
9:45	10:00	1	3	0	0	4	0	4	0	0	4	0	0	0	0	0	2	0	0	0	2	10	47	-
To	tals	11	67	2	0	80	2	54	1	0	57	1	8	1	0	10	4	9	3	0	16	163	72	

Municipality:	Pembroke	PERFORMED BY LARSON DESIG	Factors
Intersection:	r embroke		Season
Date:	Thu 3/17/22	Northbound	1.000
Job No:		Southbound	1.000
Client Code:		Eastbound	1.000
Counted by:	LDG	Westbound	1.000



Passenger Cars and Heavy Vehicles

Str	eet																						Totals	
Orien	tation		N	orthbour	nd			S	outhbou	nd			E	Eastboun	d			٧	Vestbour	nd			1 Olais	
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
16:00	16:15	1	69	8	0	78	10	79	0	0	89	1	24	2	0	27	6	17	9	0	32	226	226	PEAK
16:15	16:30	1	70	9	0	80	3	70	0	0	73	1	23	7	0	31	2	17	9	0	28	212	438	PEAK
16:30	16:45	7	64	5	0	76	6	79	4	0	89	2	14	2	0	18	6	15	9	0	30	213	651	PEAK
16:45	17:00	2	61	2	0	65	8	83	1	0	92	0	19	7	0	26	4	16	8	0	28	211	862	PEAK
17:00	17:15	2	54	5	0	61	4	70	1	0	75	0	10	2	0	12	2	13	11	0	26	174	810	-
17:15	17:30	3	52	7	0	62	6	63	0	0	69	0	16	3	0	19	0	6	2	0	8	158	756	-
17:30	17:45	0	54	6	0	60	7	89	1	0	97	0	22	0	0	22	2	20	6	0	28	207	750	-
17:45	18:00	5	43	2	0	50	9	96	0	0	105	0	12	3	0	15	5	10	6	0	21	191	730	-
18:00	18:15	1	46	4	0	51	6	57	1	0	64	0	20	2	0	22	2	5	1	0	8	145	701	-
18:15	18:30	1	45	1	0	47	2	54	0	0	56	0	5	5	0	10	3	13	6	0	22	135	678	-
18:30	18:45	1	41	5	0	47	1	46	1	0	48	0	8	2	0	10	2	8	3	0	13	118	589	-
18:45	19:00	4	38	1	U	43	5	36	U	U	41	1	9	5	U	15	6	14	6	U	26	125	523	-
Tot	als	28	637	55	0	720	67	822	9	0	898	5	182	40	0	227	40	154	76	0	270	2115	862	

Str	eet			0					0					0					0				Totals	
Orient	tation		N	lorthbour	nd			S	outhbou	nd				Eastboun	d			1	Nestbou	nd			TOtals	
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
16:00	16:15	0	7	0	0	7	0	4	0	0	4	0	1	0	0	1	1	1	0	0	2	14	14	PEAK
16:15	16:30	0	2	0	0	2	0	9	0	0	9	0	1	2	0	3	0	1	1	0	2	16	30	PEAK
16:30	16:45	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	1	1	0	2	11	41	PEAK
16:45	17:00	0	3	0	0	3	0	9	0	0	9	0	0	3	0	3	0	0	0	0	0	15	56	PEAK
17:00	17:15	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	46	-
17:15	17:30	1	2	0	0	3	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	7	37	-
17:30	17:45	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	8	34	-
17:45	18:00	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3	22	-
18:00	18:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	21	
18:15	18:30	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	16	-
18:30	18:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	11	-
18:45	19:00	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	5	13	-
Tot	als	1	19	0	0	20	0	50	0	0	50	0	4	7	0	11	2	6	2	0	10	91	56	

TRAFFIC COUNT SUMMARY PERFORMED BY LARSON DESIGN GROUP Municipality: Intersection: Factors Season Date: Job No: Sat 3/19/22 Northbound 1.000 Southbound 1.000 Client Code: Eastbound LDG Westbound 1.000 Counted by:



Passenger Cars and Heavy Vehicles

Str	eet																						T-4-1-	
Orient	tation		N	orthbou	nd			S	outhbou	nd				astboun	ıd			٧	Vestbour	nd			Totals	
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
10:00	10:15	0	60	2	0	62	3	68	0	0	71	0	7	3	0	10	4	9	2	0	15	158	158	-
10:15	10:30	1	54	3	0	58	1	63	0	0	64	0	5	2	0	7	4	8	4	0	16	145	303	-
10:30	10:45	2	62	2	0	66	4	75	0	0	79	1	12	6	0	19	4	12	8	0	24	188	491	-
10:45	11:00	1	63	1	0	65	3	61	0	0	64	0	12	3	0	15	1	13	5	0	19	163	654	-
11:00	11:15	0	54	2	0	56	5	62	0	0	67	1	11	2	0	14	3	11	5	0	19	156	652	-
11:15	11:30	1	53	1	0	55	10	63	1	0	74	0	17	2	0	19	3	7	2	0	12	160	667	
11:30	11:45	0	68	1	0	69	6	58	1	0	65	0	9	1	0	10	1	15	8	0	24	168	647	-
11:45	12:00	1	61	2	0	64	6	73	1	0	80	0	11	1	0	12	2	13	5	0	20	176	660	PEAK
12:00	12:15	3	75	2	0	80	7	71	0	0	78	0	7	6	0	13	2	9	6	0	17	188	692	PEAK
12:15	12:30	0	77	2	0	79	2	67	1	0	70	0	8	1	0	9	3	14	12	0	29	187	719	PEAK
12:30	12:45	2	75	3	0	80	8	74	0	0	82	0	13	3	0	16	1	12	4	0	17	195	746	PEAK
12:45	13:00	2	64	1	0	67	3	65	1	0	69	0	10	2	0	12	1	8	5	0	14	162	732	
13:00	13:15	2	67	2	0	71	8	59	1	0	68	0	9	1	0	10	3	17	10	0	30	179	723	
13:15	13:30	2	56	5	0	63	7	71	1	0	79	0	10	6	0	16	2	8	4	0	14	172	708	
13:30	13:45	2	64	3	0	69	7	58	0	0	65	2	11	0	0	13	4	10	3	0	17	164	677	
13:45	14:00	2	58	2	U	62	3	58	1	U	62	1	5	2	U	8	4	11	5	U	20	152	667	
Tot	als	21	1011	34	0	1066	83	1046	8	0	1137	5	157	41	0	203	42	177	88	0	307	2713	746	

	ilicies O	,																						
Str	eet			0					0					0					0			l	Totals	
Orien	tation		N	orthbou	nd			S	outhbou	nd			ı	Eastboun	ıd			V	Vestbou	nd		1	Totals	
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
10:00	10:15	0	2	0	0	2	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	13	13	-
10:15	10:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3	16	-
10:30	10:45	0	1	0	0	1	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	9	25	
10:45	11:00	0	2	0	0	2	1	4	0	0	5	0	2	0	0	2	0	0	0	0	0	9	34	
11:00	11:15	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	24	
11:15	11:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	22	
11:30	11:45	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	15	-
11:45	12:00	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2	8	PEAK
12:00	12:15	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	8	PEAK
12:15	12:30	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	5	12	PEAK
12:30	12:45	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4	14	PEAK
12:45	13:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13	-
13:00	13:15	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4	14	-
13:15	13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	11	-
13:30	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	-
13:45	14:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	8	-
Tot	als	0	17	0	0	17	1	35	2	0	38	0	2	0	0	2	2	3	1	0	6	63	34	



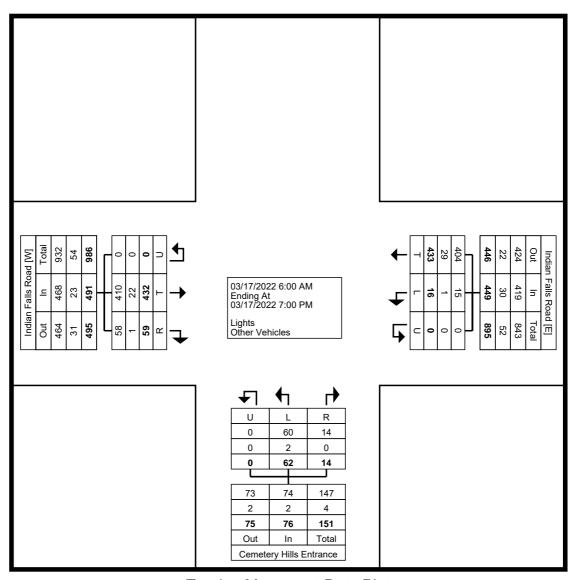
Count Name: NY Cemetery TIS Site Code: Start Date: 03/17/2022 Page No: 1

				Tu	rning I	Movem	ent Da	ata					
		Cemetery Hi	lls Entrance		J	Indian Fa				Indian Fa	alls Road		
O:		Northb	oound			Easth	ound			West	oound		
Start Time	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Int. Total
6:00 AM	0	0	0	0	4	0	0	4	0	4	0	4	8
6:15 AM	0	0	0	0	2	0	0	2	0	3	0	3	5
6:30 AM	0	0	0	0	4	0	0	4	0	6	0	6	10
6:45 AM	0	0	0	0	8	0	0	. 8	0	6	0	6	14
Hourly Total	0	0	0	0	18	0	0	18	0	19	0	19	37
7:00 AM	0	0	0	0	4	0	0	4	0	4	0	4	8
7:15 AM	0	0	0	0	5	1	0	6	0	12	0	12	18
7:30 AM	0	0	0	0	6	2	0	8	2	4	0	6	14
7:45 AM Hourly Total	0	0	0	0	9 24	<u>3</u>	0	12 30	4	9 29	0	11 33	63
8:00 AM	0	0	0	0	13	0	0	13	0		0	7	20
8:15 AM	0	0	0	0	4	0	0	4	0	2	0	2	6
8:30 AM	0	0	0	0	2	0	0	2	0	6	0	6	8
8:45 AM	0	0	0	0	4	0	0	4	0	3	0	3	7
Hourly Total	0	0	0	0	23	0	0	23	0	18	0	18	41
9:00 AM	1	0	0	1	6	1	0	7	1	5	0	6	14
9:15 AM	1	0	0	1	2	0	0	2	0	3	0	3	6
9:30 AM	1	0	0	1	5	0	0	5	0	6	0	6	12
9:45 AM	1	1	0	2	8	2	0	10	2	7	0	9	21
Hourly Total	4	1	0	5	21	3	0	24	3	21	0	24	53
10:00 AM	0	1	0	1	7	3	0	10	0	4	0	4	15
10:15 AM	0	0	0	0	4	6	0	10	0	5	0	5	15
10:30 AM	1	0	0	1	7	1	0	. 8	0	11	0	11	20
10:45 AM	0	1	0	1	6	1	0	7	4	11	0	15	23
Hourly Total	1	2	0	3	24	11	0	35	4	31	0	35	73
11:00 AM	0	1	0	1	8	0	0	8	0	3	0	3	12
11:15 AM 11:30 AM	7	1	0	1 8	10	1 1	0	9	0	11 5	0	11 5	21 24
11:45 AM	2	0	0	2	5	0	0	5	0	9	0	9	16
Hourly Total	10	2	0	12	31	2	0	33	0		0	28	73
12:00 PM	1	0	0	1	7	1	0	8	0	6	0	6	15
12:15 PM	2	0	0	2	11	0	0	11	0	12	0	12	25
12:30 PM	0	0	0	0	7	3	0	10	0	7	0	7	17
12:45 PM	2	0	0	2	6	5	0	11	0	8	0	8	21
Hourly Total	5	0	0	5	31	9	0	40	0	33	0	33	78
1:00 PM	1	1	0	2	7	1	0	8	0	6	0	6	16
1:15 PM	4	0	0	4	7	4	0	11	2	11	0	13	28
1:30 PM	1	1	0	2	7	2	0	. 9	1	11	0	12	23
1:45 PM	0	0	0	0	5	2	0	7	0	5	0	5	12
Hourly Total	6	2	0	8	26	9	0	35	3	33	0	36	79
2:00 PM	0	- 0	0	0	8	5	0	13	0	7	0	. 7	20
2:15 PM 2:30 PM	6	2	0	1 8	5 9	0	0	8	1	12	0	12	30
2:45 PM	4	0	0	4	13	2	0	15	0	12 6	0	13 6	25
Hourly Total	10	3	0	13	35	10	0	45	1	37	0	38	96
3:00 PM	4	0	0	4	9	0	0	9	0	14	0	14	27
3:15 PM	2	0	0	2	14	1	0	15	1	12	0	13	30
3:30 PM	1	1	0	2	10	1	0	11	0	15	0	15	28
3:45 PM	7	0	0	7	18	0	0	18	0	12	0	12	37
Hourly Total	14	1	0	15	51	2	0	53	1	53	0	54	122
4:00 PM	1	2	0	3	20	0	0	20	0	16	0	16	39
4:15 PM	0	0	0	0	18	1	0	19	0	14	0	14	33
4:30 PM	5	1	0	6	12	0	0	12	0	12	0	12	30
4:45 PM	0	0	0	0	15	11	0	16	0	16	0	16	32
Hourly Total	6	3	0	9	65	2	0	67	0	58	0	58	134
5:00 PM	1	. 0	0	. 1	8	0	0	. 8	0	12	0	12	21
5:15 PM	0	0	0	0	15	1	0	16	0	4	0	4	20
5:30 PM	0	0	0	0	18	0	0	18	0	14	0	14	32
5:45 PM	3	0	0	3	9	2	0	11	0	10	0	10	24
Hourly Total	4	0	0	4	50	3	0	53	0	40	0	40	97
6:00 PM	0	0	0	0	15	0	0	15	0	4	0	4	19

6:15 PM	1	0	0	1	5	1	0	6	0	10	0	10	17
6:30 PM	0	0	0	0	6	1	0	7	0	6	0	6	13
6:45 PM	1	0	0	1	7	0	0	7	0	13	0	13	21
Hourly Total	2	0	0	2	33	2	0	35	0	33	0	33	70
Grand Total	62	14	0	76	432	59	0	491	16	433	0	449	1016
Approach %	81.6	18.4	0.0	-	88.0	12.0	0.0	-	3.6	96.4	0.0	-	-
Total %	6.1	1.4	0.0	7.5	42.5	5.8	0.0	48.3	1.6	42.6	0.0	44.2	-
Lights	60	14	0	74	410	58	0	468	15	404	0	419	961
% Lights	96.8	100.0	-	97.4	94.9	98.3	-	95.3	93.8	93.3	-	93.3	94.6
Other Vehicles	2	0	0	2	22	1	0	23	1	29	0	30	55
% Other Vehicles	3.2	0.0	-	2.6	5.1	1.7	-	4.7	6.3	6.7	-	6.7	5.4



Count Name: NY Cemetery TIS Site Code: Start Date: 03/17/2022 Page No: 3



Turning Movement Data Plot



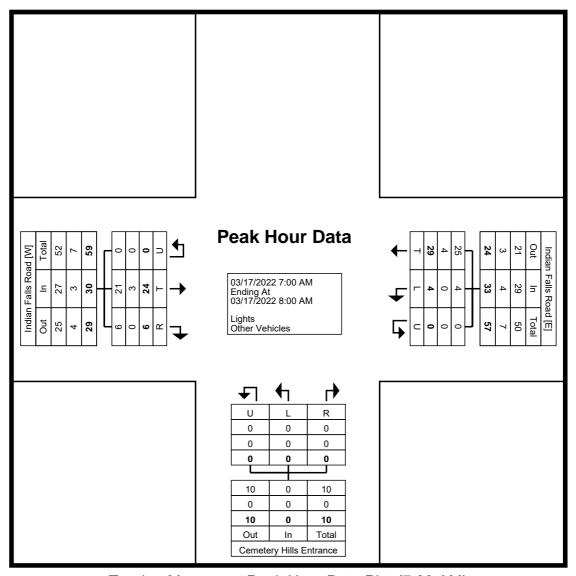
Count Name: NY Cemetery TIS Site Code: Start Date: 03/17/2022 Page No: 4

Turning Movement Peak Hour Data (7:00 AM)

								(,				
		Cemetery H	lills Entrance	·		Indian F	alls Road	•		Indian F	alls Road		
Ot and Time		North	bound			East	bound			West	bound		
Start Time	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Int. Total
7:00 AM	0	0	0	0	4	0	0	4	0	4	0	4	8
7:15 AM	0	0	0	0	5	1	0	6	0	12	0	12	18
7:30 AM	0	0	0	0	6	2	0	8	2	4	0	6	14
7:45 AM	0	0	0	0	9	3	0	12	2	9	0	11	23
Total	0	0	0	0	24	6	0	30	4	29	0	33	63
Approach %	0.0	0.0	0.0	-	80.0	20.0	0.0	-	12.1	87.9	0.0	-	-
Total %	0.0	0.0	0.0	0.0	38.1	9.5	0.0	47.6	6.3	46.0	0.0	52.4	-
PHF	0.000	0.000	0.000	0.000	0.667	0.500	0.000	0.625	0.500	0.604	0.000	0.688	0.685
Lights	0	0	0	0	21	6	0	27	4	25	0	29	56
% Lights	-	-	-	-	87.5	100.0	-	90.0	100.0	86.2	-	87.9	88.9
Other Vehicles	0	0	0	0	3	0	0	3	0	4	0	4	7
% Other Vehicles	_	_	_	_	12.5	0.0	_	10.0	0.0	13.8		12 1	11 1



Count Name: NY Cemetery TIS Site Code: Start Date: 03/17/2022 Page No: 5



Turning Movement Peak Hour Data Plot (7:00 AM)



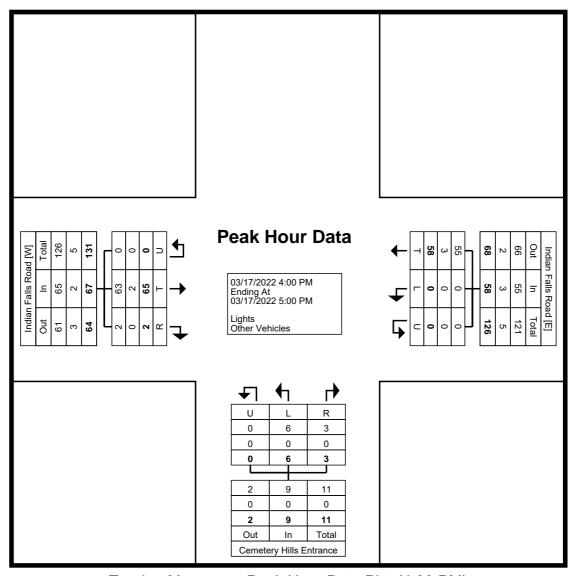
Count Name: NY Cemetery TIS Site Code: Start Date: 03/17/2022 Page No: 6

Turning Movement Peak Hour Data (4:00 PM)

				•				١ ,	,				
		Cemetery H	lills Entrance			Indian F	alls Road			Indian F	alls Road		
Start Time		North	bound			East	oound			West	bound		
Start Time	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Int. Total
4:00 PM	1	2	0	3	20	0	0	20	0	16	0	16	39
4:15 PM	0	0	0	0	18	1	0	19	0	14	0	14	33
4:30 PM	5	1	0	6	12	0	0	12	0	12	0	12	30
4:45 PM	0	0	0	0	15	1	0	16	0	16	0	16	32
Total	6	3	0	9	65	2	0	67	0	58	0	58	134
Approach %	66.7	33.3	0.0	-	97.0	3.0	0.0	-	0.0	100.0	0.0	-	-
Total %	4.5	2.2	0.0	6.7	48.5	1.5	0.0	50.0	0.0	43.3	0.0	43.3	-
PHF	0.300	0.375	0.000	0.375	0.813	0.500	0.000	0.838	0.000	0.906	0.000	0.906	0.859
Lights	6	3	0	9	63	2	0	65	0	55	0	55	129
% Lights	100.0	100.0	-	100.0	96.9	100.0	-	97.0	-	94.8	-	94.8	96.3
Other Vehicles	0	0	0	0	2	0	0	2	0	3	0	3	5
% Other Vehicles	0.0	0.0	-	0.0	3.1	0.0	-	3.0	-	5.2	-	5.2	3.7



Count Name: NY Cemetery TIS Site Code: Start Date: 03/17/2022 Page No: 7



Turning Movement Peak Hour Data Plot (4:00 PM)



Count Name: NY Cemetery TIS Site Code: Start Date: 03/19/2022 Page No: 1

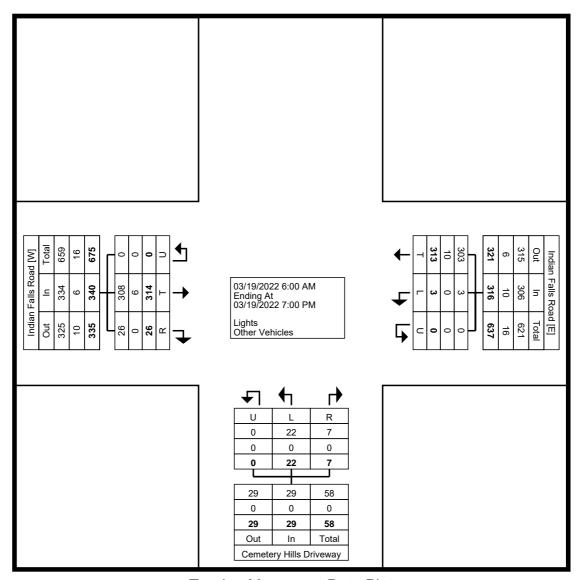
Turning Movement Data

	-			Tu	rning l	Movem	ient Da	ata					
		Cemetery H	ills Driveway		_		alls Road						
Start Time		North	bound			Easth	oound			West	bound		
	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Int. Total
6:00 AM	0	. 0	0	. 0	0	. 0	0	0	0	0	. 0	. 0	0
6:15 AM	0	0	0	0	4	0	0	4	0	1	0	1	5
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	. 0	3	. 0	0	3	0	2	. 0	2	5
Hourly Total	0	0	0	0	7	0	0	7	0	3	0	3	10
7:00 AM	0	0	0	0	1	0	0	1	0	1	0	1	2
7:15 AM	0	. 0	0	0	1	. 0	0	. 1	0	1	. 0	. 1	2
7:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	1	0	0	1	0	2	0	2	3
Hourly Total	0	0	0	0	4	. 0	0	4	0	4	0	4	7
8:00 AM	0	0	0	0	2	0	0	2	0	3 8	0	8	
8:15 AM 8:30 AM	0	0	0	0	4	0	0	4	0	8 6	0	6	10
8:45 AM	0	0	0	0	5	1	0	6	0	3	0	3	9
Hourly Total	0	0	0	0	15	1	0	16	0	20	0	20	36
9:00 AM	0	0	0	0	2	0	0	2	0	20	0	20	4
9:15 AM	0	0	0	0	5	1	0	6	0	<u>2</u>	0	1	7
9:30 AM	2	0	0	2	9	0	0	9	1	8	0	9	20
9:45 AM	0	0	0	0	10	0	0	10	0	2	0	2	12
Hourly Total	2	0	0	2	26	1	0	27	1	13	0	14	43
10:00 AM	0	1	0	1	5	0	0	5	0	8	0	8	14
10:15 AM	1	0	0	1	4	0	0	4	1	7	0	8	13
10:30 AM	2	0	0	2	9	2	0	11	0	9	0	9	22
10:45 AM	0	0	0	0	8	0	0	8	0	11	0	11	19
Hourly Total	3	1	0	4	26	2	0	28	1	35	0	36	68
11:00 AM	0	0	0	0	8	0	0	8	0	10	0	10	18
11:15 AM	1	0	0	1	14	1	0	15	0	5	0	5	21
11:30 AM	0	0	0	0	8	0	0	8	0	12	0	12	20
11:45 AM	0	0	0	0	9	0	0	9	0	10	0	10	19
Hourly Total	1	0	0	1	39	1	0	40	0	37	0	37	78
12:00 PM	3	0	0	3	6	3	0	9	0	7	0	7	19
12:15 PM	0	0	0	. 0	7	0	0	. 7	0	12	0	12	19
12:30 PM	1	0	0	1	10	1	0	11	0	10	0	10	22
12:45 PM	0	0	0	0	8	0	0	8	0	6	0	6	14
Hourly Total	4	0	0	. 4	31	4	0	35	0	35	. 0	35	74
1:00 PM	0	0	0	0	8	0	0	8	0	16	0	16	24
1:15 PM	1	2	0	3	10	4	0	14	0	6	0	6	23
1:30 PM	1	. 0	0	. 1	9	. 0	0	9	0	8	. 0	. 8	18
1:45 PM	0	0	0	0	5	2	0	7	0	10	0	10	17
Hourly Total	2	2	0	4	32	6	0	38	0	40	0	40	82
2:00 PM	1	1	0	2	10	1	0	. 11	0	8	0	. 8	21
2:15 PM	1	1	0	2	7	3	0	10	0	7	0	7	19
2:30 PM	2	0	0	2	5	1	0	6	0	4	0	4	12
2:45 PM	1	. 0	0	. 1	8	0	0	8	0	4	0	4	13
Hourly Total	5	2	0	7	30	5	0	35	0	23	0	23	65
3:00 PM 3:15 PM	0	0	0	0	9 8	0	0	9	0	10 13	0	10 13	19 21
3:30 PM	0	0	0	0	7	0	0	7	0	8	0	8	15
3:45 PM	0	0	0	0	10	0	0	10	0	7	0	7	17
Hourly Total	0	0	0	0	34	0	0	34	0	38	0	38	72
4:00 PM	0	0	0	0	5	0	0	5	0	3	0	3	8
4:00 PM 4:15 PM	0	0	0	0	6	0	0	6	0	7	0	7	13
4:30 PM	1	0	0	1	5	1	0	6	1	7	0	8	15
4:45 PM	0	1	0	1	4	0	0	4	0	4	0	4	9
Hourly Total	1	1	0	2	20	1	0	21	1	21	0	22	45
5:00 PM	0	0	0	0	4	0	0	4	0	6	0	6	10
5:15 PM	2	0	0	2	9	2	0	11	0	4	0	4	17
5:30 PM	0	0	0	0	9	2	0	11	0	7	0	7	18
5:45 PM	1	1	0	2	7	0	0	7	0	3	0	3	12
Hourly Total	3	1	0	4	29	4	0	33	0	20	0	20	57
6:00 PM	0	0	0	0	8	1	0	9	0	10	0	10	19

				-					r				
6:15 PM	1	0	0	1	6	0	0	6	0	2	0	2	9
6:30 PM	0	0	0	0	4	0	0	4	0	8	0	8	12
6:45 PM	0	0	0	0	3	0	0	3	0	4	0	4	7
Hourly Total	1	0	0	1	21	1	0	22	0	24	0	24	47
Grand Total	22	7	0	29	314	26	0	340	3	313	0	316	685
Approach %	75.9	24.1	0.0	-	92.4	7.6	0.0	-	0.9	99.1	0.0	-	-
Total %	3.2	1.0	0.0	4.2	45.8	3.8	0.0	49.6	0.4	45.7	0.0	46.1	-
Lights	22	7	0	29	308	26	0	334	3	303	0	306	669
% Lights	100.0	100.0	-	100.0	98.1	100.0	-	98.2	100.0	96.8	-	96.8	97.7
Other Vehicles	0	0	0	0	6	0	0	6	0	10	0	10	16
% Other Vehicles	0.0	0.0	-	0.0	1.9	0.0	-	1.8	0.0	3.2	-	3.2	2.3



Count Name: NY Cemetery TIS Site Code: Start Date: 03/19/2022 Page No: 3



Turning Movement Data Plot



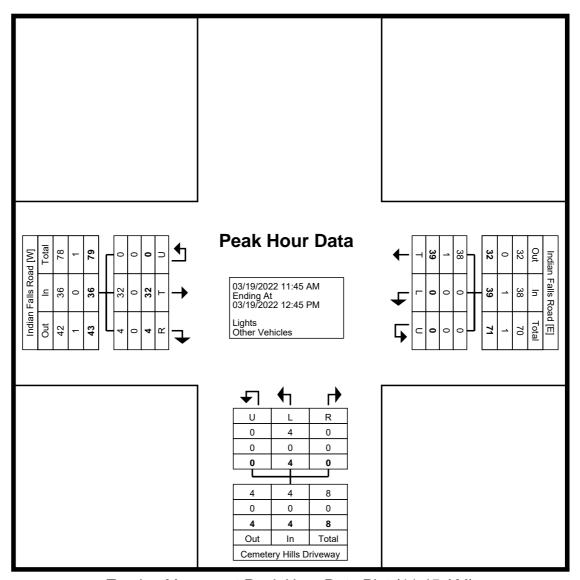
Count Name: NY Cemetery TIS Site Code: Start Date: 03/19/2022 Page No: 4

Turning Movement Peak Hour Data (11:45 AM)

	•				· · · · · · · · · · · · · · · · · · ·								
		Cemetery H	lills Driveway	,		Indian F	alls Road						
Start Time		North	bound			East	bound						
Start Time	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Int. Total
11:45 AM	0	0	0	0	9	0	0	9	0	10	0	10	19
12:00 PM	3	0	0	3	6	3	0	9	0	7	0	7	19
12:15 PM	0	0	0	0	7	0	0	7	0	12	0	12	19
12:30 PM	1	0	0	1	10	1	0	11	0	10	0	10	22
Total	4	0	0	4	32	4	0	36	0	39	0	39	79
Approach %	100.0	0.0	0.0	-	88.9	11.1	0.0	-	0.0	100.0	0.0	-	-
Total %	5.1	0.0	0.0	5.1	40.5	5.1	0.0	45.6	0.0	49.4	0.0	49.4	-
PHF	0.333	0.000	0.000	0.333	0.800	0.333	0.000	0.818	0.000	0.813	0.000	0.813	0.898
Lights	4	0	0	4	32	4	0	36	0	38	0	38	78
% Lights	100.0	-	-	100.0	100.0	100.0	-	100.0	1	97.4	-	97.4	98.7
Other Vehicles	0	0	0	0	0	0	0	0	0	1	0	1	1
% Other Vehicles	0.0	-	-	0.0	0.0	0.0	-	0.0	-	2.6	-	2.6	1.3



Count Name: NY Cemetery TIS Site Code: Start Date: 03/19/2022 Page No: 5



Turning Movement Peak Hour Data Plot (11:45 AM)



Count Name: NY Cemetery TIS Site Code: Start Date: 03/17/2022 Page No: 1

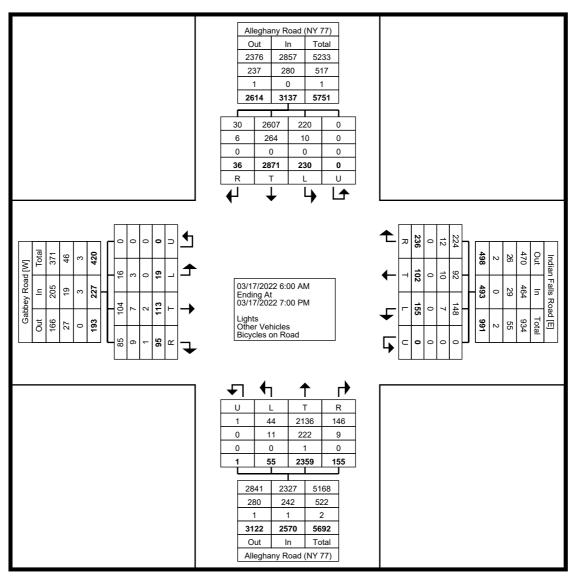
Turning Movement Data

							I	urni	ng M	ove	men	t Da	ta								
		Allegha	ny Road	(NY 77)		Alleghany Road (NY 77) Gabbey Road Indian Falls Road															
		N	lorthbou	nd			S	outhbou	ınd			1	Eastbour	nd			١	Vestbou	nd		
Start Time	Left	Thru	Right	U-Turn	App.	Left	Thru	Right	U-Turn	App.	Left	Thru	Right	U-Turn	App.	Left	Thru	Riaht	U-Turn	App.	Int.
6.00 AM					Total		-			Total				_	Total					Total	Total
6:00 AM	0	35	2		37	2	42	0	0	44	0	0	1	0	1	2	0	1	0	3	85
6:15 AM	0	23	2	0	25	2	33	0	0	35	0	0	1	0	1	2	0	2	0	4	65
6:30 AM	0	38	0	0	38	2	35	0	0	37	0	2	3	0	5	3	1	1	0	5	85
6:45 AM	3	34			38	6	40	0	0	46	0	1	3	0	4	9	1	4	0	7	95
Hourly Total	3	130	5	0	138	12	150	0	0	162		3	8	0	11	2	0	8	0	19	330
7:00 AM 7:15 AM	0	42 31	2	0	44 33	2	52 77	0	0	53 79	0	1	<u>4</u> 5	0	6	8	2	4	0	3 14	106 132
7:30 AM	1	34			39	4	64	0	0	68	0	'	3	0	7	2	0		0	2	116
7:45 AM	3	28	4	0	35	8	57	1	0	66	2	1	2	0	5	6	5	2	0	13	119
Hourly Total	4	135	12	0	151	15	250	1	0	266	2	8	14	0	24	18	7	7	0	32	473
8:00 AM	1	27	2	0	30	3	45	0	0	48	0	4	0	0	4	1	1	0	0	2	84
8:15 AM	5	35	0	0	40	0	53	0	0	53	0	2	4	0	6	2	0	2	0	4	103
8:30 AM	2	36	0	0	38	3	40	0	0	43	0	0	2	0	2	2	1	1	0	4	87
8:45 AM	0	38	1	0	39	2	45	1	0	48	0	0	0	0	0	0	2	2	0	4	91
	8	136	3	0	147	8	183	1	0	192	0	6	6	0	12	5	4	5	0	14	365
Hourly Total 9:00 AM	0	36	1	0	37	7	42	0	0	49	0	1	0	0	1	1	2	2	0	5	92
9:15 AM	1	38	0	0	39	0	40	0	0	40	0	0	0	0	0	1	1	3	0	5	84
9:30 AM	0	26	0	0	26	5	32	1	0	38	0	3	0	0	3	2	1	3	0	6	73
9:45 AM	0	37	4	0	41	2	50	0	0	52	0	2	1	0	3	1	3	4	0	8	104
Hourly Total	1	137	5	0	143	14	164	1	0	179	0	6	1	0	7	5	7	12	0	24	353
10:00 AM	0	40	2	0	42	6	48	1	0	55	1	2	0	0	3	0	0	4	0	4	104
10:15 AM	0	43	7	0	50	6	48	1	0	55	0	0	2	0	2	3	1	5	0	9	116
10:30 AM	1	39	4	0	44	1	57	0	0	58	1			0	5	4	4	3	0	11	118
10:45 AM	0	34	1	0	35	3	51	0	0	54	0	1	2	0	3	0	2	6	0	8	100
Hourly Total	1	156	14	0	171	16	204	2	0	222	2	5	6	0	13	7	7	18	0	32	438
11:00 AM	0	47	4	0	51	3	46	3	0	52	0	5	1	0	6	2	1	2	0	5	114
11:15 AM	2	55	4	0	61	4	53	0	0	57	0	0	0	0	0	6	3	4	0	13	131
11:30 AM	0	43	2	0	45	5	43	1	0	49	2	4	1	0	7	5	2	7	0	14	115
11:45 AM	2	42	1	0	45	2	47	0	0	49	0	2	2	0	4	2	1	5	0	8	106
Hourly Total	4	187	11	0	202	14	189	4	0	207	2	11	4	0	17	15	7	18	0	40	466
12:00 PM	3	45	2	0	50	1	60	1	0	62	1	2	1	0	4	3	0	3	0	6	122
12:15 PM	2	55	2	0	59	6	44	2	0	52	0	5	2	0	7	6	3	6	0	15	133
12:30 PM	1	55	3	0	59	8	51	0	0	59	0	3	0	0	3	1	4	2	0	7	128
12:45 PM	0	38	4	0	42	5	58	1	0	64	1	0	0	0	1	3	1	6	0	10	117
Hourly Total	6	193	11	0	210	20	213	4	0	237	2	10	3	0	15	13	8	17	0	38	500
1:00 PM	3	58	2	0	63	3	58	2	0	63	1	1	0	0	2	3	2	4	0	9	137
1:15 PM	0	51	4	1	56	8	42	3	0	53	0	2	1	0	3	3	1	10	0	14	126
1:30 PM	0	56	3	0	59	2	44	0	0	46	0	2	0	0	2	3	2	6	0	11	118
1:45 PM	0	56	7	0	63	0	47	1	0	48	0	2	2	0	4	2	3	0	0	5	120
Hourly Total	3	221	16	1	241	13	191	6	0	210	1	7	3	0	11	11	8	20	0	39	501
2:00 PM	3	44	5	0	52	4	50	1	0	55	0	1	0	0	1	0	4	3	0	7	115
2:15 PM	0	40	1	0	41	3	40	0	0	43	2	4	2	0	8	1	2	10	0	13	105
2:30 PM	1	49	2	0	52	6	57	0	0	63	0	2	3	0	5	6	5	7	0	18	138
2:45 PM	1	51	5	0	57	6	50	3	0	59	1	6	2	0	9	4	0	7	0	11	136
Hourly Total	5	184	13	0	202	19	197	4	0	220	3	13	7	0	23	11	11	27	0	49	494
3:00 PM	2	62	1	0	65	8	64	1	0	73	0	2	1	0	3	6	3	9	0	18	159
3:15 PM	0	48	5	0	53	2	92	0	0	94	1	4	4	0	9	4	3	7	0	14	170
3:30 PM	1	75	4	0	80	9	79	2	0	90	0	2	2	0	4	5	8	6	0	19	193
3:45 PM	1	58	3	0	62	13	73	1	0	87	1	2	3	0	6	6	4	6	0	16	171
Hourly Total	4	243	13	0	260	32	308	4	0	344	2	10	10	0	22	21	18	28	0	67	693
4:00 PM	0	69	6	0	75	10	79	0	0	89	1	4	2	0	7	6	1	9	0	16	187
4:15 PM	1	70	9	0	80	3	70	0	0	73	1	5	6	0	12	2	3	9	0	14	179
4:30 PM	2	64	4	0	70	6	79	4	0	89	2	2	2	0	6	6	3	9	0	18	183
4:45 PM	2	61	2	0	65	8	83	1	0	92	0	4	6	0	10	4	0	8	0	12	179
Hourly Total	5	264	21	0	290	27	311	5	0	343	4	15	16	0	35	18	7	35	0	60	728
5:00 PM	1	54	5	0	60	4	70	1	0	75	0	2	2	0	4	2	1	11	0	14	153
5:15 PM	3	52	7	0	62	6	63	0	0	69	0	1	2	0	3	0	2	2	0	4	138
5:30 PM	0	54	6	0	60	7	89	1	0	97	0	4	0	0	4	2	6	6	0	14	175
5:45 PM	2	43	2	0	47	9	96	0	0	105	0	3	1	0	4	5	0	6	0	11	167
Hourly Total	6	203	20	0	229	26	318	2	0	346	0	10	5	0	15	9	9	25	0	43	633

6:00 PM	1	46	4	0	51	6	57	1	0	64	0	5	2	0	7	2	1	1	0	4	126
6:15 PM	0	45	1	0	46	2	54	0	0	56	0	0	4	0	4	3	3	6	0	12	118
6:30 PM	1	41	5	0	47	1	46	1	0	48	0	2	1	0	3	2	2	3	0	7	105
6:45 PM	3	38	1	0	42	5	36	0	0	41	1	2	5	0	8	6	1	6	0	13	104
Hourly Total	5	170	11	0	186	14	193	2	0	209	1	9	12	0	22	13	7	16	0	36	453
Grand Total	55	2359	155	1	2570	230	2871	36	0	3137	19	113	95	0	227	155	102	236	0	493	6427
Approach %	2.1	91.8	6.0	0.0	-	7.3	91.5	1.1	0.0	-	8.4	49.8	41.9	0.0	-	31.4	20.7	47.9	0.0	-	-
Total %	0.9	36.7	2.4	0.0	40.0	3.6	44.7	0.6	0.0	48.8	0.3	1.8	1.5	0.0	3.5	2.4	1.6	3.7	0.0	7.7	-
Lights	44	2136	146	1	2327	220	2607	30	0	2857	16	104	85	0	205	148	92	224	0	464	5853
% Lights	80.0	90.5	94.2	100.0	90.5	95.7	90.8	83.3	-	91.1	84.2	92.0	89.5	-	90.3	95.5	90.2	94.9	-	94.1	91.1
Other Vehicles	11	222	9	0	242	10	264	6	0	280	3	7	9	0	19	7	10	12	0	29	570
% Other Vehicles	20.0	9.4	5.8	0.0	9.4	4.3	9.2	16.7	-	8.9	15.8	6.2	9.5	-	8.4	4.5	9.8	5.1	-	5.9	8.9
Bicycles on Road	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	1.8	1.1	-	1.3	0.0	0.0	0.0	-	0.0	0.1



Count Name: NY Cemetery TIS Site Code: Start Date: 03/17/2022 Page No: 3



Turning Movement Data Plot



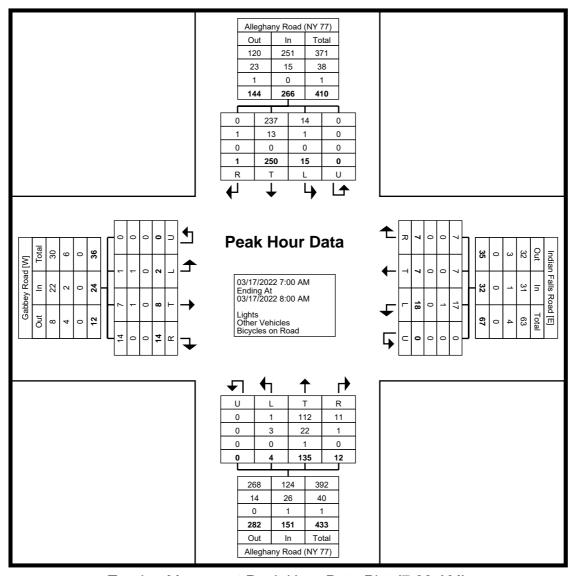
Count Name: NY Cemetery TIS Site Code: Start Date: 03/17/2022 Page No: 4

Turning Movement Peak Hour Data (7:00 AM)

		Alleghany Road (NY 77) Northbound			Alleghany Road (NY 77) Gabbey Road Indian Falls Road Southbound Eastbound Westbound																
Start Time	Left	Thru	Right		App. Total	Left	Thru		U-Turn	App. Total	Left	Thru		U-Turn	App. Total	Left	Thru		U-Turn	App. Total	Int. Total
7:00 AM	0	42	2	0	44	1	52	0	0	53	0	2	4	0	6	2	0	1	0	3	106
7:15 AM	0	31	2	0	33	2	77	0	0	79	0	1	5	0	6	8	2	4	0	14	132
7:30 AM	1	34	4	0	39	4	64	0	0	68	0	4	3	0	7	2	0	0	0	2	116
7:45 AM	3	28	4	0	35	8	57	1	0	66	2	1	2	0	5	6	5	2	0	13	119
Total	4	135	12	0	151	15	250	1	0	266	2	8	14	0	24	18	7	7	0	32	473
Approach %	2.6	89.4	7.9	0.0	-	5.6	94.0	0.4	0.0	-	8.3	33.3	58.3	0.0	-	56.3	21.9	21.9	0.0	-	-
Total %	0.8	28.5	2.5	0.0	31.9	3.2	52.9	0.2	0.0	56.2	0.4	1.7	3.0	0.0	5.1	3.8	1.5	1.5	0.0	6.8	-
PHF	0.333	0.804	0.750	0.000	0.858	0.469	0.812	0.250	0.000	0.842	0.250	0.500	0.700	0.000	0.857	0.563	0.350	0.438	0.000	0.571	0.896
Lights	1	112	11	0	124	14	237	0	0	251	1	7	14	0	22	17	7	7	0	31	428
% Lights	25.0	83.0	91.7	-	82.1	93.3	94.8	0.0	-	94.4	50.0	87.5	100.0	-	91.7	94.4	100.0	100.0	-	96.9	90.5
Other Vehicles	3	22	1	0	26	1	13	1	0	15	1	1	0	0	2	1	0	0	0	1	44
% Other Vehicles	75.0	16.3	8.3	-	17.2	6.7	5.2	100.0	-	5.6	50.0	12.5	0.0	-	8.3	5.6	0.0	0.0	-	3.1	9.3
Bicycles on Road	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0.0	0.7	0.0	-	0.7	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.2



Count Name: NY Cemetery TIS Site Code: Start Date: 03/17/2022 Page No: 5



Turning Movement Peak Hour Data Plot (7:00 AM)



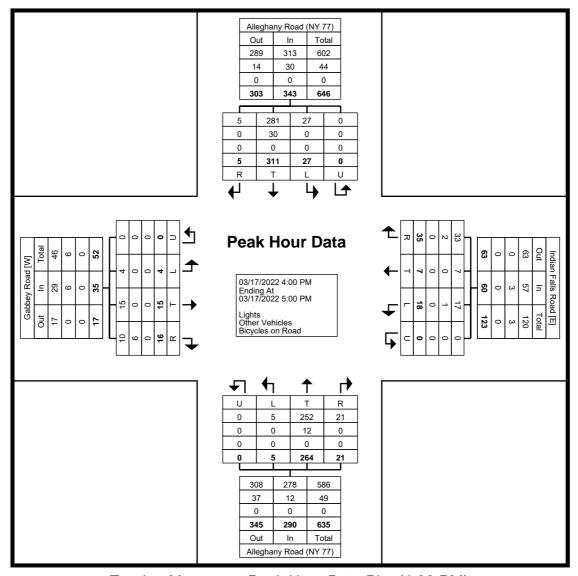
Count Name: NY Cemetery TIS Site Code: Start Date: 03/17/2022 Page No: 6

Turning Movement Peak Hour Data (4:00 PM)

		Alleghany Road (NY 77) Northbound Loft Thru Bight LLTure App.			Alleghany Road (NY 77) Southbound			Gabbey Road Eastbound				,	Indian Falls Road Westbound								
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
4:00 PM	0	69	6	0	75	10	79	0	0	89	1	4	2	0	7	6	1	9	0	16	187
4:15 PM	1	70	9	0	80	3	70	0	0	73	1	5	6	0	12	2	3	9	0	14	179
4:30 PM	2	64	4	0	70	6	79	4	0	89	2	2	2	0	6	6	3	9	0	18	183
4:45 PM	2	61	2	0	65	8	83	1	0	92	0	4	6	0	10	4	0	8	0	12	179
Total	5	264	21	0	290	27	311	5	0	343	4	15	16	0	35	18	7	35	0	60	728
Approach %	1.7	91.0	7.2	0.0	-	7.9	90.7	1.5	0.0	-	11.4	42.9	45.7	0.0	-	30.0	11.7	58.3	0.0	-	
Total %	0.7	36.3	2.9	0.0	39.8	3.7	42.7	0.7	0.0	47.1	0.5	2.1	2.2	0.0	4.8	2.5	1.0	4.8	0.0	8.2	
PHF	0.625	0.943	0.583	0.000	0.906	0.675	0.937	0.313	0.000	0.932	0.500	0.750	0.667	0.000	0.729	0.750	0.583	0.972	0.000	0.833	0.973
Lights	5	252	21	0	278	27	281	5	0	313	4	15	10	0	29	17	7	33	0	57	677
% Lights	100.0	95.5	100.0	_	95.9	100.0	90.4	100.0	-	91.3	100.0	100.0	62.5	-	82.9	94.4	100.0	94.3	-	95.0	93.0
Other Vehicles	0	12	0	0	12	0	30	0	0	30	0	0	6	0	6	1	0	2	0	3	51
% Other Vehicles	0.0	4.5	0.0	-	4.1	0.0	9.6	0.0	-	8.7	0.0	0.0	37.5	-	17.1	5.6	0.0	5.7	-	5.0	7.0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	_	0.0	0.0



Count Name: NY Cemetery TIS Site Code: Start Date: 03/17/2022 Page No: 7



Turning Movement Peak Hour Data Plot (4:00 PM)



Count Name: NY Cemetery TIS Site Code: Start Date: 03/19/2022 Page No: 1

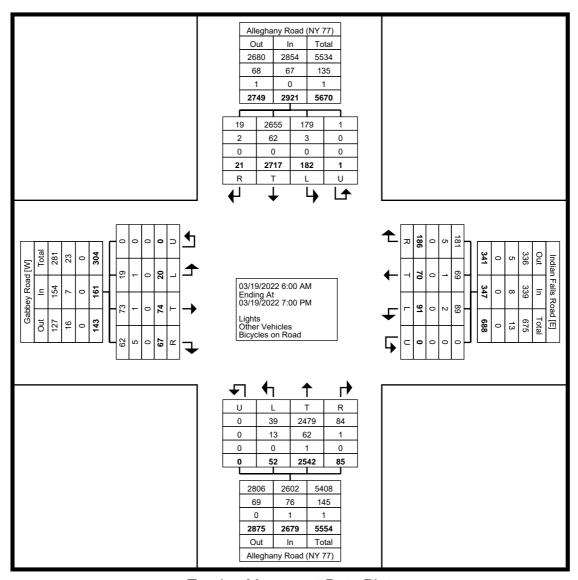
Turning Movement Data

							T	urni	ng M	ove	men [·]	t Da	ta								
		Allegha	ny Road	(NY 77)					(NY 77)				abbey Ro	oad			Indi	an Falls	Road		
		N	lorthbou	nd			S	outhbou	nd			1	Eastbour	ıd			١	Vestbou	nd		
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App.	Int.
		_					-					-					_			Total	Total
6:00 AM	1	21	0		22	0	12	0		12	0		0		0	0	0	0	0	0	34
6:15 AM	1	18	0	0	19	3	17	0	0	20	0	1	0	0	1	0	0	1	0	1	41
6:30 AM	15	36	0	0	51	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	65
6:45 AM	0	11	2	0	13	2	13	0	0	15	0	0	0		0	2	0	0	0	2	30
Hourly Total	17	86	2	0	105	5	56	0	0	61	0	1	0	0	1	2	0	1	0	3	170
7:00 AM	0	20	0	0	20	0	21	0 1	0	21	0	1	2	0	1	0	0	1	0	11	43
7:15 AM		19	-		19		33	-	1	35		0	-	0	3	0	-	1	0	1	58
7:30 AM	0	22 27	0	0	22 27	0	40 22	0	0	40 24	0	0	0	0	2		0 1	0	0	2	63
7:45 AM Hourly Total	0	88	0	0	88	1	116	2	1	120	2	2	3	0	7	1	1	2	0	4	55 219
8:00 AM	1	37	1	0	39	3	39	0	0	42	0	<u> </u>	1	0	2	3	0	0	0	3	86
8:15 AM	0	35	0	0	35	1	59 	0	0	55	1	1	1	0	3	2	2	5	0	9	102
8:30 AM	1	28	1	0	30	3	44	1	0	48	3	0	2	0	5	1	0	5	0	6	89
8:45 AM	1	32	'	0	34	4	53	0	0	57	1	1	1		3	0	0	2	0	2	96
Hourly Total	3	132	3	0	138	11	190	1	0	202	5	3	5	0	13	6	2	12	0	20	373
9:00 AM	1	35	1	0	37	0	41	0	0	41	0	1	0	0	1	1	1	0	0	2	81
9:15 AM	1	33	1	0	35	5	65	0	0	70	0	0	1	0	1	3	<u>·</u>	1	0	5	111
9:30 AM	2	58	2	0	62	2	41	0	0	43	1	5	1	0	7	0	3	4	0	7	119
9:45 AM	0	55	1	0	56	4	57	0	0	61	1	3	5	0	9	3	0	0	0	3	129
Hourly Total	4	181	5	0	190	11	204	0	0	215	2	9	7	0	18	7	5	5	0	17	440
10:00 AM	0	60	1	0	61	3	68	0	0	71	0	2	3	0	5	4	1	2	0	7	144
10:15 AM	0	54	3	0	57	1	63	0	0	64	0	1	2	0	3	3	1	4	0	8	132
10:30 AM	0	62	2	0	64	4	75	0	0	79	1	3	4	0	8	4	3	8	0	15	166
10:45 AM	1	63	1	0	65	3	61	0	0	64	0	4	3	0	7	1	2	5	0	8	144
Hourly Total	1	239	7	0	247	11	267	0	0	278	1	10	12	0	23	12	7	19	0	38	586
11:00 AM	0	54	2	0	56	5	62	0	0	67	1	3	2	0	6	3	1	5	0	9	138
11:15 AM	0	53	1	0	54	10	63	1	0	74	0	3	1	0	4	3	2	2	0	7	139
11:30 AM	0	68	1	0	69	6	58	1	0	65	0	1	1	0	2	1	3	8	0	12	148
11:45 AM	1	61	2	0	64	6	73	1	0	80	0	2	1	0	3	2	3	5	0	10	157
Hourly Total	1	236	6	0	243	27	256	3	0	286	1	9	5	0	15	9	9	20	0	38	582
12:00 PM	0	75	2	0	77	7	71	0	0	78	0	1	3	0	4	2	2	6	0	10	169
12:15 PM	0	77	2	0	79	2	67	1	0	70	0	1	1	0	2	3	2	12	0	17	168
12:30 PM	1	75	3	0	79	8	74	0	0	82	0	3	2	0	5	1	2	4	0	7	173
12:45 PM	2	64	1	0	67	3	65	1	0	69	0	2	2	0	4	1	2	5	0	8	148
Hourly Total	3	291	8	0	302	20	277	2	0	299	0	7	8	0	15	7	. 8	27	0	42	658
1:00 PM	2	67	2	0	71	8	59	1	0	68	0	1	1	0	2	3	1	10	0	14	155
1:15 PM	1	56	3	0	60	7	71	1	0	79	0	0	2	0	2	2	2	4	0	8	149
1:30 PM	1	64	3	. 0	68	7	58	0	0	65	2	2	0	. 0	4	4	2	3	0	9	146
1:45 PM	2	58	2	0	62	3	58	1	0	62	1	0	0	0	1	4	1	5	0	10	135
Hourly Total	6	245	10	0	261	25	246	3	0	274	3	3	3	0	9	13	6	22	0	41	585
2:00 PM	0	75	2	. 0	77	4	79	0	0	83	0	4	1	0	5	4	2	6	0	12	177
2:15 PM	0	77	3	0	80	5	78	0	0	83	1	1	1	0	3	3	1	3	0	7	173
2:30 PM	3	62	2	0	67	5	61	1	0	67	0	0	0	0	0	1	0	4	0	5	139
2:45 PM	1	. 74	3	0	78	6	51	0	0	57	0	1	2	0	3	1	3	7	0	11	149
Hourly Total	4	288	10	0	302	20	269	1	0	290	1	6	4	0	11	9	6	20	0	35	638
3:00 PM	2	62	2	0	66	3	74	0	0	77	0	4	2	0	6	1	4	5	0	10	159
3:15 PM	1	49	1	0	51	4	74	1_	. 0	79	1	1	0	0	2	3	1	8	0	12	144
3:30 PM	1	59	0	0	60	7	79	2	0	88	0	1	1	0	2	1	1	6	0	8	158
3:45 PM	0	58	4	0	62	2	61	1	0	64	1	3	0	0	4	2	1	3	0	6	136
Hourly Total	4	228	. 7	. 0	239	16	288	4	. 0	308	2	9	3	0	14	7	. 7	22	0	36	597
4:00 PM	1	52	1	0	54	4	74	1	0	79	0	2	2	0	4	0	3	1	0	4	141
4:15 PM	1	58	1	0	60	6	56	0	0	62	0	0	1	0	1	2	3	3	0	8	131
4:30 PM	0	57		. 0	58	3	43	0	0	46	1	1	4		6	3	1	4	0	8	118
4:45 PM	0	50	1	0	51	1	52	0	0	53	1	1	1	0	3	2	0	4	0	6	113
Hourly Total	2	217	4	0	223	14	225	1	0	240	2	4	8	0	14	7	7	12	0	26	503
5:00 PM	2	45	3		50	3	53	0	0	56	0	0	3		3	3	0	2	0	5	114
5:15 PM	0	47	5	0	52	2	43	0	0	45	1	2	2	0	5	2	2	3	0	7	109
5:30 PM	1	42	5	0	48	5	53	0	0	58	0	3	0	0	3	1	2	4	0	7	116
5:45 PM	0	35	1	0	36	5	33	0	0	38	0	2	2		4	0	1	2	0	3	81
Hourly Total	3	169	14	. 0	186	15	182	0	. 0	197	1	. 7	. 7	0	15	6	. 5	11	0	22	420

6:00 PM	0	38	5	0	43	2	37	1	0	40	0	1	0	0	1	2	2	6	0	10	94
6:15 PM	2	29	2	0	33	2	40	1	0	43	0	1	0	0	1	2	2	1	0	5	82
6:30 PM	2	40	2	0	44	1	26	2	0	29	0	1	0	0	1	1	2	5	0	8	82
6:45 PM	0	35	0	0	35	1	38	0	0	39	0	1	2	0	3	0	1	1	0	2	79
Hourly Total	4	142	9	0	155	6	141	4	0	151	0	4	2	0	6	5	7	13	0	25	337
Grand Total	52	2542	85	0	2679	182	2717	21	1	2921	20	74	67	0	161	91	70	186	0	347	6108
Approach %	1.9	94.9	3.2	0.0	-	6.2	93.0	0.7	0.0	-	12.4	46.0	41.6	0.0	-	26.2	20.2	53.6	0.0	-	-
Total %	0.9	41.6	1.4	0.0	43.9	3.0	44.5	0.3	0.0	47.8	0.3	1.2	1.1	0.0	2.6	1.5	1.1	3.0	0.0	5.7	-
Lights	39	2479	84	0	2602	179	2655	19	1	2854	19	73	62	0	154	89	69	181	0	339	5949
% Lights	75.0	97.5	98.8	-	97.1	98.4	97.7	90.5	100.0	97.7	95.0	98.6	92.5	-	95.7	97.8	98.6	97.3	-	97.7	97.4
Other Vehicles	13	62	1	0	76	3	62	2	0	67	1	1	5	0	7	2	1	5	0	8	158
% Other Vehicles	25.0	2.4	1.2	-	2.8	1.6	2.3	9.5	0.0	2.3	5.0	1.4	7.5	-	4.3	2.2	1.4	2.7	-	2.3	2.6
Bicycles on Road	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0



Count Name: NY Cemetery TIS Site Code: Start Date: 03/19/2022 Page No: 3



Turning Movement Data Plot



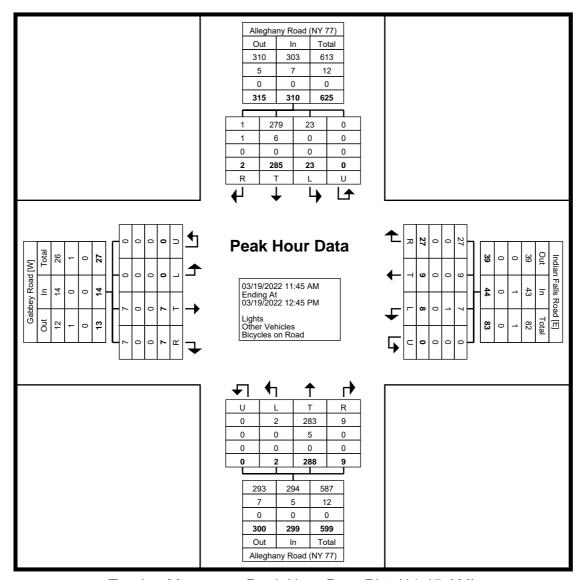
Count Name: NY Cemetery TIS Site Code: Start Date: 03/19/2022 Page No: 4

Turning Movement Peak Hour Data (11:45 AM)

						;···•					,		(.			1					
		Allegha	ny Road	(NY 77)			Allegha	ny Road	(NY 77)			Ga	bbey Ro	oad			India	an Falls I	Road		
		N	lorthbour	nd			S	outhbou	nd			E	astbour	d			٧	Vestbour	nd		
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
11:45 AM	1	61	2	0	64	6	73	1	0	80	0	2	1	0	3	2	3	5	0	10	157
12:00 PM	0	75	2	0	77	7	71	0	0	78	0	1	3	0	4	2	2	6	0	10	169
12:15 PM	0	77	2	0	79	2	67	1	0	70	0	1	1	0	2	3	2	12	0	17	168
12:30 PM	1	75	3	0	79	8	74	0	0	82	0	3	2	0	5	1	2	4	0	7	173
Total	2	288	9	0	299	23	285	2	0	310	0	7	7	0	14	8	9	27	0	44	667
Approach %	0.7	96.3	3.0	0.0	-	7.4	91.9	0.6	0.0	-	0.0	50.0	50.0	0.0	-	18.2	20.5	61.4	0.0	-	
Total %	0.3	43.2	1.3	0.0	44.8	3.4	42.7	0.3	0.0	46.5	0.0	1.0	1.0	0.0	2.1	1.2	1.3	4.0	0.0	6.6	-
PHF	0.500	0.935	0.750	0.000	0.946	0.719	0.963	0.500	0.000	0.945	0.000	0.583	0.583	0.000	0.700	0.667	0.750	0.563	0.000	0.647	0.964
Lights	2	283	9	0	294	23	279	1	0	303	0	7	7	0	14	7	9	27	0	43	654
% Lights	100.0	98.3	100.0	_	98.3	100.0	97.9	50.0	_	97.7	-	100.0	100.0	-	100.0	87.5	100.0	100.0	_	97.7	98.1
Other Vehicles	0	5	0	0	5	0	6	1	0	7	0	0	0	0	0	1	0	0	0	1	13
% Other Vehicles	0.0	1.7	0.0	-	1.7	0.0	2.1	50.0	-	2.3	-	0.0	0.0	-	0.0	12.5	0.0	0.0	-	2.3	1.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0



Count Name: NY Cemetery TIS Site Code: Start Date: 03/19/2022 Page No: 5



Turning Movement Peak Hour Data Plot (11:45 AM)

ATR 1

Date/Time/Volume/Average Speed/Temperature Report

Raw Count: 1,588 **Device ID: 406381** Location: Indian Hills & Cemetary Driveway Lane: EB AADT Count: 529 Operator:

Begin: 03/17/2022 12:00 AM End: 03/20/2022 12:00 AM Street: Indian Hills EB
City: Corfu
County: National Cemetary AADT Factor: 1 Speed Limit: 35

Hours: 72.00

Period (min): 15	State: NY	<i>y</i>		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Thu,03/17/2022				
[12:00 AM-12:15 AM]	0	0 MPH	45 F	
[12:15 AM-12:30 AM]	0	0 MPH	45 F	
[12:30 AM-12:45 AM]	1	58 MPH	45 F	
[12:45 AM-01:00 AM]	0	0 MPH	45 F	
[01:00 AM-01:15 AM]	0	0 MPH	43 F	
[01:15 AM-01:30 AM]	1	22 MPH	43 F	
[01:30 AM-01:45 AM]	0	0 MPH	43 F	
[01:45 AM-02:00 AM]	0	0 MPH	43 F	
[02:00 AM-02:15 AM]	0	0 MPH	43 F	
[02:15 AM-02:30 AM]	1	48 MPH	41 F	
[02:30 AM-02:45 AM]	0	0 MPH	41 F	
[02:45 AM-03:00 AM]	2	44 MPH	41 F	
[03:00 AM-03:15 AM]	0	0 MPH	41 F	
[03:15 AM-03:30 AM]	0	0 MPH	41 F	
[03:30 AM-03:45 AM]	0	0 MPH	41 F	
[03:45 AM-04:00 AM]	0	0 MPH	39 F	
[04:00 AM-04:15 AM]	0	0 MPH	39 F	
[04:15 AM-04:30 AM]	0	0 MPH	39 F	
[04:30 AM-04:45 AM]	0	0 MPH	39 F	
[04:45 AM-05:00 AM]	1	52 MPH	39 F	
[05:00 AM-05:15 AM]	0	0 MPH	39 F	
[05:15 AM-05:30 AM]	0	0 MPH	39 F	
[05:30 AM-05:45 AM]	3	40 MPH	41 F	
[05:45 AM-06:00 AM]	0	0 MPH	41 F	
[06:00 AM-06:15 AM]	4	48 MPH	41 F	
[06:15 AM-06:30 AM]	4	42 MPH	41 F	
[06:30 AM-06:45 AM]	4	50 MPH	41 F	
[06:45 AM-07:00 AM]	7	45 MPH	41 F	
[07:00 AM-07:15 AM]	6	51 MPH	41 F	
[07:15 AM-07:30 AM]	4	43 MPH	41 F	
[07:30 AM-07:45 AM]	11	44 MPH	41 F	
[07:45 AM-08:00 AM]	14	41 MPH	41 F	
[08:00 AM-08:15 AM]	9	46 MPH	43 F	
[08:15 AM-08:30 AM]	2	37 MPH	45 F	
[08:30 AM-08:45 AM]	3	46 MPH	48 F	
[08:45 AM-09:00 AM]	3	46 MPH	52 F	
[09:00 AM-09:15 AM]	8	43 MPH	55 F	
[09:15 AM-09:30 AM]	1	48 MPH	57 F	
[09:30 AM-09:45 AM]	8	39 MPH	61 F	
[09:45 AM-10:00 AM]	8	40 MPH	64 F	
[10:00 AM-10:15 AM]	10	37 MPH	66 F	
[10:15 AM-10:30 AM]	12	38 MPH	70 F	
[10:30 AM-10:45 AM]	8	41 MPH	72 F	
[10:45 AM-11:00 AM]	5	49 MPH	75 F	

Device ID: 406381 Location: Indian Hills & Cemetary Driveway Raw Count: 1,588

Operator: Lane: EB AADT Count: 529 **Begin:** 03/17/2022 12:00 AM **End:** 03/20/2022 12:00 AM Street: Indian Hills EB AADT Factor: 1 City: Corfu
County: National Cemetary
State: NY Speed Limit: 35

Hours: 72.00

Period (min): 15

Period (min): 15	State: NY			
Date And	Period	Average	Roadway	Roadway Surface
Time Range	Volume	Speed	Temperature	Wet/Dry
Thu,03/17/2022				
[11:00 AM-11:15 AM]	13	45 MPH	77 F	
[11:15 AM-11:30 AM]	7	39 MPH	81 F	
[11:30 AM-11:45 AM]	10	47 MPH	82 F	
[11:45 AM-12:00 PM]	5	44 MPH	86 F	
[12:00 PM-12:15 PM]	7	43 MPH	86 F	
[12:15 PM-12:30 PM]	13	46 MPH	88 F	
[12:30 PM-12:45 PM]	13	41 MPH	90 F	
[12:45 PM-01:00 PM]	9	35 MPH	91 F	
[01:00 PM-01:15 PM]	7	40 MPH	93 F	
[01:15 PM-01:30 PM]	13	38 MPH	93 F	
[01:30 PM-01:45 PM]	8	38 MPH	95 F	
[01:45 PM-02:00 PM]	8	36 MPH	95 F	
[02:00 PM-02:15 PM]	10	42 MPH	95 F	
[02:15 PM-02:30 PM]	9	39 MPH	93 F	
[02:30 PM-02:45 PM]	10	45 MPH	88 F	
[02:45 PM-03:00 PM]	16	43 MPH	82 F	
[03:00 PM-03:15 PM]	9	51 MPH	86 F	
[03:15 PM-03:30 PM]	12	43 MPH	86 F	
[03:30 PM-03:45 PM]	15	47 MPH	86 F	
[03:45 PM-04:00 PM]	18	45 MPH	84 F	
[04:00 PM-04:15 PM]	20	50 MPH	82 F	
[04:15 PM-04:30 PM]	19	49 MPH	82 F	
[04:30 PM-04:45 PM]	11	50 MPH	81 F	
[04:45 PM-05:00 PM]	14	50 MPH	81 F	
[05:00 PM-05:15 PM]	11	52 MPH	77 F	
[05:15 PM-05:30 PM]	14	45 MPH	77 F	
[05:30 PM-05:45 PM]	16	49 MPH	77 F	
[05:45 PM-06:00 PM]	14	46 MPH	75 F	
[06:00 PM-06:15 PM]	15	46 MPH	73 F	
[06:15 PM-06:30 PM]	3	43 MPH	72 F	
[06:30 PM-06:45 PM]	8	48 MPH	70 F	
[06:45 PM-07:00 PM]	6	48 MPH	66 F	
[07:00 PM-07:15 PM]	7	44 MPH	63 F	
[07:15 PM-07:30 PM]	8	50 MPH	61 F	
[07:30 PM-07:45 PM]	7	45 MPH	59 F	
[07:45 PM-08:00 PM]	3	46 MPH	59 F	
[08:00 PM-08:15 PM]	5	45 MPH	57 F	
[08:15 PM-08:30 PM]	5	48 MPH	55 F	
[08:30 PM-08:45 PM]	5	47 MPH	55 F	
[08:45 PM-09:00 PM]	3	43 MPH	54 F	
[09:00 PM-09:15 PM]	6	48 MPH	54 F	
[09:15 PM-09:30 PM]	2	47 MPH	54 F	
[09:30 PM-09:45 PM]	5	50 MPH	52 F	
[09:45 PM-10:00 PM]	2	47 MPH	52 F	
[00.401 W 10.001 W]	2	-T7 IVII 11	021	

Device ID: 406381 Location: Indian Hills & Cemetary Driveway Raw Count: 1,588

Operator:
Begin: 03/17/2022 12:00 AM Street: Indian Hills EB AADT Count: 529
End: 03/20/2022 12:00 AM City: Corfu Speed Limit: 35
Hours: 72.00 County: National Cemetary

Hours: 72.00 County: Nation
Period (min): 15 State: NY

[07:00 AM-07:15 AM]

[07:15 AM-07:30 AM]

[07:30 AM-07:45 AM]

[07:45 AM-08:00 AM]

[08:00 AM-08:15 AM]

[08:15 AM-08:30 AM]

renou (mm). 13	State. IVI			
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Thu,03/17/2022				
[10:00 PM-10:15 PM]	2	50 MPH	50 F	
[10:00 F M-10:10 F M]	2	30 MPH	50 F	
[10:30 PM-10:45 PM]	1	52 MPH	50 F	
[10:45 PM-11:00 PM]	0	0 MPH	50 F	_
[11:00 PM-11:15 PM]	2	45 MPH	50 F	_
[11:15 PM-11:30 PM]	2	58 MPH	48 F	_
[11:30 PM-11:45 PM]	1	52 MPH	48 F	_
[11:45 PM-12:00 AM]	0	0 MPH	48 F	
Thu,03/17/2022	571	45 MPH	60 F	
	571	45 MFH	00 F	
Fri,03/18/2022	_			
[12:00 AM-12:15 AM]	2	50 MPH	48 F	-
[12:15 AM-12:30 AM]	0	0 MPH	46 F	-
[12:30 AM-12:45 AM]	0	0 MPH	46 F	-
[12:45 AM-01:00 AM]	0	0 MPH	46 F	-
[01:00 AM-01:15 AM]	0	0 MPH	46 F	-
[01:15 AM-01:30 AM]	0	0 MPH	46 F	-
[01:30 AM-01:45 AM]	0	0 MPH	45 F	-
[01:45 AM-02:00 AM]	0	0 MPH	45 F	-
[02:00 AM-02:15 AM]	0	0 MPH	45 F	-
[02:15 AM-02:30 AM]	1	48 MPH	45 F	-
[02:30 AM-02:45 AM]	1	48 MPH	45 F	-
[02:45 AM-03:00 AM]	1	42 MPH	45 F	-
[03:00 AM-03:15 AM]	0	0 MPH	45 F	-
[03:15 AM-03:30 AM]	0	0 MPH	45 F	-
[03:30 AM-03:45 AM]	0	0 MPH	45 F	-
[03:45 AM-04:00 AM]	0	0 MPH	45 F	-
[04:00 AM-04:15 AM]	1	58 MPH	45 F	-
[04:15 AM-04:30 AM]	0	0 MPH	45 F	-
[04:30 AM-04:45 AM]	0	0 MPH	45 F	-
[04:45 AM-05:00 AM]	1	62 MPH	43 F	-
[05:00 AM-05:15 AM]	0	0 MPH	43 F	-
[05:15 AM-05:30 AM]	1	0 MPH	43 F	-
[05:30 AM-05:45 AM]	3	49 MPH	43 F	-
[05:45 AM-06:00 AM]	1	32 MPH	43 F	-
[06:00 AM-06:15 AM]	2	45 MPH	41 F	-
[06:15 AM-06:30 AM]	3	44 MPH	41 F	-
[06:30 AM-06:45 AM]	4	53 MPH	41 F	
[06:45 AM-07:00 AM]	6	45 MPH	41 F	

03/21/2022 10:42 PM Page: 3

5

5

13

9

5

6

43 MPH

52 MPH

40 MPH

44 MPH

39 MPH

40 MPH

41 F

41 F

41 F

43 F

45 F

46 F

Device ID: 406381 Location: Indian Hills & Cemetary Driveway Raw Count: 1,588

Operator: Lane: EB AADT Count: 529 **Begin:** 03/17/2022 12:00 AM **End:** 03/20/2022 12:00 AM AADT Factor: 1 Street: Indian Hills EB City: Corfu
County: National Cemetary
State: NY Speed Limit: 35

Hours: 72.00

Period (min): 15

renou (mm). 13	State. 141	1		
Date And	Dariad	Avorage	Poadway	Roadway Surface
Time Range	Period Volume	Average Speed	Roadway Temperature	Wet/Dry
	1	1 5,500		
Fri,03/18/2022				
[08:30 AM-08:45 AM]	3	41 MPH	50 F	
[08:45 AM-09:00 AM]	10	43 MPH	54 F	
[09:00 AM-09:15 AM]	4	48 MPH	55 F	
[09:15 AM-09:30 AM]	5	43 MPH	55 F	
[09:30 AM-09:45 AM]	5	44 MPH	57 F	
[09:45 AM-10:00 AM]	10	44 MPH	63 F	
[10:00 AM-10:15 AM]	11	43 MPH	66 F	
[10:15 AM-10:30 AM]	11	43 MPH	70 F	
[10:30 AM-10:45 AM]	6	48 MPH	73 F	
[10:45 AM-11:00 AM]	9	43 MPH	77 F	
[11:00 AM-11:15 AM]	7	38 MPH	79 F	
[11:15 AM-11:30 AM]	11	45 MPH	82 F	
[11:30 AM-11:45 AM]	7	45 MPH	86 F	
[11:45 AM-12:00 PM]	11	43 MPH	86 F	
[12:00 PM-12:15 PM]	20	38 MPH	88 F	
[12:15 PM-12:30 PM]	24	29 MPH	90 F	
[12:30 PM-12:45 PM]	13	37 MPH	91 F	
[12:45 PM-01:00 PM]	6	44 MPH	93 F	
[01:00 PM-01:15 PM]	12	46 MPH	95 F	
[01:15 PM-01:30 PM]	4	44 MPH	95 F	
[01:30 PM-01:45 PM]	15	48 MPH	97 F	
[01:45 PM-02:00 PM]	6	43 MPH	97 F	
[02:00 PM-02:15 PM]	5	47 MPH	97 F	
[02:15 PM-02:30 PM]	13	46 MPH	93 F	
[02:30 PM-02:45 PM]	7	41 MPH	90 F	
[02:45 PM-03:00 PM]	17	47 MPH	84 F	
[03:00 PM-03:15 PM]	11	48 MPH	84 F	
[03:15 PM-03:30 PM]	11	46 MPH	82 F	
[03:30 PM-03:45 PM]	10	48 MPH	82 F	
[03:45 PM-04:00 PM]	13	50 MPH	81 F	
[04:00 PM-04:15 PM]	10	45 MPH	81 F	
[04:15 PM-04:30 PM]	18	41 MPH	79 F	
[04:30 PM-04:45 PM]	11	47 MPH	77 F	
[04:45 PM-05:00 PM]	16	44 MPH	75 F	
[05:00 PM-05:15 PM]	13	44 MPH	73 F	
[05:15 PM-05:30 PM]	12	44 MPH	72 F	
[05:30 PM-05:45 PM]	11	42 MPH	70 F	
[05:45 PM-06:00 PM]	13	44 MPH	68 F	
[06:00 PM-06:15 PM]	9	43 MPH	66 F	
[06:15 PM-06:30 PM]	11	46 MPH	64 F	
[06:30 PM-06:45 PM]	11	46 MPH	63 F	
[06:45 PM-07:00 PM]	14	47 MPH	63 F	
[07:00 PM-07:15 PM]	12	48 MPH	61 F	
[07:15 PM-07:30 PM]	7	50 MPH	59 F	

Device ID: 406381 Location: Indian Hills & Cemetary Driveway Raw Count: 1,588

Operator: Lane: EB AADT Count: 529 **Begin:** 03/17/2022 12:00 AM **End:** 03/20/2022 12:00 AM AADT Factor: 1 Street: Indian Hills EB City: Corfu
County: National Cemetary
State: NY Speed Limit: 35

Hours: 72.00 Period (min): 15

Date And Period Average Roadway Time Range Volume Speed Temperature	Roadway Surface Wet/Dry
Time Range Volume Speed Temperature	Wet/Dry
Fri,03/18/2022	
[07:30 PM-07:45 PM] 11 44 MPH 59 F	
[07:45 PM-08:00 PM] 3 49 MPH 57 F	
[08:00 PM-08:15 PM] 7 46 MPH 57 F	
[08:15 PM-08:30 PM] 9 46 MPH 55 F	
[08:30 PM-08:45 PM] 9 46 MPH 55 F	
[08:45 PM-09:00 PM] 3 44 MPH 55 F	
[09:00 PM-09:15 PM] 9 47 MPH 54 F	
[09:15 PM-09:30 PM] 3 46 MPH 54 F	
[09:30 PM-09:45 PM] 6 49 MPH 54 F	
[09:45 PM-10:00 PM] 6 53 MPH 52 F	
[10:00 PM-10:15 PM] 3 44 MPH 52 F	
[10:15 PM-10:30 PM] 0 0 MPH 52 F	
[10:30 PM-10:45 PM] 2 45 MPH 52 F	
[10:45 PM-11:00 PM] 2 40 MPH 50 F	
[11:00 PM-11:15 PM] 0 0 MPH 50 F	
[11:15 PM-11:30 PM] 1 62 MPH 50 F	
[11:30 PM-11:45 PM] 1 52 MPH 50 F	
[11:45 PM-12:00 AM] 2 47 MPH 50 F	
Fri,03/18/2022 612 44 MPH 61 F	
Sat,03/19/2022	
[12:00 AM-12:15 AM] 1 48 MPH 50 F	
[12:15 AM-12:30 AM] 1 48 MPH 48 F	
[12:30 AM-12:45 AM] 2 47 MPH 48 F	
[12:45 AM-01:00 AM] 1 48 MPH 48 F	
[01:00 AM-01:15 AM] 0 0 MPH 48 F	
[01:15 AM-01:30 AM] 1 38 MPH 48 F	
[01:30 AM-01:45 AM] 0 0 MPH 48 F	
[01:45 AM-02:00 AM] 0 0 MPH 48 F	
[02:00 AM-02:15 AM] 1 48 MPH 46 F	
[02:15 AM-02:30 AM] 1 48 MPH 48 F	
[02:30 AM-02:45 AM] 0 0 MPH 48 F	
[02:45 AM-03:00 AM] 0 0 MPH 48 F	
[03:00 AM-03:15 AM] 2 35 MPH 48 F	
[03:15 AM-03:30 AM] 0 0 MPH 48 F	
[03:30 AM-03:45 AM] 0 0 MPH 48 F	
[03:45 AM-04:00 AM] 0 0 MPH 48 F	
[04:00 AM-04:15 AM] 0 0 MPH 48 F	
[04:15 AM-04:30 AM] 0 0 MPH 48 F	
[04:30 AM-04:45 AM] 0 0 MPH 48 F	
[04:45 AM-05:00 AM] 0 0 MPH 48 F	
[05:00 AM-05:15 AM] 0 0 MPH 48 F	
[05:15 AM-05:30 AM] 0 0 MPH 46 F	
[05:30 AM-05:45 AM] 0 0 MPH 46 F	
[05:45 AM-06:00 AM] 0 0 MPH 46 F	

Device ID: 406381 Raw Count: 1,588 Location: Indian Hills & Cemetary Driveway

Operator: Lane: EB AADT Count: 529 **Begin:** 03/17/2022 12:00 AM **End:** 03/20/2022 12:00 AM AADT Factor: 1 Street: Indian Hills EB City: Corfu
County: National Cemetary
State: NY Speed Limit: 35 Hours: 72.00

Period (min): 15

Period (min): 15	State: NY			
Date				Roadway
And Time Banga	Period	Average	Roadway	Surface
Time Range	Volume	Speed	Temperature	Wet/Dry
Sat,03/19/2022				
[06:00 AM-06:15 AM]	0	0 MPH	46 F	
[06:15 AM-06:30 AM]	4	50 MPH	46 F	
[06:30 AM-06:45 AM]	0	0 MPH	46 F	
[06:45 AM-07:00 AM]	4	45 MPH	45 F	
[07:00 AM-07:15 AM]	0	0 MPH	46 F	
[07:15 AM-07:30 AM]	1	52 MPH	46 F	
[07:30 AM-07:45 AM]	1	48 MPH	46 F	
[07:45 AM-08:00 AM]	1	48 MPH	46 F	
[08:00 AM-08:15 AM]	5	46 MPH	48 F	
[08:15 AM-08:30 AM]	1	48 MPH	48 F	
[08:30 AM-08:45 AM]	5	44 MPH	48 F	
[08:45 AM-09:00 AM]	6	46 MPH	46 F	
[09:00 AM-09:15 AM]	2	35 MPH	48 F	
[09:15 AM-09:30 AM]	6	43 MPH	48 F	
[09:30 AM-09:45 AM]	10	44 MPH	48 F	
[09:45 AM-10:00 AM]	8	48 MPH	48 F	
[10:00 AM-10:15 AM]	5	42 MPH	50 F	
[10:15 AM-10:30 AM]	6	47 MPH	50 F	
[10:30 AM-10:45 AM]	9	42 MPH	50 F	
[10:45 AM-11:00 AM]	8	45 MPH	52 F	
[11:00 AM-11:15 AM]	10	47 MPH	52 F	
[11:15 AM-11:30 AM]	14	44 MPH	52 F	
[11:30 AM-11:45 AM]	8	52 MPH	54 F	
[11:45 AM-12:00 PM]	9	48 MPH	55 F	
[12:00 PM-12:15 PM]	11	39 MPH	54 F	
[12:15 PM-12:30 PM]	5	49 MPH	55 F	
[12:30 PM-12:45 PM]	12	44 MPH	57 F	
[12:45 PM-01:00 PM]	6	48 MPH	57 F	
[01:00 PM-01:15 PM]	12	46 MPH	59 F	
[01:15 PM-01:30 PM]	10	37 MPH	63 F	
[01:30 PM-01:45 PM]	11	48 MPH	68 F	
[01:45 PM-02:00 PM]	5	41 MPH	68 F	
[02:00 PM-02:15 PM]	11	47 MPH	72 F	
[02:15 PM-02:30 PM]	10	38 MPH	72 F	
[02:30 PM-02:45 PM]	7	45 MPH	70 F	
[02:45 PM-03:00 PM]	9	51 MPH	70 F	
[03:00 PM-03:15 PM]	10	47 MPH	64 F	
[03:15 PM-03:30 PM]	6	45 MPH	64 F	
[03:30 PM-03:45 PM]	7	46 MPH	68 F	
[03:45 PM-04:00 PM]	10	50 MPH	68 F	
[04:00 PM-04:15 PM]	6	40 MPH 45 MPH	66 F	
[04:15 PM-04:30 PM] [04:30 PM-04:45 PM]	7	45 MPH 44 MPH	63 F	
	5		61 F	
[04:45 PM-05:00 PM]	3	51 MPH	59 F	

Device ID: 406381 Location: Indian Hills & Cemetary Driveway Raw Count: 1,588

AADT Count: 529 Operator: Lane: EB **Begin:** 03/17/2022 12:00 AM **End:** 03/20/2022 12:00 AM Street: Indian Hills EB AADT Factor: 1 City: Corfu
County: National Cemetary Speed Limit: 35

Hours: 72.00

Period (min): 15	State: NY	,		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Sat,03/19/2022				
[05:00 PM-05:15 PM]	6	48 MPH	57 F	
[05:15 PM-05:30 PM]	9	45 MPH	55 F	
[05:30 PM-05:45 PM]	13	45 MPH	54 F	
[05:45 PM-06:00 PM]	7	47 MPH	54 F	
[06:00 PM-06:15 PM]	9	48 MPH	52 F	
[06:15 PM-06:30 PM]	6	42 MPH	52 F	
[06:30 PM-06:45 PM]	3	51 MPH	50 F	
[06:45 PM-07:00 PM]	3	54 MPH	50 F	
[07:00 PM-07:15 PM]	5	50 MPH	50 F	
[07:15 PM-07:30 PM]	2	53 MPH	48 F	
[07:30 PM-07:45 PM]	8	49 MPH	48 F	
[07:45 PM-08:00 PM]	3	44 MPH	46 F	
[08:00 PM-08:15 PM]	3	53 MPH	46 F	
[08:15 PM-08:30 PM]	4	48 MPH	46 F	
[08:30 PM-08:45 PM]	3	46 MPH	46 F	
[08:45 PM-09:00 PM]	1	38 MPH	46 F	
[09:00 PM-09:15 PM]	3	37 MPH	45 F	
[09:15 PM-09:30 PM]	2	47 MPH	45 F	
[09:30 PM-09:45 PM]	1	48 MPH	45 F	
[09:45 PM-10:00 PM]	2	48 MPH	45 F	
[10:00 PM-10:15 PM]	4	50 MPH	45 F	
[10:15 PM-10:30 PM]	5	44 MPH	45 F	
[10:30 PM-10:45 PM]	1	58 MPH	45 F	
[10:45 PM-11:00 PM]	1	32 MPH	43 F	
[11:00 PM-11:15 PM]	1	48 MPH	43 F	
[11:15 PM-11:30 PM]	0	0 MPH	43 F	
[11:30 PM-11:45 PM]	4	46 MPH	43 F	
[11:45 PM-12:00 AM]	0	0 MPH	43 F	
Sat,03/19/2022	405	46 MPH	51 F	
03/17/2022 12:00 AM				<u> </u>
03/20/2022 12:00 AM	1588	45 MPH	57 F	

ATR 2

Date/Time/Volume/Average Speed/Temperature Report

Device ID: 406382 Location: Indian Hills & Cemetary Driveway Raw Count: 0
Operator: Lane: WB AADT Count: 0

 Begin: 03/17/2022 12:00 AM
 Street: Indian Hills WB
 AADT Factor: 1

 End: 03/20/2022 12:00 AM
 City: Corfu
 Speed Limit: 35

Hours: 72.00 County: National Cemetary Period (min): 15 State: NY Date Roadway And Period **Average** Roadway Surface Wet/Dry Time Range Volume Speed **Temperature** Thu,03/17/2022 [12:00 AM-12:15 AM] 0 0 MPH 39 F 0 [12:15 AM-12:30 AM] 0 MPH 37 F 0 [12:30 AM-12:45 AM] 0 MPH 37 F [12:45 AM-01:00 AM] 0 0 MPH 37 F 0 [01:00 AM-01:15 AM] 0 MPH 39 F [01:15 AM-01:30 AM] 0 0 MPH 39 F 0 [01:30 AM-01:45 AM] 0 MPH 39 F [01:45 AM-02:00 AM] 0 0 MPH 37 F [02:00 AM-02:15 AM] 0 0 MPH 37 F [02:15 AM-02:30 AM] 0 0 MPH 36 F 0 36 F [02:30 AM-02:45 AM] 0 MPH [02:45 AM-03:00 AM] 0 0 MPH 36 F [03:00 AM-03:15 AM] 0 0 MPH 36 F [03:15 AM-03:30 AM] 0 0 MPH 36 F [03:30 AM-03:45 AM] 0 0 MPH 36 F [03:45 AM-04:00 AM] 0 0 MPH 34 F 0 [04:00 AM-04:15 AM] 0 MPH 34 F [04:15 AM-04:30 AM] 0 0 MPH 34 F [04:30 AM-04:45 AM] 0 36 F 0 MPH [04:45 AM-05:00 AM] 0 0 MPH 36 F [05:00 AM-05:15 AM] 0 0 MPH 36 F [05:15 AM-05:30 AM] 0 0 MPH 36 F 0 37 F [05:30 AM-05:45 AM] 0 MPH [05:45 AM-06:00 AM] 0 0 MPH 37 F 0 0 MPH 37 F [06:00 AM-06:15 AM] 0 [06:15 AM-06:30 AM] 0 MPH 37 F 0 [06:30 AM-06:45 AM] 0 MPH 37 F [06:45 AM-07:00 AM] 0 0 MPH 37 F [07:00 AM-07:15 AM] 0 0 MPH 37 F [07:15 AM-07:30 AM] 0 0 MPH 37 F [07:30 AM-07:45 AM] 0 37 F 0 MPH 0 [07:45 AM-08:00 AM] 0 MPH 39 F [08:00 AM-08:15 AM] 0 0 MPH 41 F [08:15 AM-08:30 AM] 0 0 MPH 45 F 0 48 F [08:30 AM-08:45 AM] 0 MPH [08:45 AM-09:00 AM] 0 0 MPH 50 F 0 54 F [09:00 AM-09:15 AM] 0 MPH 0 [09:15 AM-09:30 AM] 0 MPH 59 F 0 [09:30 AM-09:45 AM] 0 MPH 64 F [09:45 AM-10:00 AM] 0 0 MPH 68 F 0 [10:00 AM-10:15 AM] 0 MPH 72 F [10:15 AM-10:30 AM] 0 0 MPH 75 F [10:30 AM-10:45 AM] 0 0 MPH 79 F

03/21/2022 10:44 PM Page: 1

0 MPH

82 F

0

[10:45 AM-11:00 AM]

Device ID: 406382 Location: Indian Hills & Cemetary Driveway Raw Count: 0

Lane: WB Operator: **AADT Count:** 0 **Begin:** 03/17/2022 12:00 AM **End:** 03/20/2022 12:00 AM Street: Indian Hills WB AADT Factor: 1 City: Corfu Speed Limit: 35 County: National Cemetary
State: NY Hours: 72.00

Period (min): 15

[09:45 PM-10:00 PM]

Period (min): 15	State: NY			
Date				Roadway
And Time Pange	Period	Average	Roadway	Surface
Time Range	Volume	Speed	Temperature	Wet/Dry
Thu,03/17/2022				
[11:00 AM-11:15 AM]	0	0 MPH	86 F	
[11:15 AM-11:30 AM]	0	0 MPH	88 F	
[11:30 AM-11:45 AM]	0	0 MPH	91 F	
[11:45 AM-12:00 PM]	0	0 MPH	93 F	
[12:00 PM-12:15 PM]	0	0 MPH	95 F	
[12:15 PM-12:30 PM]	0	0 MPH	97 F	
[12:30 PM-12:45 PM]	0	0 MPH	99 F	
[12:45 PM-01:00 PM]	0	0 MPH	100 F	
[01:00 PM-01:15 PM]	0	0 MPH	100 F	
[01:15 PM-01:30 PM]	0	0 MPH	100 F	
[01:30 PM-01:45 PM]	0	0 MPH	102 F	
[01:45 PM-02:00 PM]	0	0 MPH	100 F	
[02:00 PM-02:15 PM]	0	0 MPH	100 F	
[02:15 PM-02:30 PM]	0	0 MPH	100 F	
[02:30 PM-02:45 PM]	0	0 MPH	99 F	
[02:45 PM-03:00 PM]	0	0 MPH	99 F	
[03:00 PM-03:15 PM]	0	0 MPH	99 F	
[03:15 PM-03:30 PM]	0	0 MPH	95 F	
[03:30 PM-03:45 PM]	0	0 MPH	93 F	
[03:45 PM-04:00 PM]	0	0 MPH	91 F	
[04:00 PM-04:15 PM]	0	0 MPH	90 F	
[04:15 PM-04:30 PM]	0	0 MPH	88 F	
[04:30 PM-04:45 PM]	0	0 MPH	84 F	
[04:45 PM-05:00 PM]	0	0 MPH	82 F	
[05:00 PM-05:15 PM]	0	0 MPH	77 F	
[05:15 PM-05:30 PM]	0	0 MPH	73 F	
[05:30 PM-05:45 PM]	0	0 MPH	70 F	
[05:45 PM-06:00 PM]	0	0 MPH	66 F	
[06:00 PM-06:15 PM]	0	0 MPH	64 F	
[06:15 PM-06:30 PM]	0	0 MPH	63 F	
[06:30 PM-06:45 PM]	0	0 MPH	59 F	
[06:45 PM-07:00 PM]	0	0 MPH	55 F	
[07:00 PM-07:15 PM]	0	0 MPH	54 F	
[07:15 PM-07:30 PM]	0	0 MPH	52 F	
[07:30 PM-07:45 PM]	0	0 MPH	50 F	
[07:45 PM-08:00 PM]	0	0 MPH	48 F	
[08:00 PM-08:15 PM]	0	0 MPH	46 F	
[08:15 PM-08:30 PM]	0	0 MPH	46 F	
[08:30 PM-08:45 PM]	0	0 MPH	45 F	
[08:45 PM-09:00 PM]	0	0 MPH	45 F	
[09:00 PM-09:15 PM]	0	0 MPH	45 F	
[09:15 PM-09:30 PM]	0	0 MPH	43 F	
[09:30 PM-09:45 PM]	0	0 MPH	43 F	
[00.4E DN4 40.00 DN4]	•	OMBLI	40 -	

03/21/2022 10:44 PM 2 Page:

0 MPH

43 F

0

Device ID: 406382 Location: Indian Hills & Cemetary Driveway Raw Count: 0

Operator:
Begin: 03/17/2022 12:00 AM Street: Indian Hills WB AADT Factor: 1
End: 03/20/2022 12:00 AM City: Corfu Speed Limit: 35
Hours: 72.00 County: National Cemetary

Hours: 72.00 Period (min): 15	State: NY	ary		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Thu,03/17/2022				
[10:00 PM-10:15 PM]	0	0 MPH	41 F	
[10:15 PM-10:30 PM]	0	0 MPH	41 F	
[10:30 PM-10:45 PM]	0	0 MPH	41 F	
[10:45 PM-11:00 PM]	0	0 MPH	41 F	
[11:00 PM-11:15 PM]	0	0 MPH	41 F	
[11:15 PM-11:30 PM]	0	0 MPH	41 F	
[11:30 PM-11:45 PM]	0	0 MPH	41 F	
[11:45 PM-12:00 AM]	0	0 MPH	41 F	
Thu,03/17/2022	0	MPH	58 F	
Fri,03/18/2022				
[12:00 AM-12:15 AM]	0	0 MPH	41 F	
[12:15 AM-12:30 AM]	0	0 MPH	41 F	
[12:30 AM-12:45 AM]	0	0 MPH	41 F	
[12:45 AM-01:00 AM]	0	0 MPH	39 F	
[01:00 AM-01:15 AM]	0	0 MPH	39 F	
[01:15 AM-01:30 AM]	0	0 MPH	39 F	
[01:30 AM-01:45 AM]	0	0 MPH	39 F	
[01:45 AM-02:00 AM]	0	0 MPH	37 F	
[02:00 AM-02:15 AM]	0	0 MPH	37 F	
[02:15 AM-02:30 AM]	0	0 MPH	37 F	
[02:30 AM-02:45 AM]	0	0 MPH	39 F	
[02:45 AM-03:00 AM]	0	0 MPH	39 F	
[03:00 AM-03:15 AM]	0	0 MPH	39 F	
[03:15 AM-03:30 AM]	0	0 MPH	39 F	
[03:30 AM-03:45 AM]	0	0 MPH	41 F	
[03:45 AM-04:00 AM]	0	0 MPH	41 F	
[04:00 AM-04:15 AM]	0	0 MPH	41 F	
[04:15 AM-04:30 AM]	0	0 MPH	39 F	
[04:30 AM-04:45 AM]	0	0 MPH	39 F	
[04:45 AM-05:00 AM]	0	0 MPH	39 F	
[05:00 AM-05:15 AM]	0	0 MPH	37 F	
[05:15 AM-05:30 AM]	0	0 MPH	37 F	
[05:30 AM-05:45 AM]	0	0 MPH	37 F	
[05:45 AM-06:00 AM]	0	0 MPH	37 F	
[06:00 AM-06:15 AM]	0	0 MPH	37 F	
[06:15 AM-06:30 AM]	0	0 MPH	37 F	
[06:30 AM-06:45 AM]	0	0 MPH	37 F	
[06:45 AM-07:00 AM]	0	0 MPH	36 F	
[07:00 AM-07:15 AM]	0	0 MPH	36 F	
[07:15 AM-07:30 AM]	0	0 MPH	37 F	
[07:30 AM-07:45 AM]	0	0 MPH	37 F	
[07:45 AM-08:00 AM]	0	0 MPH	39 F	
[08:00 AM-08:15 AM]	0	0 MPH	41 F	
[08:15 AM-08:30 AM]	0	0 MPH	46 F	

Device ID: 406382 Location: Indian Hills & Cemetary Driveway Raw Count: 0

AADT Count: 0 Lane: WB Operator: Begin: 03/17/2022 12:00 AM End: 03/20/2022 12:00 AM Street: Indian Hills WB
City: Corfu
County: National Cemetary AADT Factor: 1 Speed Limit: 35 Hours: 72.00

Period (min): 15	State: NY			
Date		_		Roadway
And Time Range	Period Volume	Average Speed	Roadway Temperature	Surface Wet/Dry
Fri,03/18/2022	-			•
[08:30 AM-08:45 AM]	0	0 MPH	50 F	
[08:45 AM-09:00 AM]	0	0 MPH	54 F	
[09:00 AM-09:15 AM]	0	0 MPH	55 F	
[09:00 AM-09:10 AM]	0	0 MPH	57 F	
[09:30 AM-09:45 AM]	0	0 MPH	59 F	
[09:45 AM-10:00 AM]	0	0 MPH	64 F	
[10:00 AM-10:15 AM]	0	0 MPH	70 F	
[10:00 AM-10:10 AM]	0	0 MPH	75 F	
[10:30 AM-10:45 AM]	0	0 MPH	79 F	
[10:45 AM-11:00 AM]	0	0 MPH	82 F	
[11:00 AM-11:15 AM]	0	0 MPH	86 F	
[11:15 AM-11:30 AM]	0	0 MPH	90 F	
[11:30 AM-11:45 AM]	0	0 MPH	93 F	
[11:45 AM-12:00 PM]	0	0 MPH	95 F	
[12:00 PM-12:15 PM]	0	0 MPH	97 F	
[12:15 PM-12:30 PM]	0	0 MPH	99 F	
[12:30 PM-12:45 PM]	0	0 MPH	99 F	
[12:45 PM-01:00 PM]	0	0 MPH	100 F	
[01:00 PM-01:15 PM]	0	0 MPH	102 F	
[01:15 PM-01:30 PM]	0	0 MPH	104 F	
[01:30 PM-01:45 PM]	0	0 MPH	104 F	
[01:45 PM-02:00 PM]	0	0 MPH	106 F	
[02:00 PM-02:15 PM]	0	0 MPH	104 F	
[02:15 PM-02:30 PM]	0	0 MPH	100 F	
[02:30 PM-02:45 PM]	0	0 MPH	100 F	
[02:45 PM-03:00 PM]	0	0 MPH	99 F	
[03:00 PM-03:15 PM]	0	0 MPH	95 F	
[03:15 PM-03:30 PM]	0	0 MPH	91 F	
[03:30 PM-03:45 PM]	0	0 MPH	88 F	
[03:45 PM-04:00 PM]	0	0 MPH	84 F	
[04:00 PM-04:15 PM]	0	0 MPH	84 F	
[04:15 PM-04:30 PM]	0	0 MPH	84 F	
[04:30 PM-04:45 PM]	0	0 MPH	81 F	
[04:45 PM-05:00 PM]	0	0 MPH	77 F	
[05:00 PM-05:15 PM]	0	0 MPH	72 F	
[05:15 PM-05:30 PM]	0	0 MPH	70 F	
[05:30 PM-05:45 PM]	0	0 MPH	66 F	
[05:45 PM-06:00 PM]	0	0 MPH	63 F	
[06:00 PM-06:15 PM]	0	0 MPH	61 F	
[06:15 PM-06:30 PM]	0	0 MPH	59 F	
[06:30 PM-06:45 PM]	0	0 MPH	55 F	
[06:45 PM-07:00 PM]	0	0 MPH	54 F	
[07:00 PM-07:15 PM]	0	0 MPH	52 F	
[07:15 PM-07:30 PM]	0	0 MPH	50 F	

Device ID: 406382 Location: Indian Hills & Cemetary Driveway Raw Count: 0

Lane: WB Operator: **AADT Count:** 0 **Begin:** 03/17/2022 12:00 AM **End:** 03/20/2022 12:00 AM Street: Indian Hills WB AADT Factor: 1 City: Corfu Speed Limit: 35

County: National Cemetary
State: NY Hours: 72.00

Period (min): 15

Period (min): 15	State: NY			
Date				Roadway
And	Period	Average	Roadway	Surface
Time Range	Volume	Speed	Temperature	Wet/Dry
Fri,03/18/2022				
[07:30 PM-07:45 PM]	0	0 MPH	50 F	
[07:45 PM-08:00 PM]	0	0 MPH	48 F	
[08:00 PM-08:15 PM]	0	0 MPH	48 F	
[08:15 PM-08:30 PM]	0	0 MPH	48 F	
[08:30 PM-08:45 PM]	0	0 MPH	46 F	
[08:45 PM-09:00 PM]	0	0 MPH	46 F	
[09:00 PM-09:15 PM]	0	0 MPH	46 F	
[09:15 PM-09:30 PM]	0	0 MPH	45 F	
[09:30 PM-09:45 PM]	0	0 MPH	45 F	
[09:45 PM-10:00 PM]	0	0 MPH	45 F	
[10:00 PM-10:15 PM]	0	0 MPH	45 F	
[10:15 PM-10:30 PM]	0	0 MPH	45 F	
[10:30 PM-10:45 PM]	0	0 MPH	45 F	
[10:45 PM-11:00 PM]	0	0 MPH	45 F	
[11:00 PM-11:15 PM]	0	0 MPH	45 F	
[11:15 PM-11:30 PM]	0	0 MPH	45 F	
[11:30 PM-11:45 PM]	0	0 MPH	45 F	
[11:45 PM-12:00 AM]	0	0 MPH	43 F	
Fri,03/18/2022	0	MPH	59 F	
Sat,03/19/2022				
[12:00 AM-12:15 AM]	0	0 MPH	43 F	
[12:15 AM-12:30 AM]	0	0 MPH	43 F	
[12:30 AM-12:45 AM]	0	0 MPH	43 F	
[12:45 AM-01:00 AM]	0	0 MPH	43 F	
[01:00 AM-01:15 AM]	0	0 MPH	43 F	
[01:15 AM-01:30 AM]	0	0 MPH	43 F	
[01:30 AM-01:45 AM]	0	0 MPH	45 F	
[01:45 AM-02:00 AM]	0	0 MPH	45 F	
[02:00 AM-02:15 AM]	0	0 MPH	45 F	
[02:15 AM-02:30 AM]	0	0 MPH	45 F	
[02:30 AM-02:45 AM]	0	0 MPH	45 F	
[02:45 AM-03:00 AM]	0	0 MPH	46 F	
[03:00 AM-03:15 AM]	0	0 MPH	46 F	
[03:15 AM-03:30 AM]	0	0 MPH	46 F	
[03:30 AM-03:45 AM]	0	0 MPH	46 F	
[03:45 AM-04:00 AM]	0	0 MPH	46 F	
[04:00 AM-04:15 AM]	0	0 MPH	46 F	
[04:15 AM-04:30 AM]	0	0 MPH	45 F	
[04:30 AM-04:45 AM]	0	0 MPH	45 F	
[04:45 AM-05:00 AM]	0	0 MPH	45 F	
[05:00 AM-05:15 AM]	0	0 MPH	45 F	
[05:15 AM-05:30 AM]	0	0 MPH	45 F	
[05:30 AM-05:45 AM]	0	0 MPH	43 F	
[05:45 AM-06:00 AM]	0	0 MPH	43 F	
				_

Device ID: 406382 Location: Indian Hills & Cemetary Driveway Raw Count: 0

Lane: WB Operator: **AADT Count:** 0 **Begin:** 03/17/2022 12:00 AM **End:** 03/20/2022 12:00 AM Street: Indian Hills WB AADT Factor: 1 City: Corfu
County: National Cemetary
State: NY Speed Limit: 35 Hours: 72.00

Period (min): 15

Period (min): 15	State: NY			
Date				Roadway
And Time Bonne	Period	Average	Roadway	Surface
Time Range	Volume	Speed	Temperature	Wet/Dry
Sat,03/19/2022				
[06:00 AM-06:15 AM]	0	0 MPH	43 F	
[06:15 AM-06:30 AM]	0	0 MPH	43 F	
[06:30 AM-06:45 AM]	0	0 MPH	43 F	
[06:45 AM-07:00 AM]	0	0 MPH	43 F	
[07:00 AM-07:15 AM]	0	0 MPH	43 F	
[07:15 AM-07:30 AM]	0	0 MPH	43 F	
[07:30 AM-07:45 AM]	0	0 MPH	45 F	
[07:45 AM-08:00 AM]	0	0 MPH	46 F	
[08:00 AM-08:15 AM]	0	0 MPH	46 F	
[08:15 AM-08:30 AM]	0	0 MPH	46 F	
[08:30 AM-08:45 AM]	0	0 MPH	46 F	
[08:45 AM-09:00 AM]	0	0 MPH	46 F	
[09:00 AM-09:15 AM]	0	0 MPH	46 F	
[09:15 AM-09:30 AM]	0	0 MPH	48 F	
[09:30 AM-09:45 AM]	0	0 MPH	48 F	
[09:45 AM-10:00 AM]	0	0 MPH	50 F	
[10:00 AM-10:15 AM]	0	0 MPH	52 F	
[10:15 AM-10:30 AM]	0	0 MPH	52 F	
[10:30 AM-10:45 AM]	0	0 MPH	52 F	
[10:45 AM-11:00 AM]	0	0 MPH	54 F	
[11:00 AM-11:15 AM]	0	0 MPH	54 F	
[11:15 AM-11:30 AM]	0	0 MPH	55 F	
[11:30 AM-11:45 AM]	0	0 MPH	57 F	
[11:45 AM-12:00 PM]	0	0 MPH	59 F	
[12:00 PM-12:15 PM]	0	0 MPH	57 F	
[12:15 PM-12:30 PM]	0	0 MPH	59 F	
[12:30 PM-12:45 PM]	0	0 MPH	61 F	
[12:45 PM-01:00 PM]	0	0 MPH	61 F	
[01:00 PM-01:15 PM]	0	0 MPH	64 F	
[01:15 PM-01:30 PM]	0	0 MPH	73 F	
[01:30 PM-01:45 PM]	0	0 MPH	79 F	
[01:45 PM-02:00 PM]	0	0 MPH	75 F	
[02:00 PM-02:15 PM]	0	0 MPH	81 F	
[02:15 PM-02:30 PM]	0	0 MPH	79 F	
[02:30 PM-02:45 PM]	0	0 MPH	77 F	
[02:45 PM-03:00 PM]	0	0 MPH	81 F	
[03:00 PM-03:15 PM]	0	0 MPH	68 F	
[03:15 PM-03:30 PM]	0	0 MPH	68 F	
[03:30 PM-03:45 PM]	0	0 MPH	72 F	
[03:45 PM-04:00 PM]	0	0 MPH	75 F	
[04:00 PM-04:15 PM]	0	0 MPH	72 F	
[04:15 PM-04:30 PM]	0	0 MPH	66 F	
[04:30 PM-04:45 PM]	0	0 MPH	63 F	
[04:45 PM-05:00 PM]	0	0 MPH	57 F	

Device ID: 406382 Location: Indian Hills & Cemetary Driveway Raw Count: 0

Operator:
Begin: 03/17/2022 12:00 AM Street: Indian Hills WB AADT Factor: 1
End: 03/20/2022 12:00 AM City: Corfu Speed Limit: 35
Hours: 72.00 County: National Cemetary

Hours: 72.00	County: National	Cemetary		
Period (min): 15	State: NY			
Date And	Period	Ave =====	Doodwe	Roadway
Time Range	Volume	Average Speed	Roadway Temperature	Surface Wet/Dry
Time Range	Volume	Ореец	remperature	Wearing
Sat,03/19/2022				
[05:00 PM-05:15 PM]	0	0 MPH	54 F	
[05:15 PM-05:30 PM]	0	0 MPH	54 F	
[05:30 PM-05:45 PM]	0	0 MPH	52 F	
[05:45 PM-06:00 PM]	0	0 MPH	50 F	
[06:00 PM-06:15 PM]	0	0 MPH	50 F	
[06:15 PM-06:30 PM]	0	0 MPH	48 F	
[06:30 PM-06:45 PM]	0	0 MPH	48 F	
[06:45 PM-07:00 PM]	0	0 MPH	46 F	
[07:00 PM-07:15 PM]	0	0 MPH	46 F	
[07:15 PM-07:30 PM]	0	0 MPH	46 F	
[07:30 PM-07:45 PM]	0	0 MPH	46 F	
[07:45 PM-08:00 PM]	0	0 MPH	45 F	
[08:00 PM-08:15 PM]	0	0 MPH	45 F	
[08:15 PM-08:30 PM]	0	0 MPH	45 F	
[08:30 PM-08:45 PM]	0	0 MPH	45 F	
[08:45 PM-09:00 PM]	0	0 MPH	45 F	
[09:00 PM-09:15 PM]	0	0 MPH	45 F	
[09:15 PM-09:30 PM]	0	0 MPH	45 F	
[09:30 PM-09:45 PM]	0	0 MPH	43 F	
[09:45 PM-10:00 PM]	0	0 MPH	43 F	
[10:00 PM-10:15 PM]	0	0 MPH	43 F	
[10:15 PM-10:30 PM]	0	0 MPH	43 F	
[10:30 PM-10:45 PM]	0	0 MPH	43 F	
[10:45 PM-11:00 PM]	0	0 MPH	43 F	
[11:00 PM-11:15 PM]	0	0 MPH	43 F	
[11:15 PM-11:30 PM]	0	0 MPH	43 F	
[11:30 PM-11:45 PM]	0	0 MPH	41 F	
[11:45 PM-12:00 AM]	0	0 MPH	41 F	
Sat,03/19/2022	0	MPH	51 F	
03/17/2022 12:00 AM				
03/20/2022 12:00 AM	0	MPH	56 F	

ATR 3 Date/Time/Volume/Average Speed/Temperature Report

Device ID: 406378 Location: SR 77 & Indian Hills Raw Count: 731 Lane: EB Operator: **AADT Count: 244**

Begin: 03/17/2022 12:00 AM End: 03/20/2022 12:00 AM AADT Factor: 1 Street: Indian Hill EB City: Corfu Speed Limit: 35 County: National Cemetary Hours: 72.00

Hours: 72.00 Period (min): 15	State: NY	ary		
Date And	Period	Average	Roadway	Roadway Surface
Time Range	Volume	Speed	Temperature	Wet/Dry
Thu,03/17/2022				
[12:00 AM-12:15 AM]	0	0 MPH	43 F	
[12:15 AM-12:30 AM]	0	0 MPH	43 F	
[12:30 AM-12:45 AM]	0	0 MPH	43 F	
[12:45 AM-01:00 AM]	3	53 MPH	43 F	
[01:00 AM-01:15 AM]	1	62 MPH	41 F	
[01:15 AM-01:30 AM]	2	47 MPH	41 F	
[01:30 AM-01:45 AM]	0	0 MPH	41 F	
[01:45 AM-02:00 AM]	1	52 MPH	41 F	
[02:00 AM-02:15 AM]	1	52 MPH	41 F	
[02:15 AM-02:30 AM]	0	0 MPH	41 F	
[02:30 AM-02:45 AM]	0	0 MPH	41 F	
[02:45 AM-03:00 AM]	1	58 MPH	41 F	
[03:00 AM-03:15 AM]	1	38 MPH	41 F	
[03:15 AM-03:30 AM]	0	0 MPH	39 F	
[03:30 AM-03:45 AM]	0	0 MPH	39 F	
[03:45 AM-04:00 AM]	0	0 MPH	39 F	
[04:00 AM-04:15 AM]	0	0 MPH	39 F	
[04:15 AM-04:30 AM]	1	48 MPH	39 F	
[04:30 AM-04:45 AM]	0	0 MPH	39 F	
[04:45 AM-05:00 AM]	0	0 MPH	41 F	
[05:00 AM-05:15 AM]	1	52 MPH	41 F	
[05:15 AM-05:30 AM]	0	0 MPH	41 F	
[05:30 AM-05:45 AM]	2	45 MPH	41 F	
[05:45 AM-06:00 AM]	0	0 MPH	41 F	
[06:00 AM-06:15 AM]	1	48 MPH	41 F	
[06:15 AM-06:30 AM]	1	52 MPH	41 F	
[06:30 AM-06:45 AM]	5	50 MPH	39 F	
[06:45 AM-07:00 AM]	4	49 MPH	41 F	
[07:00 AM-07:15 AM]	6	48 MPH	39 F	
[07:15 AM-07:30 AM]	6	52 MPH	39 F	
[07:30 AM-07:45 AM]	7	55 MPH	41 F	
[07:45 AM-08:00 AM]	5	50 MPH	41 F	
[08:00 AM-08:15 AM]	4	54 MPH	43 F	
[08:15 AM-08:30 AM]	6	48 MPH	45 F	
[08:30 AM-08:45 AM]	2	45 MPH	48 F	
[08:45 AM-09:00 AM]	0	0 MPH	50 F	
[09:00 AM-09:15 AM]	1	58 MPH	54 F	
[09:15 AM-09:30 AM]	0	0 MPH	57 F	
[09:30 AM-09:45 AM]	3	44 MPH	59 F	
[09:45 AM-10:00 AM]	3	43 MPH	63 F	
[10:00 AM-10:15 AM]	3	44 MPH	66 F	
[10:15 AM-10:30 AM]	2	53 MPH	70 F	
[10:30 AM-10:45 AM]	5	51 MPH	72 F	
[10:45 AM-11:00 AM]	3	46 MPH	75 F	
[-			

Location: SR 77 & Indian Hills **Device ID:** 406378 Raw Count: 731 Lane: EB Operator: **AADT Count: 244**

Begin: 03/17/2022 12:00 AM **End:** 03/20/2022 12:00 AM Street: Indian Hill EB AADT Factor: 1 City: Corfu
County: National Cemetary
State: NY Speed Limit: 35

Hours: 72.00 Period (min): 15

Period (min): 15	State: NY			
Date				Roadway
And	Period	Average	Roadway	Surface
Time Range	Volume	Speed	Temperature	Wet/Dry
Thu,03/17/2022				
[11:00 AM-11:15 AM]	6	46 MPH	77 F	
[11:15 AM-11:30 AM]	0	0 MPH	81 F	
[11:30 AM-11:45 AM]	8	46 MPH	82 F	
[11:45 AM-12:00 PM]	4	49 MPH	86 F	
[12:00 PM-12:15 PM]	4	48 MPH	88 F	
[12:15 PM-12:30 PM]	7	45 MPH	90 F	
[12:30 PM-12:45 PM]	3	54 MPH	91 F	
[12:45 PM-01:00 PM]	1	75 MPH	88 F	
[01:00 PM-01:15 PM]	2	48 MPH	91 F	
[01:15 PM-01:30 PM]	3	49 MPH	93 F	
[01:30 PM-01:45 PM]	2	58 MPH	95 F	
[01:45 PM-02:00 PM]	4	49 MPH	95 F	
[02:00 PM-02:15 PM]	1	52 MPH	95 F	
[02:15 PM-02:30 PM]	6	48 MPH	95 F	
[02:30 PM-02:45 PM]	5	46 MPH	97 F	
[02:45 PM-03:00 PM]	7	52 MPH	97 F	
[03:00 PM-03:15 PM]	3	51 MPH	97 F	
[03:15 PM-03:30 PM]	9	51 MPH	95 F	
[03:30 PM-03:45 PM]	4	48 MPH	95 F	
[03:45 PM-04:00 PM]	6	47 MPH	93 F	
[04:00 PM-04:15 PM]	7	60 MPH	91 F	
[04:15 PM-04:30 PM]	11	49 MPH	90 F	
[04:30 PM-04:45 PM]	7	50 MPH	84 F	
[04:45 PM-05:00 PM]	9	46 MPH	79 F	
[05:00 PM-05:15 PM]	2	42 MPH	75 F	
[05:15 PM-05:30 PM]	3	49 MPH	79 F	
[05:30 PM-05:45 PM]	5	54 MPH	77 F	
[05:45 PM-06:00 PM]	4	53 MPH	75 F	
[06:00 PM-06:15 PM]	7	50 MPH	73 F	
[06:15 PM-06:30 PM]	3	53 MPH	72 F	
[06:30 PM-06:45 PM]	4	53 MPH	68 F	
[06:45 PM-07:00 PM]	8	49 MPH	64 F	
[07:00 PM-07:15 PM]	5	54 MPH	63 F	
[07:15 PM-07:30 PM]	6	46 MPH	59 F	
[07:30 PM-07:45 PM]	4	53 MPH	57 F	
[07:45 PM-08:00 PM]	1	42 MPH	57 F	
[08:00 PM-08:15 PM]	3	53 MPH	55 F	
[08:15 PM-08:30 PM]	1	48 MPH	54 F	
[08:30 PM-08:45 PM]	0	0 MPH	54 F	
[08:45 PM-09:00 PM]	2	52 MPH	52 F	
[09:00 PM-09:15 PM]	4	49 MPH	52 F	
[09:15 PM-09:30 PM]	1	52 MPH	50 F	
[09:30 PM-09:45 PM]	0	0 MPH	50 F	
[09:45 PM-10:00 PM]	1	52 MPH	50 F	
[•			

Location: SR 77 & Indian Hills **Device ID:** 406378 Raw Count: 731

Lane: EB Operator: **AADT Count: 244 Begin:** 03/17/2022 12:00 AM **End:** 03/20/2022 12:00 AM Street: Indian Hill EB AADT Factor: 1 City: Corfu
County: National Cemetary
State: NY Speed Limit: 35

Hours: 72.00

Period (min): 15

Period (min): 15	State: NY			
Date				Roadway
And Time Banga	Period	Average	Roadway	Surface
Time Range	Volume	Speed	Temperature	Wet/Dry
Thu,03/17/2022				
[10:00 PM-10:15 PM]	0	0 MPH	48 F	
[10:15 PM-10:30 PM]	1	68 MPH	48 F	
[10:30 PM-10:45 PM]	0	0 MPH	48 F	
[10:45 PM-11:00 PM]	1	42 MPH	48 F	
[11:00 PM-11:15 PM]	0	0 MPH	46 F	
[11:15 PM-11:30 PM]	3	51 MPH	46 F	
[11:30 PM-11:45 PM]	1	42 MPH	46 F	
[11:45 PM-12:00 AM]	0	0 MPH	46 F	
Thu,03/17/2022	270	50 MPH	60 F	
Fri,03/18/2022				
[12:00 AM-12:15 AM]	0	0 MPH	45 F	
[12:15 AM-12:30 AM]	0	0 MPH	45 F	
[12:30 AM-12:45 AM]	0	0 MPH	45 F	
[12:45 AM-01:00 AM]	0	0 MPH	45 F	
[01:00 AM-01:15 AM]	0	0 MPH	45 F	
[01:15 AM-01:30 AM]	0	0 MPH	45 F	
[01:30 AM-01:45 AM]	0	0 MPH	45 F	
[01:45 AM-02:00 AM]	0	0 MPH	43 F	
[02:00 AM-02:15 AM]	1	52 MPH	43 F	
[02:15 AM-02:30 AM]	0	0 MPH	43 F	
[02:30 AM-02:45 AM]	0	0 MPH	43 F	
[02:45 AM-03:00 AM]	1	52 MPH	43 F	
[03:00 AM-03:15 AM]	0	0 MPH	43 F	
[03:15 AM-03:30 AM]	0	0 MPH	45 F	
[03:30 AM-03:45 AM]	0	0 MPH	45 F	
[03:45 AM-04:00 AM]	0	0 MPH	43 F	
[04:00 AM-04:15 AM]	0	0 MPH	43 F	
[04:15 AM-04:30 AM]	1	52 MPH	43 F	
[04:30 AM-04:45 AM]	0	0 MPH	43 F	
[04:45 AM-05:00 AM]	0	0 MPH	41 F	
[05:00 AM-05:15 AM]	0	0 MPH	41 F	
[05:15 AM-05:30 AM]	0	0 MPH	41 F	
[05:30 AM-05:45 AM]	3	47 MPH	41 F	
[05:45 AM-06:00 AM]	1	72 MPH	41 F	
[06:00 AM-06:15 AM]	1	48 MPH	41 F	
[06:15 AM-06:30 AM]	2	57 MPH	41 F	
[06:30 AM-06:45 AM]	4	50 MPH	41 F	
[06:45 AM-07:00 AM] [07:00 AM-07:15 AM]	2 5	48 MPH	41 F 41 F	
[07:15 AM-07:30 AM]	7	55 MPH 49 MPH	41 F 41 F	
[07:30 AM-07:45 AM]	4	49 MPH 57 MPH	41 F	
[07:45 AM-08:00 AM]	6	47 MPH	43 F	
[07:43 AM-08:00 AM]	4	53 MPH	45 F	
[08:00 AM-08:15 AM]	5	47 MPH	46 F	
[00.10 AW-00.00 AW]	3	77 1011 11	701	

Location: SR 77 & Indian Hills **Device ID:** 406378 Raw Count: 731 Lane: EB Operator: **AADT Count: 244**

Begin: 03/17/2022 12:00 AM End: 03/20/2022 12:00 AM AADT Factor: 1 Street: Indian Hill EB City: Corfu
County: National Cemetary
State: NY Speed Limit: 35

Hours: 72.00

Period (min): 15

Period (min): 15	State: NY	<u> </u>		
Date And	Period	Average	Roadway	Roadway Surface
Time Range	Volume	Speed	Temperature	Wet/Dry
			<u>-</u>	
Fri,03/18/2022				
[08:30 AM-08:45 AM]	0	0 MPH	50 F	
[08:45 AM-09:00 AM]	3	57 MPH	54 F	
[09:00 AM-09:15 AM]	2	55 MPH	54 F	
[09:15 AM-09:30 AM]	3	47 MPH	55 F	
[09:30 AM-09:45 AM]	3	46 MPH	57 F	
[09:45 AM-10:00 AM]	2	45 MPH	63 F	
[10:00 AM-10:15 AM]	3	54 MPH	66 F	
[10:15 AM-10:30 AM]	5	50 MPH	70 F	
[10:30 AM-10:45 AM]	5	52 MPH	73 F	
[10:45 AM-11:00 AM]	2	47 MPH	77 F	
[11:00 AM-11:15 AM]	4	53 MPH	79 F	
[11:15 AM-11:30 AM]	7	50 MPH	82 F	
[11:30 AM-11:45 AM]	6	46 MPH	86 F	
[11:45 AM-12:00 PM]	6	48 MPH	88 F	
[12:00 PM-12:15 PM]	10	45 MPH	90 F	
[12:15 PM-12:30 PM]	5	50 MPH	91 F	
[12:30 PM-12:45 PM]	5	58 MPH	95 F	
[12:45 PM-01:00 PM]	5	50 MPH	91 F	
[01:00 PM-01:15 PM]	4	45 MPH	95 F	
[01:15 PM-01:30 PM]	1	48 MPH	97 F	
[01:30 PM-01:45 PM]	2	42 MPH	99 F	
[01:45 PM-02:00 PM]	4	51 MPH	100 F	
[02:00 PM-02:15 PM]	3	51 MPH	100 F	
[02:15 PM-02:30 PM]	4	47 MPH	99 F	
[02:30 PM-02:45 PM]	3	47 MPH	97 F	
[02:45 PM-03:00 PM]	3	54 MPH	95 F	
[03:00 PM-03:15 PM]	3	46 MPH	93 F	
[03:15 PM-03:30 PM]	2	43 MPH	90 F	
[03:30 PM-03:45 PM]	5	50 MPH	86 F	
[03:45 PM-04:00 PM]	8	53 MPH	84 F	
[04:00 PM-04:15 PM]	2	48 MPH	84 F	
[04:15 PM-04:30 PM]	4	46 MPH	82 F	
[04:30 PM-04:45 PM]	7	45 MPH	81 F	
[04:45 PM-05:00 PM]	6	54 MPH	77 F	
[05:00 PM-05:15 PM]	5	50 MPH	73 F	
[05:15 PM-05:30 PM]	5	43 MPH	72 F	
[05:30 PM-05:45 PM]	3	37 MPH	70 F	
[05:45 PM-06:00 PM]	4	49 MPH	66 F	
[06:00 PM-06:15 PM]	4	56 MPH	64 F	
[06:15 PM-06:30 PM]	4	45 MPH	64 F	
[06:30 PM-06:45 PM]	7	36 MPH	63 F	
[06:45 PM-07:00 PM]	7	42 MPH	61 F	
[07:00 PM-07:15 PM]	3	46 MPH	59 F	
[07:15 PM-07:30 PM]	4	50 MPH	57 F	
[561 111 67.061 111]	7	00 IIII 11	0	

Device ID: 406378 Location: SR 77 & Indian Hills Raw Count: 731 Operator:

Lane: EB **AADT Count: 244** Begin: 03/17/2022 12:00 AM End: 03/20/2022 12:00 AM AADT Factor: 1 Street: Indian Hill EB City: Corfu
County: National Cemetary Speed Limit: 35 Hours: 72.00

Period (min): 15	State: NY			
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Fri,03/18/2022				
[07:30 PM-07:45 PM]	3	41 MPH	57 F	
[07:45 PM-08:00 PM]	4	46 MPH	55 F	
[08:00 PM-08:15 PM]	2	38 MPH	55 F	
[08:15 PM-08:30 PM]	3	46 MPH	54 F	
[08:30 PM-08:45 PM]	1	52 MPH	54 F	
[08:45 PM-09:00 PM]	1	52 MPH	52 F	
[09:00 PM-09:15 PM]	2	53 MPH	52 F	
[09:15 PM-09:30 PM]	0	0 MPH	50 F	
[09:30 PM-09:45 PM]	3	53 MPH	50 F	
[09:45 PM-10:00 PM]	2	65 MPH	50 F	
[10:00 PM-10:15 PM]	0	0 MPH	50 F	
[10:15 PM-10:30 PM]	3	51 MPH	50 F	
[10:30 PM-10:45 PM]	2	53 MPH	48 F	
[10:45 PM-11:00 PM]	1	58 MPH	48 F	
[11:00 PM-11:15 PM]	0	0 MPH	48 F	
[11:15 PM-11:30 PM]	0	0 MPH	48 F	
[11:30 PM-11:45 PM]	2	55 MPH	48 F	
[11:45 PM-12:00 AM]	2	57 MPH	46 F	
Fri,03/18/2022	261	49 MPH	60 F	
Sat,03/19/2022				
[12:00 AM-12:15 AM]	1	42 MPH	46 F	
[12:15 AM-12:30 AM]	0	0 MPH	46 F	
[12:30 AM-12:45 AM]	1	48 MPH	46 F	
[12:45 AM-01:00 AM]	1	52 MPH	46 F	
[01:00 AM-01:15 AM]	0	0 MPH	46 F	
[01:15 AM-01:30 AM]	1	42 MPH	46 F	
[01:30 AM-01:45 AM]	1	68 MPH	46 F	
[01:45 AM-02:00 AM]	0	0 MPH	46 F	
[02:00 AM-02:15 AM]	0	0 MPH	46 F	
[02:15 AM-02:30 AM]	0	0 MPH	46 F	
[02:30 AM-02:45 AM]	1	52 MPH	46 F	
[02:45 AM-03:00 AM]	0	0 MPH	46 F	
[03:00 AM-03:15 AM]	0	0 MPH	46 F	
[03:15 AM-03:30 AM]	0	0 MPH	46 F	
[03:30 AM-03:45 AM]	0	0 MPH	46 F	
[03:45 AM-04:00 AM]	0	0 MPH	46 F	
[04:00 AM-04:15 AM]	1	48 MPH	46 F	
[04:15 AM-04:30 AM]	0	0 MPH	46 F	
[04:30 AM-04:45 AM]	0	0 MPH	46 F	
[04:45 AM-05:00 AM]	0	0 MPH	46 F	
[05:00 AM-05:15 AM]	0	0 MPH	46 F	
[05:15 AM-05:30 AM]	0	0 MPH	46 F	
[05:30 AM-05:45 AM]	0	0 MPH	45 F	
[05:45 AM-06:00 AM]	0	0 MPH	45 F	

Device ID: 406378Location: SR 77 & Indian HillsRaw Count: 731Operator:Lane: EBAADT Count: 244

 Begin:
 03/17/2022 12:00 AM
 Street:
 Indian Hill EB
 AADT Count:
 244

 End:
 03/20/2022 12:00 AM
 City:
 Corfu
 Speed Limit:
 35

Hours: 72.00 County: National Cemetary

Period (min): 15	State: NY			
Date		_	D	Roadway
And Time Range	Period Volume	Average Speed	Roadway Temperature	Surface Wet/Dry
	Volume	Ореси	remperature	Weably
Sat,03/19/2022				
[06:00 AM-06:15 AM]	0	0 MPH	45 F	
[06:15 AM-06:30 AM]	1	42 MPH	45 F	
[06:30 AM-06:45 AM]	0	0 MPH	45 F	
[06:45 AM-07:00 AM]	0	0 MPH	45 F	
[07:00 AM-07:15 AM]	1	48 MPH	45 F	
[07:15 AM-07:30 AM]	3	65 MPH	45 F	
[07:30 AM-07:45 AM]	1	52 MPH	45 F	
[07:45 AM-08:00 AM]	2	48 MPH	46 F	
[08:00 AM-08:15 AM]	2	53 MPH	46 F	
[08:15 AM-08:30 AM]	3	51 MPH	46 F	
[08:30 AM-08:45 AM]	5	50 MPH	46 F	
[08:45 AM-09:00 AM]	3	56 MPH	46 F	
[09:00 AM-09:15 AM]	1	52 MPH	46 F	
[09:15 AM-09:30 AM]	2	45 MPH	48 F	
[09:30 AM-09:45 AM]	7	53 MPH	48 F	
[09:45 AM-10:00 AM]	9	50 MPH	48 F	
[10:00 AM-10:15 AM]	5	48 MPH	50 F	
[10:15 AM-10:30 AM]	3	46 MPH	52 F	
[10:30 AM-10:45 AM]	8	47 MPH	52 F	
[10:45 AM-11:00 AM]	7	54 MPH	52 F	
[11:00 AM-11:15 AM]	6	47 MPH	52 F	
[11:15 AM-11:30 AM]	4	48 MPH	54 F	
[11:30 AM-11:45 AM]	2	55 MPH	55 F	
[11:45 AM-12:00 PM]	3	54 MPH	55 F	
[12:00 PM-12:15 PM]	4	47 MPH	55 F	
[12:15 PM-12:30 PM]	2	45 MPH	55 F	
[12:30 PM-12:45 PM]	5	50 MPH	57 F	
[12:45 PM-01:00 PM]	3	49 MPH	57 F	
[01:00 PM-01:15 PM]	3	47 MPH	61 F	
[01:15 PM-01:30 PM]	2	48 MPH	68 F	
[01:30 PM-01:45 PM]	4	49 MPH	77 F	
[01:45 PM-02:00 PM]	1	28 MPH	73 F	
[02:00 PM-02:15 PM]	5	52 MPH	79 F	
[02:15 PM-02:30 PM]	3	48 MPH	79 F	
[02:30 PM-02:45 PM]	0	0 MPH	77 F	
[02:45 PM-03:00 PM]	3	63 MPH	79 F	
[03:00 PM-03:15 PM]	6	58 MPH	68 F	
[03:15 PM-03:30 PM]	2	64 MPH	66 F	
[03:30 PM-03:45 PM]	2	45 MPH	72 F	
[03:45 PM-04:00 PM]	4	57 MPH	75 F	
[04:00 PM-04:15 PM]	3	51 MPH	73 F	
[04:15 PM-04:30 PM]	2	53 MPH	68 F	
[04:30 PM-04:45 PM]	6	51 MPH	64 F	
[04:45 PM-05:00 PM]	3	46 MPH	61 F	

Device ID: 406378 Location: SR 77 & Indian Hills Raw Count: 731 Lane: EB **AADT Count: 244** Operator:

Begin: 03/17/2022 12:00 AM **End:** 03/20/2022 12:00 AM Street: Indian Hill EB AADT Factor: 1 City: Corfu
County: National Cemetary Speed Limit: 35 Hours: 72.00

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Tille Range	Volume	Speed	remperature	weddiy
Sat,03/19/2022				
[05:00 PM-05:15 PM]	3	54 MPH	57 F	
[05:15 PM-05:30 PM]	5	54 MPH	55 F	
[05:30 PM-05:45 PM]	3	47 MPH	54 F	
[05:45 PM-06:00 PM]	4	54 MPH	54 F	
[06:00 PM-06:15 PM]	1	48 MPH	54 F	
[06:15 PM-06:30 PM]	1	48 MPH	52 F	
[06:30 PM-06:45 PM]	1	52 MPH	50 F	
[06:45 PM-07:00 PM]	3	48 MPH	50 F	
[07:00 PM-07:15 PM]	3	49 MPH	48 F	
[07:15 PM-07:30 PM]	1	52 MPH	48 F	
[07:30 PM-07:45 PM]	7	50 MPH	46 F	
[07:45 PM-08:00 PM]	1	42 MPH	46 F	
[08:00 PM-08:15 PM]	2	48 MPH	46 F	
[08:15 PM-08:30 PM]	0	0 MPH	46 F	
[08:30 PM-08:45 PM]	4	58 MPH	46 F	
[08:45 PM-09:00 PM]	2	43 MPH	45 F	
[09:00 PM-09:15 PM]	1	48 MPH	45 F	
[09:15 PM-09:30 PM]	1	52 MPH	45 F	
[09:30 PM-09:45 PM]	2	50 MPH	45 F	
[09:45 PM-10:00 PM]	0	0 MPH	45 F	
[10:00 PM-10:15 PM]	3	49 MPH	45 F	
[10:15 PM-10:30 PM]	2	50 MPH	43 F	
[10:30 PM-10:45 PM]	0	0 MPH	43 F	
[10:45 PM-11:00 PM]	0	0 MPH	43 F	
[11:00 PM-11:15 PM]	0	0 MPH	43 F	
[11:15 PM-11:30 PM]	1	62 MPH	43 F	
[11:30 PM-11:45 PM]	1	52 MPH	43 F	
[11:45 PM-12:00 AM]	0	0 MPH	43 F	
Sat,03/19/2022	200	51 MPH	52 F	
03/17/2022 12:00 AM				
03/20/2022 12:00 AM	731	50 MPH	57 F	

ATR 4 Date/Time/Volume/Average Speed/Temperature Report

Device ID: 406380 Location: SR 77 & Indian Hills Raw Count: 1,638

Lane: WB Operator: **AADT Count:** 546 **Begin:** 03/17/2022 12:00 AM **End:** 03/20/2022 12:00 AM AADT Factor: 1 Street: Indian Hills WB

City: Corfu Speed Limit: 35 County: National Cemetary
State: NY Hours: 72.00

Period (min): 15	State: NY	.,		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Thu,03/17/2022				
[12:00 AM-12:15 AM]	0	0 MPH	46 F	
[12:15 AM-12:30 AM]	0	0 MPH	45 F	
[12:30 AM-12:45 AM]	2	25 MPH	45 F	
[12:45 AM-01:00 AM]	0	0 MPH	45 F	
[01:00 AM-01:15 AM]	0	0 MPH	45 F	
[01:15 AM-01:30 AM]	1	28 MPH	45 F	
[01:30 AM-01:45 AM]	0	0 MPH	45 F	
[01:45 AM-02:00 AM]	0	0 MPH	45 F	
[02:00 AM-02:15 AM]	0	0 MPH	43 F	
[02:15 AM-02:30 AM]	0	0 MPH	43 F	
[02:30 AM-02:45 AM]	0	0 MPH	43 F	
[02:45 AM-03:00 AM]	1	32 MPH	43 F	
[03:00 AM-03:15 AM]	0	0 MPH	43 F	
[03:15 AM-03:30 AM]	0	0 MPH	41 F	
[03:30 AM-03:45 AM]	0	0 MPH	41 F	
[03:45 AM-04:00 AM]	0	0 MPH	41 F	
[04:00 AM-04:15 AM]	3	21 MPH	41 F	
[04:15 AM-04:30 AM]	0	0 MPH	41 F	
[04:30 AM-04:45 AM]	1	0 MPH	41 F	
[04:45 AM-05:00 AM]	3	23 MPH	41 F	
[05:00 AM-05:15 AM]	1	28 MPH	41 F	
[05:15 AM-05:30 AM]	2	32 MPH	41 F	
[05:30 AM-05:45 AM]	4	26 MPH	43 F	
[05:45 AM-06:00 AM]	7	25 MPH	41 F	
[06:00 AM-06:15 AM]	3	23 MPH	41 F	
[06:15 AM-06:30 AM]	4	26 MPH	41 F	
[06:30 AM-06:45 AM]	5	28 MPH	41 F	
[06:45 AM-07:00 AM]	6	27 MPH	41 F	
[07:00 AM-07:15 AM]	4	28 MPH	41 F	
[07:15 AM-07:30 AM]	14	27 MPH	41 F	
[07:30 AM-07:45 AM]	3	27 MPH	41 F	
[07:45 AM-08:00 AM]	14	24 MPH	43 F	
[08:00 AM-08:15 AM]	2	33 MPH	45 F	
[08:15 AM-08:30 AM]	5	26 MPH	46 F	
[08:30 AM-08:45 AM]	3	27 MPH	50 F	
[08:45 AM-09:00 AM]	4	27 MPH	52 F	
[09:00 AM-09:15 AM]	5	30 MPH	55 F	
[09:15 AM-09:30 AM]	5	26 MPH	57 F	
[09:30 AM-09:45 AM]	6	29 MPH	61 F	
[09:45 AM-10:00 AM]	8	28 MPH	64 F	
[10:00 AM-10:15 AM]	5	28 MPH	66 F	
[10:15 AM-10:30 AM]	8	28 MPH	70 F	
[10:30 AM-10:45 AM]	14	19 MPH	72 F	
[10:45 AM-11:00 AM]	9	25 MPH	73 F	

Location: SR 77 & Indian Hills **Device ID:** 406380 Raw Count: 1,638

Lane: WB Operator: **AADT Count:** 546 **Begin:** 03/17/2022 12:00 AM **End:** 03/20/2022 12:00 AM AADT Factor: 1 Street: Indian Hills WB

City: Corfu Speed Limit: 35 County: National Cemetary
State: NY Hours: 72.00

Period (min): 15

Period (min): 15	State: NY			
Date And	Period	Average	Roadway	Roadway Surface
Time Range	Volume	Speed	Temperature	Wet/Dry
Thu,03/17/2022				
[11:00 AM-11:15 AM]	5	31 MPH	75 F	
[11:15 AM-11:30 AM]	14	27 MPH	79 F	
[11:30 AM-11:45 AM]	14	28 MPH	81 F	
[11:45 AM-12:00 PM]	10	18 MPH	82 F	
[12:00 PM-12:15 PM]	6	27 MPH	84 F	
[12:15 PM-12:30 PM]	14	26 MPH	86 F	
[12:30 PM-12:45 PM]	8	26 MPH	88 F	
[12:45 PM-01:00 PM]	9	26 MPH	90 F	
[01:00 PM-01:15 PM]	9	29 MPH	90 F	
[01:15 PM-01:30 PM]	12	27 MPH	91 F	
[01:30 PM-01:45 PM]	13	24 MPH	91 F	
[01:45 PM-02:00 PM]	5	26 MPH	91 F	
[02:00 PM-02:15 PM]	7	29 MPH	91 F	
[02:15 PM-02:30 PM]	13	27 MPH	91 F	
[02:30 PM-02:45 PM]	17	27 MPH	91 F	
[02:45 PM-03:00 PM]	11	27 MPH	93 F	
[03:00 PM-03:15 PM]	17	28 MPH	93 F	
[03:15 PM-03:30 PM]	15	27 MPH	91 F	
[03:30 PM-03:45 PM]	21	27 MPH	86 F	
[03:45 PM-04:00 PM]	15	26 MPH	82 F	
[04:00 PM-04:15 PM]	17	25 MPH	79 F	
[04:15 PM-04:30 PM]	14	25 MPH	79 F	
[04:30 PM-04:45 PM]	22	24 MPH	75 F	
[04:45 PM-05:00 PM]	12	32 MPH	75 F	
[05:00 PM-05:15 PM]	14	27 MPH	75 F	
[05:15 PM-05:30 PM]	4	28 MPH	75 F	
[05:30 PM-05:45 PM]	14	28 MPH	75 F	
[05:45 PM-06:00 PM]	11	24 MPH	73 F	
[06:00 PM-06:15 PM]	4	32 MPH	73 F	
[06:15 PM-06:30 PM]	12	30 MPH	72 F	
[06:30 PM-06:45 PM]	7	27 MPH	68 F	
[06:45 PM-07:00 PM]	17	25 MPH	66 F	
[07:00 PM-07:15 PM]	6	27 MPH	63 F	
[07:15 PM-07:30 PM]	5	25 MPH	61 F	
[07:30 PM-07:45 PM]	3	20 MPH	59 F	
[07:45 PM-08:00 PM]	5	30 MPH	59 F	
[08:00 PM-08:15 PM]	11	27 MPH	57 F	
[08:15 PM-08:30 PM]	4	24 MPH	55 F	
[08:30 PM-08:45 PM]	4	28 MPH	55 F	
[08:45 PM-09:00 PM]	4	26 MPH	55 F	
[09:00 PM-09:15 PM]	2	27 MPH	54 F	
[09:15 PM-09:30 PM]	4	21 MPH	54 F	
[09:30 PM-09:45 PM]	2	25 MPH	52 F	
[09:45 PM-10:00 PM]	5	28 MPH	52 F	
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Location: SR 77 & Indian Hills **Device ID:** 406380 Raw Count: 1,638

Lane: WB Operator: **AADT Count:** 546 **Begin:** 03/17/2022 12:00 AM **End:** 03/20/2022 12:00 AM AADT Factor: 1 Street: Indian Hills WB City: Corfu Speed Limit: 35

County: National Cemetary
State: NY Hours: 72.00

Period (min): 15

Period (min): 15	State: NY			
Date				Roadway
And	Period	Average	Roadway	Surface
Time Range	Volume	Speed	Temperature	Wet/Dry
Thu,03/17/2022				
[10:00 PM-10:15 PM]	1	32 MPH	52 F	
[10:15 PM-10:30 PM]	2	25 MPH	52 F	
[10:30 PM-10:45 PM]	1	28 MPH	52 F	
[10:45 PM-11:00 PM]	2	28 MPH	50 F	
[11:00 PM-11:15 PM]	1	28 MPH	50 F	
[11:15 PM-11:30 PM]	2	28 MPH	50 F	
[11:30 PM-11:45 PM]	1	28 MPH	50 F	
[11:45 PM-12:00 AM]	0	0 MPH	50 F	
Thu,03/17/2022	600	26 MPH	60 F	
Fri,03/18/2022				
[12:00 AM-12:15 AM]	0	0 MPH	50 F	
[12:15 AM-12:30 AM]	1	28 MPH	50 F	
[12:30 AM-12:45 AM]	1	22 MPH	48 F	
[12:45 AM-01:00 AM]	0	0 MPH	48 F	
[01:00 AM-01:15 AM]	0	0 MPH	48 F	
[01:15 AM-01:30 AM]	0	0 MPH	48 F	
[01:30 AM-01:45 AM]	0	0 MPH	46 F	
[01:45 AM-02:00 AM]	0	0 MPH	46 F	
[02:00 AM-02:15 AM]	0	0 MPH	46 F	
[02:15 AM-02:30 AM]	1	28 MPH	46 F	
[02:30 AM-02:45 AM]	0	0 MPH	46 F	
[02:45 AM-03:00 AM]	0	0 MPH	46 F	
[03:00 AM-03:15 AM]	0	0 MPH	46 F	
[03:15 AM-03:30 AM]	0	0 MPH	46 F	
[03:30 AM-03:45 AM]	1	28 MPH	46 F	
[03:45 AM-04:00 AM]	0	0 MPH	46 F	
[04:00 AM-04:15 AM]	1	28 MPH	46 F	
[04:15 AM-04:30 AM]	1	22 MPH	46 F	
[04:30 AM-04:45 AM]	0	0 MPH	45 F	
[04:45 AM-05:00 AM]	1	22 MPH	45 F	
[05:00 AM-05:15 AM]	5	29 MPH	45 F	
[05:15 AM-05:30 AM]	4	27 MPH	45 F	
[05:30 AM-05:45 AM]	3	26 MPH	45 F	
[05:45 AM-06:00 AM]	3	31 MPH	45 F	
[06:00 AM-06:15 AM]	2	30 MPH	45 F	
[06:15 AM-06:30 AM]	5	25 MPH	43 F	
[06:30 AM-06:45 AM]	6	26 MPH	43 F	
[06:45 AM-07:00 AM]	3	31 MPH	43 F	
[07:00 AM-07:15 AM]	4	28 MPH	43 F	
[07:15 AM-07:30 AM]	13	29 MPH	43 F	
[07:30 AM-07:45 AM] [07:45 AM-08:00 AM]	8	25 MPH	45 F 45 F	
[08:00 AM-08:15 AM]	11 7	28 MPH 27 MPH	45 F 46 F	
[08:15 AM-08:30 AM]	7	26 MPH	50 F	
[00.10 Alvi-00.50 Alvi]	ı	ZO IVII 11	301	

Location: SR 77 & Indian Hills **Device ID:** 406380 Raw Count: 1,638

Lane: WB Operator: **AADT Count:** 546 **Begin:** 03/17/2022 12:00 AM **End:** 03/20/2022 12:00 AM AADT Factor: 1 Street: Indian Hills WB Speed Limit: 35

City: Corfu County: National Cemetary
State: NY Hours: 72.00

Period (min): 15

Period (min): 15	State: NY			
Date				Roadway
And Time Banga	Period	Average	Roadway	Surface
Time Range	Volume	Speed	Temperature	Wet/Dry
Fri,03/18/2022				
[08:30 AM-08:45 AM]	6	28 MPH	52 F	
[08:45 AM-09:00 AM]	5	25 MPH	55 F	
[09:00 AM-09:15 AM]	3	27 MPH	55 F	
[09:15 AM-09:30 AM]	4	25 MPH	55 F	
[09:30 AM-09:45 AM]	17	21 MPH	59 F	
[09:45 AM-10:00 AM]	6	28 MPH	63 F	
[10:00 AM-10:15 AM]	5	26 MPH	68 F	
[10:15 AM-10:30 AM]	10	26 MPH	70 F	
[10:30 AM-10:45 AM]	8	24 MPH	72 F	
[10:45 AM-11:00 AM]	9	26 MPH	75 F	
[11:00 AM-11:15 AM]	10	23 MPH	77 F	
[11:15 AM-11:30 AM]	13	27 MPH	81 F	
[11:30 AM-11:45 AM]	10	27 MPH	84 F	
[11:45 AM-12:00 PM]	13	25 MPH	86 F	
[12:00 PM-12:15 PM]	10	25 MPH	88 F	
[12:15 PM-12:30 PM]	24	21 MPH	88 F	
[12:30 PM-12:45 PM]	8	26 MPH	90 F	
[12:45 PM-01:00 PM]	15	27 MPH	91 F	
[01:00 PM-01:15 PM]	8	26 MPH	93 F	
[01:15 PM-01:30 PM]	14	26 MPH	95 F	
[01:30 PM-01:45 PM]	15	23 MPH	95 F	
[01:45 PM-02:00 PM]	3	29 MPH	97 F	
[02:00 PM-02:15 PM]	14	28 MPH	95 F	
[02:15 PM-02:30 PM]	14	27 MPH	95 F	
[02:30 PM-02:45 PM]	4	30 MPH	95 F	
[02:45 PM-03:00 PM]	12	27 MPH	93 F	
[03:00 PM-03:15 PM]	13	28 MPH	91 F	
[03:15 PM-03:30 PM]	9	28 MPH	90 F	
[03:30 PM-03:45 PM]	11	26 MPH	86 F	
[03:45 PM-04:00 PM]	18	25 MPH	82 F	
[04:00 PM-04:15 PM]	16	25 MPH	82 F	
[04:15 PM-04:30 PM]	10	28 MPH	81 F	
[04:30 PM-04:45 PM]	14	29 MPH	79 F	
[04:45 PM-05:00 PM]	16	27 MPH	77 F	
[05:00 PM-05:15 PM]	13	28 MPH	75 F	
[05:15 PM-05:30 PM]	17	27 MPH	72 F	
[05:30 PM-05:45 PM]	16	22 MPH	70 F	
[05:45 PM-06:00 PM]	13	29 MPH	68 F	
[06:00 PM-06:15 PM]	12	27 MPH	66 F	
[06:15 PM-06:30 PM]	15	25 MPH	66 F	
[06:30 PM-06:45 PM]	10	19 MPH	63 F	
[06:45 PM-07:00 PM]	11	26 MPH	63 F	
[07:00 PM-07:15 PM]	8	31 MPH	61 F	
[07:15 PM-07:30 PM]	4	26 MPH	59 F	

Location: SR 77 & Indian Hills **Device ID:** 406380 Raw Count: 1,638

Lane: WB Operator: **AADT Count:** 546 **Begin:** 03/17/2022 12:00 AM **End:** 03/20/2022 12:00 AM AADT Factor: 1 Street: Indian Hills WB

City: Corfu Speed Limit: 35 County: National Cemetary
State: NY Hours: 72.00

Period (min): 15

Period (min): 15	State: NY			
Date				Roadway
And	Period	Average	Roadway	Surface
Time Range	Volume	Speed	Temperature	Wet/Dry
Fri,03/18/2022				
[07:30 PM-07:45 PM]	3	26 MPH	59 F	
[07:45 PM-08:00 PM]	9	25 MPH	59 F	
[08:00 PM-08:15 PM]	8	30 MPH	57 F	
[08:15 PM-08:30 PM]	2	28 MPH	57 F	
[08:30 PM-08:45 PM]	3	27 MPH	55 F	
[08:45 PM-09:00 PM]	4	25 MPH	55 F	
[09:00 PM-09:15 PM]	3	29 MPH	54 F	
[09:15 PM-09:30 PM]	3	27 MPH	54 F	
[09:30 PM-09:45 PM]	5	28 MPH	54 F	
[09:45 PM-10:00 PM]	2	28 MPH	54 F	
[10:00 PM-10:15 PM]	2	25 MPH	54 F	
[10:15 PM-10:30 PM]	7	28 MPH	52 F	
[10:30 PM-10:45 PM]	2	25 MPH	52 F	
[10:45 PM-11:00 PM]	4	28 MPH	52 F	
[11:00 PM-11:15 PM]	2	28 MPH	52 F	
[11:15 PM-11:30 PM]	0	0 MPH	50 F	
[11:30 PM-11:45 PM]	0	0 MPH	50 F	
[11:45 PM-12:00 AM]	0	0 MPH	50 F	
Fri,03/18/2022	633	26 MPH	62 F	
Sat,03/19/2022				
[12:00 AM-12:15 AM]	0	0 MPH	50 F	
[12:15 AM-12:30 AM]	0	0 MPH	50 F	
[12:30 AM-12:45 AM]	1	28 MPH	50 F	
[12:45 AM-01:00 AM]	0	0 MPH	50 F	
[01:00 AM-01:15 AM]	0	0 MPH	50 F	
[01:15 AM-01:30 AM]	0	0 MPH	50 F	
[01:30 AM-01:45 AM]	0	0 MPH	50 F	
[01:45 AM-02:00 AM]	0	0 MPH	48 F	
[02:00 AM-02:15 AM]	0	0 MPH	48 F	
[02:15 AM-02:30 AM]	0	0 MPH	48 F	
[02:30 AM-02:45 AM]	1	18 MPH	48 F	
[02:45 AM-03:00 AM]	0	0 MPH	50 F	
[03:00 AM-03:15 AM]	0	0 MPH	50 F	
[03:15 AM-03:30 AM]	0	0 MPH	50 F	
[03:30 AM-03:45 AM]	0	0 MPH	50 F	
[03:45 AM-04:00 AM]	1	22 MPH	50 F	
[04:00 AM-04:15 AM]	0	0 MPH	50 F	
[04:15 AM-04:30 AM]	0	0 MPH	50 F	
[04:30 AM-04:45 AM]	0	0 MPH	50 F	
[04:45 AM-05:00 AM]	0	0 MPH	48 F	
[05:00 AM-05:15 AM]	0	0 MPH	48 F	
[05:15 AM-05:30 AM]	1	32 MPH	48 F	
[05:30 AM-05:45 AM]	0	0 MPH	46 F	
[05:45 AM-06:00 AM]	0	0 MPH	46 F	
				_

Location: SR 77 & Indian Hills **Device ID:** 406380 Raw Count: 1,638

Lane: WB Operator: **AADT Count:** 546 **Begin:** 03/17/2022 12:00 AM **End:** 03/20/2022 12:00 AM Street: Indian Hills WB AADT Factor: 1 City: Corfu Speed Limit: 35

County: National Cemetary
State: NY Hours: 72.00

Period (min): 15

Period (min): 15	State: NY			
Date				Roadway
And	Period	Average	Roadway	Surface
Time Range	Volume	Speed	Temperature	Wet/Dry
Sat,03/19/2022				
[06:00 AM-06:15 AM]	0	0 MPH	46 F	
[06:15 AM-06:30 AM]	1	22 MPH	46 F	
[06:30 AM-06:45 AM]	0	0 MPH	46 F	
[06:45 AM-07:00 AM]	2	25 MPH	46 F	
[07:00 AM-07:15 AM]	1	22 MPH	46 F	
[07:15 AM-07:30 AM]	1	28 MPH	46 F	
[07:30 AM-07:45 AM]	0	0 MPH	46 F	
[07:45 AM-08:00 AM]	2	25 MPH	48 F	
[08:00 AM-08:15 AM]	3	29 MPH	48 F	
[08:15 AM-08:30 AM]	9	28 MPH	48 F	
[08:30 AM-08:45 AM]	6	30 MPH	48 F	
[08:45 AM-09:00 AM]	2	25 MPH	48 F	
[09:00 AM-09:15 AM]	2	25 MPH	48 F	
[09:15 AM-09:30 AM]	5	24 MPH	50 F	
[09:30 AM-09:45 AM]	7	29 MPH	50 F	
[09:45 AM-10:00 AM]	3	27 MPH	50 F	
[10:00 AM-10:15 AM]	7	28 MPH	52 F	
[10:15 AM-10:30 AM]	9	26 MPH	52 F	
[10:30 AM-10:45 AM]	15	26 MPH	52 F	
[10:45 AM-11:00 AM]	8	27 MPH	52 F	
[11:00 AM-11:15 AM]	9	28 MPH	54 F	
[11:15 AM-11:30 AM]	7	25 MPH	54 F	
[11:30 AM-11:45 AM]	12	30 MPH	55 F	
[11:45 AM-12:00 PM]	10	30 MPH	55 F	
[12:00 PM-12:15 PM]	10	26 MPH	55 F	
[12:15 PM-12:30 PM]	17	25 MPH	57 F	
[12:30 PM-12:45 PM]	7	26 MPH	59 F	
[12:45 PM-01:00 PM]	8	26 MPH	59 F	
[01:00 PM-01:15 PM]	13	29 MPH	61 F	
[01:15 PM-01:30 PM]	9	31 MPH	66 F	
[01:30 PM-01:45 PM]	9	31 MPH	73 F	
[01:45 PM-02:00 PM]	10	28 MPH	72 F	
[02:00 PM-02:15 PM]	12	28 MPH	77 F	
[02:15 PM-02:30 PM]	6	32 MPH	75 F	
[02:30 PM-02:45 PM]	6	30 MPH	73 F	
[02:45 PM-03:00 PM]	11	24 MPH	77 F	
[03:00 PM-03:15 PM]	10	30 MPH	68 F	
[03:15 PM-03:30 PM]	12	30 MPH	66 F	
[03:30 PM-03:45 PM]	8	31 MPH	68 F	
[03:45 PM-04:00 PM]	6	31 MPH	68 F	
[04:00 PM-04:15 PM]	3	28 MPH	66 F	
[04:15 PM-04:30 PM]	9	32 MPH	63 F	
[04:30 PM-04:45 PM]	7	32 MPH	61 F	
[04:45 PM-05:00 PM]	8	37 MPH	59 F	

Device ID: 406380 Raw Count: 1,638 Location: SR 77 & Indian Hills

AADT Count: 546 Lane: WB Operator: **Begin:** 03/17/2022 12:00 AM **End:** 03/20/2022 12:00 AM Street: Indian Hills WB AADT Factor: 1 Speed Limit: 35

City: Corfu
County: National Cemetary Hours: 72.00

Period (min): 15	State: NY			
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Sat,03/19/2022				
[05:00 PM-05:15 PM]	5	51 MPH	57 F	
[05:15 PM-05:30 PM]	7	44 MPH	55 F	
[05:30 PM-05:45 PM]	7	41 MPH	55 F	
[05:45 PM-06:00 PM]	3	54 MPH	54 F	
[06:00 PM-06:15 PM]	10	49 MPH	54 F	
[06:15 PM-06:30 PM]	6	68 MPH	52 F	
[06:30 PM-06:45 PM]	7	63 MPH	52 F	
[06:45 PM-07:00 PM]	3	67 MPH	52 F	
[07:00 PM-07:15 PM]	3	63 MPH	50 F	
[07:15 PM-07:30 PM]	2	59 MPH	50 F	
[07:30 PM-07:45 PM]	3	54 MPH	50 F	
[07:45 PM-08:00 PM]	3	69 MPH	48 F	
[08:00 PM-08:15 PM]	3	57 MPH	48 F	
[08:15 PM-08:30 PM]	4	72 MPH	48 F	
[08:30 PM-08:45 PM]	3	0 MPH	46 F	
[08:45 PM-09:00 PM]	1	0 MPH	46 F	
[09:00 PM-09:15 PM]	3	32 MPH	46 F	
[09:15 PM-09:30 PM]	3	50 MPH	46 F	
[09:30 PM-09:45 PM]	0	0 MPH	46 F	
[09:45 PM-10:00 PM]	5	75 MPH	46 F	
[10:00 PM-10:15 PM]	5	0 MPH	46 F	
[10:15 PM-10:30 PM]	2	0 MPH	45 F	
[10:30 PM-10:45 PM]	2	0 MPH	45 F	
[10:45 PM-11:00 PM]	3	0 MPH	45 F	
[11:00 PM-11:15 PM]	1	0 MPH	45 F	
[11:15 PM-11:30 PM]	2	75 MPH	45 F	
[11:30 PM-11:45 PM]	3	75 MPH	45 F	
[11:45 PM-12:00 AM]	0	0 MPH	45 F	
Sat,03/19/2022	405	33 MPH	53 F	
03/17/2022 12:00 AM				
03/20/2022 12:00 AM	1638	28 MPH	58 F	

03/21/2022 10:41 PM 7 Page:

ATR 5 Date/Time/Volume/Average Speed/Temperature Report

Location: SR 77 & Indian Hills Raw Count: 9,992 **Device ID: 406377** Lane: NB Operator: AADT Count: 3,331

Begin: 03/17/2022 12:00 AM End: 03/20/2022 12:00 AM Street: SR 77 NB AADT Factor: 1 City: Corfu
County: National Cemetary Speed Limit: 35 Hours: 72.00

Period (min): 15	State: NY	ıaı y		
Date				Roadway
And Time Range	Period Volume	Average Speed	Roadway Temperature	Surface Wet/Dry
Thu,03/17/2022	1	- 1		
[12:00 AM-12:15 AM]	4	65 MPH	45 F	
[12:15 AM-12:30 AM]	7	58 MPH	45 F	
[12:30 AM-12:45 AM]	7	62 MPH	45 F	
[12:45 AM-01:00 AM]	9	63 MPH	45 F	
[01:00 AM-01:15 AM]	4	60 MPH	45 F	
[01:15 AM-01:30 AM]	5	58 MPH	43 F	
[01:30 AM-01:45 AM]	4	57 MPH	43 F	
[01:45 AM-02:00 AM]	2	55 MPH	43 F	
[02:00 AM-02:15 AM]	4	60 MPH	43 F	
[02:15 AM-02:30 AM]	2	63 MPH	43 F	
[02:30 AM-02:45 AM]	3	57 MPH	43 F	
[02:45 AM-03:00 AM]	1	48 MPH	43 F	
[03:00 AM-03:15 AM]	4	60 MPH	41 F	
[03:15 AM-03:30 AM]	2	52 MPH	41 F	
[03:30 AM-03:45 AM]	3	63 MPH	41 F	
[03:45 AM-04:00 AM]	2	50 MPH	41 F	
[04:00 AM-04:15 AM]	4	56 MPH	41 F	
[04:15 AM-04:30 AM]	5	52 MPH	41 F	
[04:30 AM-04:45 AM]	4	62 MPH	41 F	
[04:45 AM-05:00 AM]	7	62 MPH	41 F	
[05:00 AM-05:15 AM]	3	54 MPH	41 F	
[05:15 AM-05:30 AM]	6	58 MPH	41 F	
[05:30 AM-05:45 AM]	14	60 MPH	43 F	
[05:45 AM-06:00 AM]	30	61 MPH	43 F	
[06:00 AM-06:15 AM]	37	60 MPH	43 F	
[06:15 AM-06:30 AM]	25	61 MPH	43 F	
[06:30 AM-06:45 AM]	38	60 MPH	43 F	
[06:45 AM-07:00 AM]	37	58 MPH	43 F	
[07:00 AM-07:15 AM]	44	60 MPH	43 F	
[07:15 AM-07:30 AM]	29	60 MPH	43 F	
[07:30 AM-07:45 AM]	42	59 MPH	43 F	
[07:45 AM-08:00 AM]	34	56 MPH	45 F	
[08:00 AM-08:15 AM]	31	58 MPH	46 F	
[08:15 AM-08:30 AM]	40	58 MPH	48 F	
[08:30 AM-08:45 AM]	37	61 MPH	50 F	
[08:45 AM-09:00 AM]	41	59 MPH	52 F	
[09:00 AM-09:15 AM]	36	55 MPH	55 F	
[09:15 AM-09:30 AM]	37	58 MPH	57 F	
[09:30 AM-09:45 AM]	28	59 MPH	59 F	
[09:45 AM-10:00 AM]	41	59 MPH	63 F	
[10:00 AM-10:15 AM]	41	58 MPH	64 F	
[10:15 AM-10:30 AM]	50	57 MPH	66 F	
[10:30 AM-10:45 AM]	47	58 MPH	70 F	
[10:45 AM-11:00 AM]	35	61 MPH	72 F	

Device ID: 406377 Location: SR 77 & Indian Hills Raw Count: 9,992 Lane: NB Operator: AADT Count: 3,331

Begin: 03/17/2022 12:00 AM End: 03/20/2022 12:00 AM Hours: 72.00 AADT Factor: 1 Street: SR 77 NB City: Corfu
County: National Cemetary Speed Limit: 35

[09:45 PM-10:00 PM]

Hours: 72.00 Period (min): 15	County: National State: NY	Cemetary		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Thu,03/17/2022				
[11:00 AM-11:15 AM]	49	56 MPH	75 F	
[11:15 AM-11:30 AM]	61	56 MPH	77 F	
[11:30 AM-11:45 AM]	45	58 MPH	79 F	
[11:45 AM-12:00 PM]	44	58 MPH	81 F	
[12:00 PM-12:15 PM]	50	58 MPH	82 F	
[12:15 PM-12:30 PM]	51	56 MPH	84 F	
[12:30 PM-12:45 PM]	65	55 MPH	86 F	
[12:45 PM-01:00 PM]	41	57 MPH	90 F	
[01:00 PM-01:15 PM]	63	54 MPH	90 F	
[01:15 PM-01:30 PM]	53	53 MPH	90 F	
[01:30 PM-01:45 PM]	58	59 MPH	91 F	
[01:45 PM-02:00 PM]	60	58 MPH	91 F	
[02:00 PM-02:15 PM]	50	57 MPH	93 F	
[02:15 PM-02:30 PM]	45	58 MPH	93 F	
[02:30 PM-02:45 PM]	49	58 MPH	93 F	
[02:45 PM-03:00 PM]	55	54 MPH	93 F	
[03:00 PM-03:15 PM]	66	58 MPH	93 F	
[03:15 PM-03:30 PM]	56	59 MPH	91 F	
[03:30 PM-03:45 PM]	78	60 MPH	91 F	
[03:45 PM-04:00 PM]	61	58 MPH	91 F	
[04:00 PM-04:15 PM]	78	56 MPH	90 F	
[04:15 PM-04:30 PM]	77	58 MPH	88 F	
[04:30 PM-04:45 PM]	67	60 MPH	86 F	
[04:45 PM-05:00 PM]	67	57 MPH	86 F	
[05:00 PM-05:15 PM]	57	61 MPH	82 F	
[05:15 PM-05:30 PM]	62	60 MPH	82 F	
[05:30 PM-05:45 PM]	58	59 MPH	79 F	
[05:45 PM-06:00 PM]	50	59 MPH	77 F	
[06:00 PM-06:15 PM]	51	60 MPH	75 F	
[06:15 PM-06:30 PM]	44	61 MPH	73 F	
[06:30 PM-06:45 PM]	47	58 MPH	70 F	
[06:45 PM-07:00 PM]	44	60 MPH	68 F	
[07:00 PM-07:15 PM]	25	58 MPH	64 F	
[07:15 PM-07:30 PM]	25	62 MPH	63 F	
[07:30 PM-07:45 PM]	25	58 MPH	61 F	
[07:45 PM-08:00 PM]	28	60 MPH	59 F	
[08:00 PM-08:15 PM]	31	57 MPH	59 F	
[08:15 PM-08:30 PM]	34	57 MPH	57 F	
[08:30 PM-08:45 PM]	22	60 MPH	57 F	
[08:45 PM-09:00 PM]	24	58 MPH	55 F	
[09:00 PM-09:15 PM]	16	60 MPH	55 F	
[09:15 PM-09:30 PM]	22	58 MPH	55 F	
[09:30 PM-09:45 PM]	23	59 MPH	54 F	

03/21/2022 10:26 PM 2 Page:

62 MPH

54 F

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Location: SR 77 & Indian Hills **Device ID: 406377** Raw Count: 9,992 Lane: NB Operator: AADT Count: 3,331

Begin: 03/17/2022 12:00 AM **End:** 03/20/2022 12:00 AM AADT Factor: 1 Street: SR 77 NB City: Corfu
County: National Cemetary
State: NY Speed Limit: 35 Hours: 72.00

Period (min): 15

Period (min): 15	State: NY			
Date And	Period	Average	Roadway	Roadway Surface
Time Range	Volume	Speed	Temperature	Wet/Dry
Thu,03/17/2022				
[10:00 PM-10:15 PM]	16	61 MPH	52 F	
[10:15 PM-10:30 PM]	9	58 MPH	52 F	
[10:30 PM-10:45 PM]	11	64 MPH	52 F	
[10:45 PM-11:00 PM]	8	58 MPH	52 F	
[11:00 PM-11:15 PM]	12	58 MPH	52 F	
[11:15 PM-11:30 PM]	9	61 MPH	52 F	
[11:30 PM-11:45 PM]	8	61 MPH	50 F	
[11:45 PM-12:00 AM]	10	59 MPH	50 F	
Thu,03/17/2022	3055	58 MPH	61 F	
Fri,03/18/2022				
[12:00 AM-12:15 AM]	10	58 MPH	50 F	
[12:15 AM-12:30 AM]	11	58 MPH	50 F	
[12:30 AM-12:45 AM]	11	61 MPH	50 F	
[12:45 AM-01:00 AM]	10	62 MPH	48 F	
[01:00 AM-01:15 AM]	5	52 MPH	48 F	
[01:15 AM-01:30 AM]	5	57 MPH	48 F	
[01:30 AM-01:45 AM]	3	54 MPH	48 F	
[01:45 AM-02:00 AM]	5	58 MPH	48 F	
[02:00 AM-02:15 AM]	3	51 MPH	46 F	
[02:15 AM-02:30 AM]	3	63 MPH	46 F	
[02:30 AM-02:45 AM]	2	50 MPH	46 F	
[02:45 AM-03:00 AM]	0	0 MPH	46 F	
[03:00 AM-03:15 AM]	2	53 MPH	46 F	
[03:15 AM-03:30 AM]	1	48 MPH	46 F	
[03:30 AM-03:45 AM]	6	59 MPH	46 F	
[03:45 AM-04:00 AM]	0	0 MPH	46 F	
[04:00 AM-04:15 AM]	1	52 MPH	46 F	
[04:15 AM-04:30 AM]	4	58 MPH	46 F	
[04:30 AM-04:45 AM]	4	66 MPH	46 F	
[04:45 AM-05:00 AM]	4	56 MPH	46 F	
[05:00 AM-05:15 AM]	3	58 MPH	45 F	
[05:15 AM-05:30 AM]	14	54 MPH	45 F	
[05:30 AM-05:45 AM]	16	56 MPH	45 F	
[05:45 AM-06:00 AM]	23	61 MPH	45 F	
[06:00 AM-06:15 AM]	35	62 MPH	45 F	
[06:15 AM-06:30 AM]	36	61 MPH	45 F	
[06:30 AM-06:45 AM]	27	63 MPH	45 F	
[06:45 AM-07:00 AM]	39	58 MPH	45 F	
[07:00 AM-07:15 AM]	43	57 MPH	45 F	
[07:15 AM-07:30 AM]	34	57 MPH	45 F	
[07:30 AM-07:45 AM]	45	57 MPH	45 F	
[07:45 AM-08:00 AM]	31	57 MPH	46 F	
[08:00 AM-08:15 AM]	41	56 MPH	48 F	
[08:15 AM-08:30 AM]	46	56 MPH	50 F	

Raw Count: 9,992 **Device ID: 406377** Location: SR 77 & Indian Hills Lane: NB Operator: AADT Count: 3,331

Begin: 03/17/2022 12:00 AM End: 03/20/2022 12:00 AM AADT Factor: 1 Street: SR 77 NB City: Corfu
County: National Cemetary
State: NY Speed Limit: 35 Hours: 72.00

Period (min): 15

Period (min): 15	State: NY			
Date				Roadway
And Time Banga	Period	Average	Roadway	Surface Wet/Dry
Time Range	Volume	Speed	Temperature	wet/Dry
Fri,03/18/2022				
[08:30 AM-08:45 AM]	37	57 MPH	52 F	
[08:45 AM-09:00 AM]	26	57 MPH	55 F	
[09:00 AM-09:15 AM]	38	59 MPH	55 F	
[09:15 AM-09:30 AM]	50	56 MPH	55 F	
[09:30 AM-09:45 AM]	47	57 MPH	59 F	
[09:45 AM-10:00 AM]	42	58 MPH	63 F	
[10:00 AM-10:15 AM]	48	58 MPH	64 F	
[10:15 AM-10:30 AM]	51	57 MPH	68 F	
[10:30 AM-10:45 AM]	38	58 MPH	70 F	
[10:45 AM-11:00 AM]	42	54 MPH	73 F	
[11:00 AM-11:15 AM]	46	57 MPH	77 F	
[11:15 AM-11:30 AM]	59	54 MPH	79 F	
[11:30 AM-11:45 AM]	64	58 MPH	81 F	
[11:45 AM-12:00 PM]	50	60 MPH	82 F	
[12:00 PM-12:15 PM]	58	55 MPH	84 F	
[12:15 PM-12:30 PM]	66	46 MPH	86 F	
[12:30 PM-12:45 PM]	63	54 MPH	88 F	
[12:45 PM-01:00 PM]	66	56 MPH	90 F	
[01:00 PM-01:15 PM]	60	55 MPH	90 F	
[01:15 PM-01:30 PM]	69	56 MPH	91 F	
[01:30 PM-01:45 PM]	50	58 MPH	93 F	
[01:45 PM-02:00 PM]	73	58 MPH	95 F	
[02:00 PM-02:15 PM]	51	58 MPH	95 F	
[02:15 PM-02:30 PM]	78	57 MPH	93 F	
[02:30 PM-02:45 PM]	66	56 MPH	91 F	
[02:45 PM-03:00 PM]	62	59 MPH	91 F	
[03:00 PM-03:15 PM]	86	56 MPH	90 F	
[03:15 PM-03:30 PM]	85	57 MPH	88 F	
[03:30 PM-03:45 PM]	94	56 MPH	84 F	
[03:45 PM-04:00 PM]	98	57 MPH	82 F	
[04:00 PM-04:15 PM]	86	56 MPH	82 F	
[04:15 PM-04:30 PM]	86	56 MPH	82 F	
[04:30 PM-04:45 PM]	72	58 MPH	79 F	
[04:45 PM-05:00 PM]	77	59 MPH	77 F	
[05:00 PM-05:15 PM]	83	60 MPH	73 F	
[05:15 PM-05:30 PM]	93	57 MPH	72 F	
[05:30 PM-05:45 PM]	71	58 MPH	70 F	
[05:45 PM-06:00 PM]	76	59 MPH	68 F	
[06:00 PM-06:15 PM]	66	58 MPH	66 F	
[06:15 PM-06:30 PM]	68	60 MPH	64 F	
[06:30 PM-06:45 PM]	52	55 MPH	63 F	
[06:45 PM-07:00 PM]	46	58 MPH	61 F	
[07:00 PM-07:15 PM]	53	59 MPH	61 F	
[07:15 PM-07:30 PM]	31	55 MPH	59 F	

Device ID: 406377 Location: SR 77 & Indian Hills Raw Count: 9,992 Lane: NB Operator: AADT Count: 3,331

Begin: 03/17/2022 12:00 AM **End:** 03/20/2022 12:00 AM AADT Factor: 1 Street: SR 77 NB City: Corfu
County: National Cemetary
State: NY Speed Limit: 35 Hours: 72.00

Period (min): 15

Period (min): 15	State: NY			
Date And	Period	Average	Roadway	Roadway Surface
Time Range	Volume	Speed	Temperature	Wet/Dry
Fri,03/18/2022				
[07:30 PM-07:45 PM]	31	56 MPH	59 F	
[07:45 PM-08:00 PM]	36	57 MPH	57 F	
[08:00 PM-08:15 PM]	28	55 MPH	57 F	
[08:15 PM-08:30 PM]	61	56 MPH	55 F	
[08:30 PM-08:45 PM]	35	52 MPH	55 F	
[08:45 PM-09:00 PM]	33	59 MPH	55 F	
[09:00 PM-09:15 PM]	28	55 MPH	54 F	
[09:15 PM-09:30 PM]	23	54 MPH	54 F	
[09:30 PM-09:45 PM]	19	58 MPH	54 F	
[09:45 PM-10:00 PM]	26	56 MPH	54 F	
[10:00 PM-10:15 PM]	21	59 MPH	52 F	
[10:15 PM-10:30 PM]	17	59 MPH	52 F	
[10:30 PM-10:45 PM]	10	60 MPH	52 F	
[10:45 PM-11:00 PM]	9	61 MPH	50 F	
[11:00 PM-11:15 PM]	14	60 MPH	50 F	
[11:15 PM-11:30 PM]	13	59 MPH	50 F	
[11:30 PM-11:45 PM]	23	59 MPH	50 F	
[11:45 PM-12:00 AM]	12	57 MPH	50 F	
Fri,03/18/2022	3685	57 MPH	61 F	
Sat,03/19/2022				
[12:00 AM-12:15 AM]	10	62 MPH	50 F	
[12:15 AM-12:30 AM]	9	58 MPH	48 F	
[12:30 AM-12:45 AM]	8	52 MPH	48 F	
[12:45 AM-01:00 AM]	6	62 MPH	48 F	
[01:00 AM-01:15 AM]	6	65 MPH	48 F	
[01:15 AM-01:30 AM]	4	62 MPH	48 F	
[01:30 AM-01:45 AM]	8	60 MPH	48 F	
[01:45 AM-02:00 AM]	1	52 MPH	48 F	
[02:00 AM-02:15 AM]	3	56 MPH	48 F	
[02:15 AM-02:30 AM]	11	56 MPH	48 F	
[02:30 AM-02:45 AM]	2	63 MPH	50 F	
[02:45 AM-03:00 AM]	3	57 MPH	50 F	
[03:00 AM-03:15 AM]	4	46 MPH	50 F	
[03:15 AM-03:30 AM]	2	48 MPH	50 F	
[03:30 AM-03:45 AM]	2	64 MPH	50 F	
[03:45 AM-04:00 AM]	0	0 MPH	50 F	
[04:00 AM-04:15 AM]	4	56 MPH	50 F	
[04:15 AM-04:30 AM]	4	55 MPH	50 F	
[04:30 AM-04:45 AM]	1	62 MPH	50 F	
[04:45 AM-05:00 AM]	3	51 MPH	48 F	
[05:00 AM-05:15 AM]	4	55 MPH	48 F	
[05:15 AM-05:30 AM]	8	53 MPH	48 F	
[05:30 AM-05:45 AM]	8	62 MPH	46 F	
[05:45 AM-06:00 AM]	20	58 MPH	48 F	

Device ID: 406377 Raw Count: 9,992 Location: SR 77 & Indian Hills Lane: NB Operator: AADT Count: 3,331

Begin: 03/17/2022 12:00 AM **End:** 03/20/2022 12:00 AM AADT Factor: 1 Street: SR 77 NB City: Corfu Speed Limit: 35 County: National Cemetary
State: NY

Hours: 72.00

Period (min): 15	State: NY			
Date		_		Roadway
And Time Range	Period Volume	Average Speed	Roadway Temperature	Surface Wet/Dry
Time Kange	l volume	l Speed	remperature	weubry
Sat,03/19/2022				
[06:00 AM-06:15 AM]	22	60 MPH	48 F	
[06:15 AM-06:30 AM]	19	58 MPH	46 F	
[06:30 AM-06:45 AM]	50	43 MPH	46 F	
[06:45 AM-07:00 AM]	14	59 MPH	46 F	
[07:00 AM-07:15 AM]	18	56 MPH	46 F	
[07:15 AM-07:30 AM]	20	60 MPH	46 F	
[07:30 AM-07:45 AM]	22	57 MPH	48 F	
[07:45 AM-08:00 AM]	28	55 MPH	48 F	
[08:00 AM-08:15 AM]	39	56 MPH	48 F	
[08:15 AM-08:30 AM]	34	58 MPH	48 F	
[08:30 AM-08:45 AM]	31	58 MPH	48 F	
[08:45 AM-09:00 AM]	32	56 MPH	48 F	
[09:00 AM-09:15 AM]	38	59 MPH	48 F	
[09:15 AM-09:30 AM]	36	59 MPH	48 F	
[09:30 AM-09:45 AM]	60	54 MPH	48 F	
[09:45 AM-10:00 AM]	56	57 MPH	50 F	
[10:00 AM-10:15 AM]	60	58 MPH	50 F	
[10:15 AM-10:30 AM]	57	58 MPH	52 F	
[10:30 AM-10:45 AM]	63	56 MPH	52 F	
[10:45 AM-11:00 AM]	65	58 MPH	52 F	
[11:00 AM-11:15 AM]	57	58 MPH	52 F	
[11:15 AM-11:30 AM]	51	58 MPH	54 F	
[11:30 AM-11:45 AM]	68	57 MPH	55 F	
[11:45 AM-12:00 PM]	67	58 MPH	55 F	
[12:00 PM-12:15 PM]	76	59 MPH	55 F	
[12:15 PM-12:30 PM]	80	59 MPH	57 F	
[12:30 PM-12:45 PM]	79	60 MPH	57 F	
[12:45 PM-01:00 PM]	65	60 MPH	59 F	
[01:00 PM-01:15 PM]	71	57 MPH	61 F	
[01:15 PM-01:30 PM]	57	60 MPH	66 F	
[01:30 PM-01:45 PM]	63	61 MPH	72 F	
[01:45 PM-02:00 PM]	67	59 MPH	70 F	
[02:00 PM-02:15 PM]	77	60 MPH	75 F	
[02:15 PM-02:30 PM]	82	59 MPH	75 F	
[02:30 PM-02:45 PM]	67	57 MPH	73 F	
[02:45 PM-03:00 PM]	77	60 MPH	77 F	
[03:00 PM-03:15 PM]	66	60 MPH	66 F	
[03:15 PM-03:30 PM]	53	58 MPH	66 F	
[03:30 PM-03:45 PM]	59	59 MPH	73 F	
[03:45 PM-04:00 PM]	63	61 MPH	75 F	
[04:00 PM-04:15 PM]	53	62 MPH	72 F	
[04:15 PM-04:30 PM]	57	60 MPH	66 F	
[04:30 PM-04:45 PM]	59	63 MPH	63 F	
[04:45 PM-05:00 PM]	53	60 MPH	59 F	

Device ID: 406377 Location: SR 77 & Indian Hills Raw Count: 9,992 Lane: NB Operator: AADT Count: 3,331

Begin: 03/17/2022 12:00 AM End: 03/20/2022 12:00 AM AADT Factor: 1 Street: SR 77 NB City: Corfu
County: National Cemetary Speed Limit: 35 Hours: 72.00

Period (min): 15	State: NY	tai y		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Sat,03/19/2022				
[05:00 PM-05:15 PM]	50	60 MPH	57 F	
[05:15 PM-05:30 PM]	49	59 MPH	57 F	
[05:30 PM-05:45 PM]	47	57 MPH	54 F	
[05:45 PM-06:00 PM]	36	60 MPH	54 F	
[06:00 PM-06:15 PM]	43	61 MPH	54 F	
[06:15 PM-06:30 PM]	32	59 MPH	52 F	
[06:30 PM-06:45 PM]	42	59 MPH	52 F	
[06:45 PM-07:00 PM]	37	62 MPH	50 F	
[07:00 PM-07:15 PM]	38	59 MPH	50 F	
[07:15 PM-07:30 PM]	28	64 MPH	48 F	
[07:30 PM-07:45 PM]	33	62 MPH	48 F	
[07:45 PM-08:00 PM]	34	59 MPH	48 F	
[08:00 PM-08:15 PM]	27	64 MPH	48 F	
[08:15 PM-08:30 PM]	30	58 MPH	46 F	
[08:30 PM-08:45 PM]	25	62 MPH	46 F	
[08:45 PM-09:00 PM]	23	60 MPH	46 F	
[09:00 PM-09:15 PM]	18	60 MPH	46 F	
[09:15 PM-09:30 PM]	19	61 MPH	46 F	
[09:30 PM-09:45 PM]	23	61 MPH	45 F	
[09:45 PM-10:00 PM]	31	58 MPH	45 F	
[10:00 PM-10:15 PM]	27	61 MPH	45 F	
[10:15 PM-10:30 PM]	10	55 MPH	45 F	
[10:30 PM-10:45 PM]	14	60 MPH	45 F	
[10:45 PM-11:00 PM]	13	59 MPH	45 F	
[11:00 PM-11:15 PM]	19	60 MPH	45 F	
[11:15 PM-11:30 PM]	9	61 MPH	45 F	
[11:30 PM-11:45 PM]	17	62 MPH	45 F	
[11:45 PM-12:00 AM]	16	59 MPH	45 F	
Sat,03/19/2022	3252	59 MPH	53 F	
03/17/2022 12:00 AM				
03/20/2022 12:00 AM	9992	58 MPH	58 F	

ATR 6 Date/Time/Volume/Average Speed/Temperature Report

Device ID: 406379 Location: SR 77 & Indian Hills **Raw Count:** 11,089 Lane: SB AADT Count: 3,696 Operator: AADT Factor: 1 Street: SR 77 SB

Begin: 03/17/2022 12:00 AM End: 03/20/2022 12:00 AM City: Corfu
County: National Cemetary Speed Limit: 35 Hours: 72.00

Period (min): 15	State: NY	ai y		
Date				Roadway
And	Period	Average	Roadway	Surface
Time Range	Volume	Speed	Temperature	Wet/Dry
Thu,03/17/2022				
[12:00 AM-12:15 AM]	4	52 MPH	46 F	
[12:15 AM-12:30 AM]	2	53 MPH	46 F	
[12:30 AM-12:45 AM]	3	44 MPH	45 F	
[12:45 AM-01:00 AM]	6	50 MPH	45 F	
[01:00 AM-01:15 AM]	4	43 MPH	45 F	
[01:15 AM-01:30 AM]	2	45 MPH	45 F	
[01:30 AM-01:45 AM]	3	48 MPH	45 F	
[01:45 AM-02:00 AM]	2	50 MPH	45 F	
[02:00 AM-02:15 AM]	2	55 MPH	45 F	
[02:15 AM-02:30 AM]	3	51 MPH	43 F	
[02:30 AM-02:45 AM]	3	49 MPH	43 F	
[02:45 AM-03:00 AM]	3	53 MPH	43 F	
[03:00 AM-03:15 AM]	7	53 MPH	43 F	
[03:15 AM-03:30 AM]	3	56 MPH	43 F	
[03:30 AM-03:45 AM]	4	47 MPH	41 F	
[03:45 AM-04:00 AM]	4	53 MPH	41 F	
[04:00 AM-04:15 AM]	5	52 MPH	41 F	
[04:15 AM-04:30 AM]	6	50 MPH	43 F	
[04:30 AM-04:45 AM]	15	54 MPH	43 F	
[04:45 AM-05:00 AM]	15	52 MPH	43 F	
[05:00 AM-05:15 AM]	12	55 MPH	43 F	
[05:15 AM-05:30 AM]	22	51 MPH	43 F	
[05:30 AM-05:45 AM]	17	55 MPH	43 F	
[05:45 AM-06:00 AM]	23	52 MPH	43 F	
[06:00 AM-06:15 AM]	45	50 MPH	43 F	
[06:15 AM-06:30 AM]	34	51 MPH	43 F	
[06:30 AM-06:45 AM]	36	52 MPH	43 F	
[06:45 AM-07:00 AM]	45	47 MPH	43 F	
[07:00 AM-07:15 AM]	54	53 MPH	43 F	
[07:15 AM-07:30 AM]	77	53 MPH	43 F	
[07:30 AM-07:45 AM]	72	52 MPH	45 F	
[07:45 AM-08:00 AM]	66	47 MPH	45 F	
[08:00 AM-08:15 AM]	48	50 MPH	46 F	
[08:15 AM-08:30 AM]	49	50 MPH	48 F	
[08:30 AM-08:45 AM]	46	52 MPH	50 F	
[08:45 AM-09:00 AM]	49	51 MPH	52 F	
[09:00 AM-09:15 AM]	48	45 MPH	54 F	
[09:15 AM-09:30 AM]	40	52 MPH	55 F	
[09:30 AM-09:45 AM]	39 51	46 MPH	59 F	
[09:45 AM-10:00 AM]	51 54	51 MPH	61 F	
[10:00 AM-10:15 AM]	54 54	49 MPH	63 F	
[10:15 AM-10:30 AM]	54 59	46 MPH	64 F	
[10:30 AM-10:45 AM]	58 53	53 MPH	68 F	
[10:45 AM-11:00 AM]	53	48 MPH	70 F	

Location: SR 77 & Indian Hills **Device ID:** 406379 **Raw Count:** 11,089 AADT Count: 3,696 Lane: SB Operator:

Begin: 03/17/2022 12:00 AM **End:** 03/20/2022 12:00 AM AADT Factor: 1 Street: SR 77 SB City: Corfu
County: National Cemetary
State: NY Speed Limit: 35 Hours: 72.00

Period (min): 15

Period (min): 15	State: NY			
Date And	Period	Average	Roadway	Roadway Surface
Time Range	Volume	Speed	Temperature	Wet/Dry
Thu,03/17/2022				
[11:00 AM-11:15 AM]	53	47 MPH	72 F	
[11:15 AM-11:30 AM]	56	49 MPH	75 F	
[11:30 AM-11:45 AM]	44	47 MPH	77 F	
[11:45 AM-12:00 PM]	54	49 MPH	79 F	
[12:00 PM-12:15 PM]	64	50 MPH	81 F	
[12:15 PM-12:30 PM]	52	48 MPH	82 F	
[12:30 PM-12:45 PM]	59	45 MPH	84 F	
[12:45 PM-01:00 PM]	61	47 MPH	86 F	
[01:00 PM-01:15 PM]	64	43 MPH	86 F	
[01:15 PM-01:30 PM]	54	45 MPH	88 F	
[01:30 PM-01:45 PM]	46	49 MPH	88 F	
[01:45 PM-02:00 PM]	48	48 MPH	90 F	
[02:00 PM-02:15 PM]	51	46 MPH	90 F	
[02:15 PM-02:30 PM]	46	49 MPH	90 F	
[02:30 PM-02:45 PM]	65	49 MPH	90 F	
[02:45 PM-03:00 PM]	59	45 MPH	91 F	
[03:00 PM-03:15 PM]	72	46 MPH	91 F	
[03:15 PM-03:30 PM]	95	48 MPH	90 F	
[03:30 PM-03:45 PM]	91	45 MPH	90 F	
[03:45 PM-04:00 PM]	92	46 MPH	88 F	
[04:00 PM-04:15 PM]	88	46 MPH	88 F	
[04:15 PM-04:30 PM]	75	48 MPH	86 F	
[04:30 PM-04:45 PM]	85	47 MPH	84 F	
[04:45 PM-05:00 PM]	93	47 MPH	84 F	
[05:00 PM-05:15 PM]	77	50 MPH	82 F	
[05:15 PM-05:30 PM]	70	50 MPH	81 F	
[05:30 PM-05:45 PM]	93	48 MPH	79 F	
[05:45 PM-06:00 PM]	104	50 MPH	77 F	
[06:00 PM-06:15 PM]	66	48 MPH	77 F	
[06:15 PM-06:30 PM]	57	52 MPH	73 F	
[06:30 PM-06:45 PM]	49	49 MPH	72 F	
[06:45 PM-07:00 PM]	40	50 MPH	68 F	
[07:00 PM-07:15 PM]	40 30	50 MPH 50 MPH	66 F 63 F	
[07:15 PM-07:30 PM] [07:30 PM-07:45 PM]	23	50 MPH 52 MPH	61 F	
[07:45 PM-08:00 PM]		52 MPH 51 MPH	61 F	
[07.43 FM-08.00 FM] [08:00 PM-08:15 PM]	25 22	50 MPH	59 F	
[08:15 PM-08:30 PM]	41	45 MPH	59 F	
[08:30 PM-08:45 PM]	27	47 MPH	57 F	
[08:45 PM-09:00 PM]	14	46 MPH	57 F	
[09:00 PM-09:15 PM]	19	48 MPH	55 F	
[09:15 PM-09:30 PM]	16	44 MPH	55 F	
[09:30 PM-09:45 PM]	9	54 MPH	54 F	
[09:45 PM-10:00 PM]	15	50 MPH	54 F	
[00.40 W-10.00 FW]	15	JO IVII TT	J + 1	

03/21/2022 10:40 PM 2 Page:

Location: SR 77 & Indian Hills **Device ID: 406379 Raw Count:** 11,089 Lane: SB AADT Count: 3,696 Operator:

Begin: 03/17/2022 12:00 AM **End:** 03/20/2022 12:00 AM AADT Factor: 1 Street: SR 77 SB City: Corfu
County: National Cemetary
State: NY Speed Limit: 35 Hours: 72.00

Period (min): 15

Period (min): 15	State: NY			
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
I mie Kange	1 Volume	l obser	. omporature	TTGUDIY
Thu,03/17/2022				
[10:00 PM-10:15 PM]	13	52 MPH	54 F	
[10:15 PM-10:30 PM]	9	54 MPH	54 F	
[10:30 PM-10:45 PM]	15	53 MPH	52 F	
[10:45 PM-11:00 PM]	6	54 MPH	52 F	
[11:00 PM-11:15 PM]	8	46 MPH	52 F	
[11:15 PM-11:30 PM]	13	56 MPH	52 F	
[11:30 PM-11:45 PM]	19	52 MPH	52 F	
[11:45 PM-12:00 AM]	5	50 MPH	50 F	
Thu,03/17/2022	3680	49 MPH	61 F	
Fri,03/18/2022				
[12:00 AM-12:15 AM]	4	39 MPH	50 F	
[12:15 AM-12:30 AM]	3	49 MPH	50 F	
[12:30 AM-12:45 AM]	3	58 MPH	50 F	
[12:45 AM-01:00 AM]	2	50 MPH	50 F	
[01:00 AM-01:15 AM]	3	49 MPH	50 F	
[01:15 AM-01:30 AM]	1	38 MPH	48 F	
[01:30 AM-01:45 AM]	4	50 MPH	48 F	
[01:45 AM-02:00 AM]	6	48 MPH	48 F	
[02:00 AM-02:15 AM]	3	53 MPH	48 F	
[02:15 AM-02:30 AM]	3	56 MPH	48 F	
[02:30 AM-02:45 AM]	6	49 MPH	48 F	
[02:45 AM-03:00 AM]	3	54 MPH	48 F	
[03:00 AM-03:15 AM]	6	49 MPH	48 F	
[03:15 AM-03:30 AM]	1	62 MPH	48 F	
[03:30 AM-03:45 AM]	1	52 MPH	48 F	
[03:45 AM-04:00 AM]	2	50 MPH	46 F	
[04:00 AM-04:15 AM]	8	49 MPH	46 F	
[04:15 AM-04:30 AM]	6	53 MPH	46 F	
[04:30 AM-04:45 AM]	9	53 MPH	46 F	
[04:45 AM-05:00 AM]	13	52 MPH	46 F	
[05:00 AM-05:15 AM]	15	52 MPH	46 F	
[05:15 AM-05:30 AM]	20	56 MPH	46 F	
[05:30 AM-05:45 AM]	16	53 MPH	46 F	
[05:45 AM-06:00 AM]	23	55 MPH	45 F	
[06:00 AM-06:15 AM]	32	53 MPH	45 F	
[06:15 AM-06:30 AM]	47	50 MPH	46 F	
[06:30 AM-06:45 AM]	43	52 MPH	46 F	
[06:45 AM-07:00 AM]	59	50 MPH	46 F	
[07:00 AM-07:15 AM]	50	55 MPH	45 F	
[07:15 AM-07:45 AM]	83	52 MPH	45 F	
[07:30 AM-07:45 AM]	69	50 MPH	46 F	
[07:45 AM-08:00 AM]	64	50 MPH	46 F	
[08:00 AM-08:15 AM]	42	54 MPH	48 F	
[08:15 AM-08:30 AM]	55	51 MPH	50 F	

03/21/2022 10:40 PM 3 Page:

Device ID: 406379Location: SR 77 & Indian HillsRaw Count: 11,089Operator:Lane: SBAADT Count: 3,696

Hours: 72.00 Period (min): 15	State: NY	ary		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Fri,03/18/2022				
[08:30 AM-08:45 AM]	48	52 MPH	52 F	
[08:45 AM-09:00 AM]	44	48 MPH	55 F	
[09:00 AM-09:15 AM]	31	47 MPH	55 F	
[09:15 AM-09:30 AM]	46	49 MPH	55 F	
[09:30 AM-09:45 AM]	50	51 MPH	57 F	
[09:45 AM-10:00 AM]	49	48 MPH	61 F	
[10:00 AM-10:15 AM]	50	44 MPH	64 F	
[10:15 AM-10:30 AM]	62	49 MPH	66 F	
[10:30 AM-10:45 AM]	49	51 MPH	68 F	
[10:45 AM-11:00 AM]	58	48 MPH	72 F	
[11:00 AM-11:15 AM]	57	48 MPH	73 F	
[11:15 AM-11:30 AM]	59	50 MPH	77 F	
[11:30 AM-11:45 AM]	59	49 MPH	79 F	
[11:45 AM-12:00 PM]	67	48 MPH	81 F	
[12:00 PM-12:15 PM]	77	46 MPH	82 F	
[12:15 PM-12:30 PM]	74	46 MPH	82 F	
[12:30 PM-12:45 PM]	63	48 MPH	84 F	
[12:45 PM-01:00 PM]	65	47 MPH	86 F	
[01:00 PM-01:15 PM]	78	47 MPH	88 F	
[01:15 PM-01:30 PM]	78	50 MPH	88 F	
[01:30 PM-01:45 PM]	81	47 MPH	90 F	
[01:45 PM-02:00 PM]	57	49 MPH	91 F	
[02:00 PM-02:15 PM]	77	51 MPH	91 F	
[02:15 PM-02:30 PM]	70	45 MPH	90 F	
[02:30 PM-02:45 PM]	83	47 MPH	90 F	
[02:45 PM-03:00 PM]	62	47 MPH	90 F	
[03:00 PM-03:15 PM]	76	49 MPH	88 F	
[03:15 PM-03:30 PM]	97	48 MPH	86 F	
[03:30 PM-03:45 PM]	107	45 MPH	82 F	
[03:45 PM-04:00 PM]	93	49 MPH	82 F	
[04:00 PM-04:15 PM]	100	48 MPH	82 F	
[04:15 PM-04:30 PM]	101	50 MPH	81 F	
[04:30 PM-04:45 PM]	68	48 MPH	79 F	
[04:45 PM-05:00 PM]	67	47 MPH	77 F	
[05:00 PM-05:15 PM]	81	51 MPH	73 F	
[05:15 PM-05:30 PM]	87	49 MPH	72 F	
[05:30 PM-05:45 PM]	82	48 MPH	70 F	
[05:45 PM-06:00 PM]	60	48 MPH	68 F	
[06:00 PM-06:15 PM]	74	49 MPH	66 F	
[06:15 PM-06:30 PM]	61	50 MPH	64 F	
[06:30 PM-06:45 PM]	59	47 MPH	64 F	
[06:45 PM-07:00 PM]	52	50 MPH	63 F	
[07:00 PM-07:15 PM]	41	49 MPH	61 F	
	40	40 MDII	50 F	

03/21/2022 10:40 PM Page: 4

49 MPH

59 F

40

[07:15 PM-07:30 PM]

Device ID: 406379 Location: SR 77 & Indian Hills **Raw Count:** 11,089 Lane: SB AADT Count: 3,696 Operator:

Begin: 03/17/2022 12:00 AM End: 03/20/2022 12:00 AM AADT Factor: 1 Street: SR 77 SB City: Corfu
County: National Cemetary
State: NY Speed Limit: 35 Hours: 72.00

Period (min): 15

renou (mm). 10	State. IVI			
Date	<u> </u>		D t.	Roadway
And Time Range	Period Volume	Average Speed	Roadway Temperature	Surface Wet/Dry
Tille Ralige	Volume	Speed	remperature	wealdry
Fri,03/18/2022				
[07:30 PM-07:45 PM]	32	46 MPH	59 F	
[07:45 PM-08:00 PM]	37	48 MPH	59 F	
[08:00 PM-08:15 PM]	19	49 MPH	57 F	
[08:15 PM-08:30 PM]	28	48 MPH	57 F	
[08:30 PM-08:45 PM]	30	50 MPH	55 F	
[08:45 PM-09:00 PM]	21	50 MPH	55 F	
[09:00 PM-09:15 PM]	28	46 MPH	54 F	
[09:15 PM-09:30 PM]	20	48 MPH	54 F	
[09:30 PM-09:45 PM]	17	47 MPH	54 F	
[09:45 PM-10:00 PM]	16	47 MPH	54 F	
[10:00 PM-10:15 PM]	14	53 MPH	54 F	
[10:15 PM-10:30 PM]	12	51 MPH	52 F	
[10:30 PM-10:45 PM]	8	50 MPH	52 F	
[10:45 PM-11:00 PM]	14	50 MPH	52 F	
[11:00 PM-11:15 PM]	7	49 MPH	52 F	
[11:15 PM-11:30 PM]	13	60 MPH	50 F	
[11:30 PM-11:45 PM]	20	57 MPH	50 F	
[11:45 PM-12:00 AM]	9	53 MPH	50 F	
Fri.03/18/2022	3990	49 MPH	61 F	
,	3330	40 WII 11	011	
Sat,03/19/2022				
[12:00 AM-12:15 AM]	5	53 MPH	50 F	
[12:15 AM-12:30 AM]	5	50 MPH	50 F	
[12:30 AM-12:45 AM]	5	47 MPH	48 F	
[12:45 AM-01:00 AM]	1	52 MPH	48 F	
[01:00 AM-01:15 AM]	7	51 MPH	48 F	
[01:15 AM-01:30 AM]	7	45 MPH	48 F	
[01:30 AM-01:45 AM]	1	42 MPH	48 F	
[01:45 AM-02:00 AM]	2	55 MPH	48 F	
[02:00 AM-02:15 AM]	5	50 MPH	48 F	
[02:15 AM-02:30 AM]	2	27 MPH	48 F	
[02:30 AM-02:45 AM]	3	53 MPH	48 F	
[02:45 AM-03:00 AM]	3	59 MPH	48 F	
[03:00 AM-03:15 AM]	4	53 MPH	50 F	
[03:15 AM-03:30 AM]	6	47 MPH	50 F	
[03:30 AM-03:45 AM]	0	0 MPH	50 F	
[03:45 AM-04:00 AM]	5	54 MPH	50 F	
[04:00 AM-04:15 AM]	4	49 MPH	48 F	
[04:15 AM-04:30 AM]	3	44 MPH	48 F	
[04:30 AM-04:45 AM]	4	53 MPH	48 F	
[04:45 AM-05:00 AM]	4	58 MPH	48 F	
[05:00 AM-05:15 AM]	4	57 MPH	48 F	
[05:15 AM-05:30 AM]	16	53 MPH	48 F	
[05:30 AM-05:45 AM]	6	50 MPH	46 F	
[05:45 AM-06:00 AM]	14	54 MPH	46 F	
				Dame: 5

Location: SR 77 & Indian Hills **Device ID: 406379 Raw Count:** 11,089 AADT Count: 3,696 Lane: SB Operator:

Begin: 03/17/2022 12:00 AM End: 03/20/2022 12:00 AM AADT Factor: 1 Street: SR 77 SB City: Corfu
County: National Cemetary
State: NY Speed Limit: 35 Hours: 72.00

Period (min): 15

Period (min): 15	State: NY			
Date				Roadway
And Time Range	Period Volume	Average Speed	Roadway Temperature	Surface Wet/Dry
I illie Range	<u>Volume</u>	Speed	remperature	wedubry
Sat,03/19/2022				
[06:00 AM-06:15 AM]	11	53 MPH	46 F	
[06:15 AM-06:30 AM]	21	50 MPH	46 F	
[06:30 AM-06:45 AM]	14	51 MPH	46 F	
[06:45 AM-07:00 AM]	16	50 MPH	46 F	
[07:00 AM-07:15 AM]	21	50 MPH	46 F	
[07:15 AM-07:30 AM]	30	53 MPH	46 F	
[07:30 AM-07:45 AM]	43	53 MPH	46 F	
[07:45 AM-08:00 AM]	25	51 MPH	48 F	
[08:00 AM-08:15 AM]	38	49 MPH	48 F	
[08:15 AM-08:30 AM]	58	53 MPH	48 F	
[08:30 AM-08:45 AM]	49	50 MPH	48 F	
[08:45 AM-09:00 AM]	57	49 MPH	48 F	
[09:00 AM-09:15 AM]	39	52 MPH	48 F	
[09:15 AM-09:30 AM]	72	50 MPH	48 F	
[09:30 AM-09:45 AM]	41	49 MPH	48 F	
[09:45 AM-10:00 AM]	62	49 MPH	48 F	
[10:00 AM-10:15 AM]	74	49 MPH	50 F	
[10:15 AM-10:30 AM]	61	51 MPH	50 F	
[10:30 AM-10:45 AM]	81	45 MPH	50 F	
[10:45 AM-11:00 AM]	64	50 MPH	52 F	
[11:00 AM-11:15 AM]	68	50 MPH	52 F	
[11:15 AM-11:30 AM]	73	47 MPH	54 F	
[11:30 AM-11:45 AM]	66	50 MPH	54 F	
[11:45 AM-12:00 PM]	80	44 MPH	55 F	
[12:00 PM-12:15 PM]	76	46 MPH	55 F	
[12:15 PM-12:30 PM]	72	52 MPH	55 F	
[12:30 PM-12:45 PM]	76	47 MPH	57 F	
[12:45 PM-01:00 PM]	72	50 MPH	57 F	
[01:00 PM-01:15 PM]	68	48 MPH	59 F	
[01:15 PM-01:30 PM]	79	46 MPH	64 F	
[01:30 PM-01:45 PM]	66	50 MPH	70 F	
[01:45 PM-02:00 PM]	62	49 MPH	68 F	
[02:00 PM-02:15 PM]	83	49 MPH	73 F	
[02:15 PM-02:30 PM]	81	50 MPH	72 F	
[02:30 PM-02:45 PM]	68	52 MPH	72 F	
[02:45 PM-03:00 PM]	56	49 MPH	75 F	
[03:00 PM-03:15 PM]	77	49 MPH	66 F	
[03:15 PM-03:30 PM]	79	49 MPH	64 F	
[03:30 PM-03:45 PM]	87	47 MPH	70 F	
[03:45 PM-04:00 PM]	67	46 MPH	72 F	
[04:00 PM-04:15 PM]	77	49 MPH	70 F	
[04:15 PM-04:30 PM]	64	49 MPH	66 F	
[04:30 PM-04:45 PM]	46	51 MPH	63 F	
[04:45 PM-05:00 PM]	50	51 MPH	61 F	

Device ID: 406379 Location: SR 77 & Indian Hills **Raw Count:** 11,089 Lane: SB AADT Count: 3,696 Operator:

Begin: 03/17/2022 12:00 AM **End:** 03/20/2022 12:00 AM Street: SR 77 SB AADT Factor: 1 City: Corfu
County: National Cemetary Speed Limit: 35

Hours: 72.00

Date And	Period	Average	Roadway	Roadway Surface
Time Range	Volume	Speed	Temperature	Wet/Dry
Sat,03/19/2022				
[05:00 PM-05:15 PM]	59	48 MPH	59 F	
[05:15 PM-05:30 PM]	44	50 MPH	57 F	
[05:30 PM-05:45 PM]	60	47 MPH	55 F	
[05:45 PM-06:00 PM]	38	48 MPH	54 F	
[06:00 PM-06:15 PM]	38	49 MPH	54 F	
[06:15 PM-06:30 PM]	45	49 MPH	52 F	
[06:30 PM-06:45 PM]	31	51 MPH	52 F	
[06:45 PM-07:00 PM]	38	49 MPH	52 F	
[07:00 PM-07:15 PM]	36	50 MPH	50 F	
[07:15 PM-07:30 PM]	24	52 MPH	50 F	
[07:30 PM-07:45 PM]	30	47 MPH	48 F	
[07:45 PM-08:00 PM]	27	48 MPH	48 F	
[08:00 PM-08:15 PM]	32	46 MPH	48 F	
[08:15 PM-08:30 PM]	29	50 MPH	48 F	
[08:30 PM-08:45 PM]	31	49 MPH	46 F	
[08:45 PM-09:00 PM]	15	48 MPH	46 F	
[09:00 PM-09:15 PM]	13	46 MPH	46 F	
[09:15 PM-09:30 PM]	13	50 MPH	46 F	
[09:30 PM-09:45 PM]	19	46 MPH	46 F	
[09:45 PM-10:00 PM]	18	47 MPH	45 F	
[10:00 PM-10:15 PM]	12	52 MPH	45 F	
[10:15 PM-10:30 PM]	15	48 MPH	45 F	
[10:30 PM-10:45 PM]	14	47 MPH	45 F	
[10:45 PM-11:00 PM]	5	50 MPH	45 F	
[11:00 PM-11:15 PM]	7	48 MPH	45 F	
[11:15 PM-11:30 PM]	19	56 MPH	45 F	
[11:30 PM-11:45 PM]	18	51 MPH	45 F	
[11:45 PM-12:00 AM]	3	49 MPH	45 F	
Sat,03/19/2022	3419	49 MPH	52 F	
03/17/2022 12:00 AM				
03/20/2022 12:00 AM	11089	49 MPH	58 F	

03/21/2022 10:40 PM 7 Page:



Intersection												
Int Delay, s/veh	1.7											
		EDT	EDD	MDI	MOT	MDD	NDI	NDT	NDD	CDI	CDT	CDD
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	_		4	7		4	
Traffic Vol, veh/h	2	8	14	18	7	7	4	135	12	15	250	1
Future Vol, veh/h	2	8	14	18	7	7	4	135	12	15	250	1
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	-	-	-	-	-	-	-	-	300	-	-	-
Veh in Median Storage	2,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	50	13	0	6	0	0	75	16	8	7	5	100
Mvmt Flow	2	9	16	20	8	8	4	150	13	17	278	1
Major/Minor N	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	486	484	279	483	471	150	279	0	0	163	0	0
Stage 1	313	313	219	158	158	130	219	-	-	103	-	U
Stage 2	173	171	-	325	313	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.63	6.2	7.16	6.5	6.2	4.85	-	-	4.17	-	-
Critical Hdwy Stg 1	6.6	5.63	0.2	6.16	5.5	0.2	4.00	-	-	4.17	-	-
	6.6	5.63		6.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2		4.117	3.3	3.554			2.875	-	-	2.263		-
Follow-up Hdwy	3.95				404			-	-		-	-
Pot Cap-1 Maneuver	421	467	765	487	494	902	959	-	-	1386	-	-
Stage 1	607	638	-	835	771	-	-	-	-	-	-	-
Stage 2	729	737	-	679	661	-	-	-	-	-	-	-
Platoon blocked, %	107	450	7/5	4/2	40.4	000	050	-	-	120/	-	-
Mov Cap-1 Maneuver	406	458	765	463	484	902	959	-	-	1386	-	-
Mov Cap-2 Maneuver	406	458	-	463	484	-	-	-	-	-	-	-
Stage 1	604	628	-	831	767	-	-	-	-	-	-	-
Stage 2	712	733	-	646	651	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	11.4			12.4			0.2			0.4		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	MRD	EBLn1V	MRI n1	SBL	SBT	SBR			
	It		NDT	ואטויו				301	אשכ			
Capacity (veh/h)		959	-	-	590	524	1386	-	-			
HCM Control Polov (c)		0.005	-	-		0.068		-	-			
HCM Control Delay (s)		8.8	0	-	11.4	12.4	7.6	0	-			
HCM Lane LOS		A	Α	-	В	В	A	Α	-			
HCM 95th %tile Q(veh))	0	-	-	0.1	0.2	0	-	-			

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	7	LDIX	****	4	¥	HUIK
Traffic Vol., veh/h	24	6	4	29	0	0
Future Vol, veh/h	24	6	4	29	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
	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	68	68	68	68	68	68
Heavy Vehicles, %	13	0	0	14	0	0
Mymt Flow	35	9	6	43	0	0
IVIVIIIL I IOVV	33	7	U	43	U	U
Major/Minor Ma	ajor1	Λ	Major2	1	Minor1	
Conflicting Flow All	0	0	44	0	95	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	55	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1577	-	909	1037
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	973	-
Platoon blocked, %	-	_		_		
Mov Cap-1 Maneuver	-	-	1577	_	905	1037
Mov Cap-2 Maneuver	_	_	-	-	905	-
Stage 1	_	_	_	_	988	-
Stage 2	_	_	_	_	969	_
Stage 2					707	
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.9		0	
HCM LOS					Α	
Minor Lane/Major Mvmt	N	NBLn1	EBT	EBR	WBL	WBT
	ľ	NDLIII				
Capacity (veh/h)		-	-		1577	-
HCM Carabal Palar (a)		-	-		0.004	-
HCM Control Delay (s)		0	-	-	7.3	0
HCM Lane LOS HCM 95th %tile Q(veh)		Α	-	-	A	Α
HI WUND WILL INVAN		-	-	-	0	-

Intersection												
Int Delay, s/veh	2.1											
		[DT	EDD	\\/DI	WBT	WPD	NDL	NDT	NIDD	SBL	CDT	CDD
Movement	EBL	EBT	EBR	WBL		WBR	NBL	NBT	NBR	SDL	SBT	SBR
Lane Configurations Traffic Vol, veh/h	1	♣	14	10	4	35	С	4	71	27	4	С
Future Vol, veh/h	4	15 15	16 16	18 18	7	35	5 5	264 264	21 21	27 27	311 311	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	204	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	Slup -	οιυμ	None	Siup -	310p	None	riee -	-	None	riee	-	None
Storage Length	_		NOTIC	_		INOTIC	_	_	300	_	_	TVOTIC
Veh in Median Storage,		0	_	_	0	_	_	0	-	_	0	_
Grade, %		0	_	_	0	_	_	0	_	_	0	_
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	38	6	0	6	0	5	0	0	10	0
Mymt Flow	4	15	16	19	7	36	5	272	22	28	321	5
	-	- 10	10	17					LL	20	021	
N A = ' = /N A'	n' O			11: 1			A-!. A-			4-1-0		
	1inor2	/ 2 /		Minor1	, , ,		Major1			Major2		
Conflicting Flow All	695	684	324	677	664	272	326	0	0	294	0	0
Stage 1	380	380	-	282	282	-	-	-	-	-	-	-
Stage 2	315	304	- / F0	395	382	- / 2/	- 11	-	-	- / 1	-	-
Critical Hdwy	7.1	6.5	6.58	7.16	6.5	6.26	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	2 (12	6.16	5.5	2 2 5 4	-	-	-	2.2	-	-
Follow-up Hdwy	3.5	274	3.642		204	3.354	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	359	374	641	361	384	757	1245	-	-	1279	-	-
Stage 1	646	617	-	716	681	-	-	-	-	-	-	-
Stage 2	700	667	-	622	616	-	-	-	-	-	-	-
Platoon blocked, %	220	362	641	332	372	757	1245	-	-	1279	-	-
Mov Cap-1 Maneuver	328 328	362		332	372	131	1240	-	-	12/9	-	-
Mov Cap-2 Maneuver	643	600	-	712	678	-	-	-	-	-	-	-
Stage 1 Stage 2	656	664	-	574	599	-	-	-	-	-	-	-
Staye 2	000	004	-	374	J77	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13.8			13.2			0.1			0.6		
HCM LOS	В			В								
Minor Lane/Major Mvmt		NBL	NBT	NBR I	EBLn1V	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1245	-	-	445	503	1279	-	-			
HCM Lane V/C Ratio		0.004	-	-		0.123		-	-			
HCM Control Delay (s)		7.9	0	-	13.8	13.2	7.9	0	-			
HCM Lane LOS		Α	A	-	В	В	Α	A	-			
HCM 95th %tile Q(veh)		0	-	-	0.3	0.4	0.1	-	-			
		,			5.5	J. 1						

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1	LDI	WDL	4	¥	NDIX
Traffic Vol, veh/h	65	2	0	58	6	3
Future Vol, veh/h	65	2	0	58	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		- Jiop	None
Storage Length	_	-	_	-	0	-
Veh in Median Storage,		_	-	0	0	_
Grade, %	# 0 0	-	_	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	0	0	5	0	0
Mvmt Flow	76	2	0	67	7	3
Major/Minor Ma	ajor1	N	Major2	1	/linor1	
Conflicting Flow All	0	0	78	0	144	77
Stage 1	-	-	-	-	77	
Stage 2	_	_	_	_	67	_
Critical Hdwy	_	_	4.1	_	6.4	6.2
Critical Hdwy Stg 1	_	_		_	5.4	-
Critical Hdwy Stg 2	_	_	_	_	5.4	_
Follow-up Hdwy	_	_	2.2	_	3.5	3.3
Pot Cap-1 Maneuver	-	-	1533	-	853	990
		-	1000	-	951	990
Stage 1	-	-	-			
Stage 2	-	-	-	-	961	-
Platoon blocked, %	-	-	1500	-	050	000
Mov Cap-1 Maneuver	-	-	1533	-	853	990
Mov Cap-2 Maneuver	-	-	-	-	853	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	961	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		9.1	
	U		U			
HCM LOS					А	
Minor Lane/Major Mvmt		VBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		894	-		1533	-
HCM Lane V/C Ratio		0.012	-	-	-	_
HCM Control Delay (s)		9.1	-	-	0	-
HCM Lane LOS		Α	-	-	A	_
HCM 95th %tile Q(veh)		0	-	-	0	-

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		1102	4	7	002	4	05.1
Traffic Vol, veh/h	0	7	7	8	9	27	2	288	9	23	285	2
Future Vol, veh/h	0	7	7	8	9	27	2	288	9	23	285	2
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	-	-	-	-	-	-	-	-	300	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	13	0	0	0	2	0	0	2	50
Mvmt Flow	0	7	7	8	9	28	2	300	9	24	297	2
Major/Minor N	linor2			Minor1			Major1		<u> </u>	Major2		
Conflicting Flow All	673	659	298	657	651	300	299	0	0	309	0	0
Stage 1	346	346	-	304	304	-	-	-	-	-	-	-
Stage 2	327	313	-	353	347	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	372	386	746	363	390	744	1274	-	-	1263	-	-
Stage 1	674	639	-	683	667	-	-	-	-	-	-	-
Stage 2	690	661	-	642	638	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	344	376	746	347	380	744	1274	-	-	1263	-	-
Mov Cap-2 Maneuver	344	376	-	347	380	-	-	-	-	-	-	-
Stage 1	673	624	-	682	666	-	-	-	-	-	-	-
Stage 2	653	660	-	614	623	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.4			12.4			0.1			0.6		
HCM LOS	В			В								
Minor Lane/Major Mvmt		NBL	NBT	NBR I	EBLn1V	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1274	_	-	500	530	1263	-	-			
HCM Lane V/C Ratio		0.002	_	_		0.086		_	_			
HCM Control Delay (s)		7.8	0	-	12.4	12.4	7.9	0	-			
HCM Lane LOS		A	A	-	В	В	Α	A	-			
HCM 95th %tile Q(veh)		0	-	-	0.1	0.3	0.1	-	-			

Intersection						
Int Delay, s/veh	0.5					
		EDD	///DI	WDT	NDI	NDD
	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations Traffic Vol, veh/h	3 2	4	0	વ	7	0
			0	39	4	0
Future Vol, veh/h	32	4	0	39	4	0
Conflicting Peds, #/hr	0	0	0	0	0	O Cton
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	3	0	0
Mvmt Flow	36	4	0	43	4	0
Major/Minor Ma	ajor1	N	Major2	١	/linor1	
Conflicting Flow All	0	0	40	0	81	38
Stage 1	-	-	-	-	38	-
Stage 2	_	_	_	_	43	_
Critical Hdwy	_	_	4.1	-	6.4	6.2
Critical Hdwy Stg 1	_	_	7.1	_	5.4	0.2
Critical Hdwy Stg 2	_	_	_	_	5.4	_
Follow-up Hdwy		_	2.2	_	3.5	3.3
Pot Cap-1 Maneuver	-	-	1583	-	926	1040
	_	-	1303	-	990	1040
Stage 1		-	-		985	
Stage 2 Platoon blocked, %	-	-	-	-	900	-
	-	-	1500	-	007	1040
Mov Cap-1 Maneuver	-	-	1583	-	926	1040
Mov Cap-2 Maneuver	-	-	-	-	926	-
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	985	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		8.9	
HCM LOS	U		U		A	
TOW EOO					, (
Minor Lane/Major Mvmt	1	VBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		926	-	-	1583	-
HCM Lane V/C Ratio		0.005	-	-	-	-
HCM Control Delay (s)		8.9	-	-	0	-
HCM Lane LOS		Α	-	-	Α	-
HCM 95th %tile Q(veh)		0	-	-	0	-

Intersection				
Intersection Delay, s/veh	4.7			
Intersection LOS	Α			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	27	37	171	305
Demand Flow Rate, veh/h	29	38	200	321
Vehicles Circulating, veh/h	341	189	31	37
Vehicles Exiting, veh/h	17	42	339	190
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.3	3.5	4.4	5.0
Approach LOS	А	Α	Α	А
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	29	38	200	321
Cap Entry Lane, veh/h	975	1138	1337	1329
Entry HV Adj Factor	0.926	0.974	0.857	0.949
Flow Entry, veh/h	27	37	171	305
Cap Entry, veh/h	902	1108	1145	1261
V/C Ratio	0.030	0.033	0.150	0.242
Control Delay, s/veh	4.3	3.5	4.4	5.0
LOS	Α	A	А	Α
95th %tile Queue, veh				

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	LDL	4	LDIN	VVDL	4	WDIX	NDL	4	7	JDL	4	JUIN
Traffic Vol, veh/h	2	8	14	19	7	7	4	139	12	15	258	1
Future Vol, veh/h	2	8	14	19	7	7	4	139	12	15	258	1
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	Siup -	Siup -	None	Stop -	310p	None	-	-	None	-	riee -	None
Storage Length	-	-	None	-	-	None	-	-	300	-	_	None
Veh in Median Storage	- - # -	0	-	-	0	-		0	300	-	0	-
Grade, %	;,# -	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
		13					75	16	8	7	5	100
Heavy Vehicles, % Mvmt Flow	50	9	16	6 21	0	0	/5 4	154	13	17	287	100
IVIVIIIL FIOW	2	9	10	Z I	8	8	4	154	13	17	Z0/	
Major/Minor N	Minor2		1	Minor1			Major1			Major2		
Conflicting Flow All	499	497	288	496	484	154	288	0	0	167	0	0
Stage 1	322	322	-	162	162	-	-	-	-	-	-	-
Stage 2	177	175	-	334	322	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.63	6.2	7.16	6.5	6.2	4.85	-	-	4.17	-	-
Critical Hdwy Stg 1	6.6	5.63	-	6.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.63	-	6.16	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.95	4.117	3.3	3.554	4	3.3	2.875	-	-	2.263	-	-
Pot Cap-1 Maneuver	413	459	756	478	486	897	951	-	-	1381	-	-
Stage 1	600	632	-	831	768	-	-	-	-	-	-	-
Stage 2	725	734	-	671	655	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	398	450	756	454	476	897	951	-	-	1381	-	-
Mov Cap-2 Maneuver	398	450	-	454	476	-	-	-	-	-	-	-
Stage 1	597	623	-	827	764	-	-	-	-	-	-	-
Stage 2	708	730	-	638	645	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	11.5			12.6			0.2			0.4		
HCM LOS	В			12.0 B			0.2			0.7		
Minor Lane/Major Mvm	nt	NBL	NBT	NBR I	EBLn1\	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)		951	-	-	581	513	1381	-	-			
HCM Lane V/C Ratio		0.005	-	_		0.071		-	-			
HCM Control Delay (s)		8.8	0	-	11.5	12.6	7.6	0	_			
HCM Lane LOS		A	A	_	В	В	A	A	_			
HCM 95th %tile Q(veh))	0	-	-	0.1	0.2	0	-	_			
/ 5 / 5 6 (V 6 !!)		- 3			3.1	0.2						

Intersection						
Int Delay, s/veh	0.5					
		EDD	WDI	WDT	NDI	NDD
Movement Lana Configurations	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	}	- /	1	4	Y	0
Traffic Vol, veh/h	25	6	4	30	0	0
Future Vol, veh/h	25	6	4	30	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage,		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	13	0	0	14	0	0
Mvmt Flow	37	9	6	44	0	0
Major/Minor M	ajor1	N	Major2	N	/linor1	
Conflicting Flow All	0	0	46	0	98	42
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	56	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1575	-	906	1034
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1575	-	902	1034
Mov Cap-2 Maneuver	-	-	-	-	902	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	968	-
Annroach	ED		WD		ND	
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.9		0	
HCM LOS					Α	
Minor Lane/Major Mvmt		NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		-	-		1575	-
HCM Lane V/C Ratio		-	-		0.004	-
HCM Control Delay (s)		0	_	-	7.3	0
HCM Lane LOS		A	-	-	7.3 A	A
HCM 95th %tile Q(veh)		A -	-	-	0	- A
HOW FOUT WITH Q(VEH)		-	-	-	U	-

Intersection				
Intersection Delay, s/veh	5.3			
Intersection LOS	Α			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	35	64	308	364
Demand Flow Rate, veh/h	41	67	322	397
Vehicles Circulating, veh/h	413	303	48	33
Vehicles Exiting, veh/h	17	67	406	337
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.1	4.3	5.0	5.7
Approach LOS	Α	Α	Α	Α
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	41	67	322	397
Cap Entry Lane, veh/h	906	1013	1314	1334
Entry HV Adj Factor	0.854	0.955	0.957	0.917
Flow Entry, veh/h	35	64	308	364
Cap Entry, veh/h	773	968	1257	1223
V/C Ratio	0.045	0.066	0.245	0.298
Control Delay, s/veh	5.1	4.3	5.0	5.7
LOS	Α	А	А	Α
95th %tile Queue, veh				

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	LDL		LDK	WDL		WDK	NDL	IND I	NDR	JDL	<u>301</u>	אמכ
Traffic Vol, veh/h	4	♣ 15	16	19	↔ 7	36	5	272	22	28	320	5
Future Vol, veh/h	4	15	16	19	7	36	5	272	22	28	320	5
	0	0	0	0	0		0	0	0	0	320	0
Conflicting Peds, #/hr			Stop	Stop	Stop	O Ctop		Free	Free	Free	Free	Free
Sign Control RT Channelized	Stop	Stop	None		•	Stop None	Free		None			None
	-	-	None	-	-	None	-	-	300	-	-	None
Storage Length	-	0	-	-	0	-	-	0		-	-	-
Veh in Median Storage Grade, %	:,# -	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
			38					5			10	
Heavy Vehicles, % Mvmt Flow	0	15	38 16	6 20	7	6 37	0 5	280	23	0 29	330	0 5
IVIVIIIL FIUW	4	13	10	20	1	3/	5	ZŏU	23	29	330	5
Major/Minor N	Minor2			Minor1			Major1		<u> </u>	Major2		
Conflicting Flow All	715	704	333	696	683	280	335	0	0	303	0	0
Stage 1	391	391	-	290	290	-	-	-	-	-	-	-
Stage 2	324	313	-	406	393	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.58	7.16	6.5	6.26	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.642	3.554	4	3.354	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	348	364	633	351	374	749	1236	-	-	1269	-	-
Stage 1	637	611	-	709	676	-	-	-	-	-	-	-
Stage 2	692	661	-	614	609	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	318	352	633	322	362	749	1236	-	-	1269	-	-
Mov Cap-2 Maneuver	318	352	-	322	362	-	-	-	-	-	-	-
Stage 1	634	594	-	705	673	-	-	-	-	-	-	-
Stage 2	647	658	-	566	592	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	14			13.4			0.1			0.6		
HCM LOS	В			В			- 0.1			3.0		
Minor Lane/Major Mvm	ıt	NBL	NBT	NBR I	EBLn1\	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1236	-	-	435	490	1269	-	-			
HCM Lane V/C Ratio		0.004	-	-	0.083		0.023	-	-			
HCM Control Delay (s)		7.9	0	-	14	13.4	7.9	0	-			
HCM Lane LOS		A	A	-	В	В	A	A	-			
HCM 95th %tile Q(veh)		0	-	-	0.3	0.4	0.1	-	-			
/ Juli / Julio @(Vol1)		- 3			0.0	0.1	J. 1					

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1€	LUK	WDL	<u>wbi</u>	NDL W	אטוז
Traffic Vol, veh/h	67	2	0	60	6	3
Future Vol, veh/h	67	2	0	60	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	310p	None
Storage Length	-	NOTIC -	-	None -	0	None -
Veh in Median Storage,		-	-	0	0	-
	0			0	0	
Grade, %		- 0/	- 0/			- 07
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	0	0	5	0	0
Mvmt Flow	78	2	0	70	7	3
Major/Minor N	/lajor1	N	/lajor2	N	/linor1	
Conflicting Flow All	0	0	80	0	149	79
Stage 1	-	-	_	-	79	-
Stage 2		-	-	_	70	_
Critical Hdwy	_	_	4.1	_	6.4	6.2
Critical Hdwy Stg 1	_	_	-	_	5.4	-
Critical Hdwy Stg 2	_	_	_	_	5.4	_
Follow-up Hdwy		_	2.2	_	3.5	3.3
Pot Cap-1 Maneuver	_	_	1531	-	848	987
Stage 1	_	_	1001	_	949	-
Stage 2				_	958	_
Platoon blocked, %	-	-	-	-	730	-
Mov Cap-1 Maneuver	-		1531		848	987
		-	1031	-		
Mov Cap-2 Maneuver	-	-	-	-	848	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	958	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		9.1	
HCM LOS					Α	
					, ,	
Minor Lane/Major Mvmt	t l	VBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		890	-	-	1531	-
HCM Lane V/C Ratio		0.012	-	-	-	-
HCM Control Delay (s)		9.1	-	-	0	-
HCM Lane LOS		Α	-	-	Α	-
HCM 95th %tile Q(veh)		0	-	-	0	-

Intersection				
Intersection Delay, s/veh	4.8			
Intersection LOS	Α			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	14	46	320	333
Demand Flow Rate, veh/h	14	47	326	340
Vehicles Circulating, veh/h	346	317	32	20
Vehicles Exiting, veh/h	14	41	328	344
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.8	4.1	4.9	4.9
Approach LOS	Α	Α	Α	А
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	14	47	326	340
Cap Entry Lane, veh/h	970	999	1336	1352
Entry HV Adj Factor	1.000	0.979	0.981	0.979
Flow Entry, veh/h	14	46	320	333
Cap Entry, veh/h	970	977	1310	1324
V/C Ratio	0.014	0.047	0.244	0.251
Control Delay, s/veh	3.8	4.1	4.9	4.9
LOS	Α	Α	Α	Α
95th %tile Queue, veh	0	0		1

Intersection												
Int Delay, s/veh	1.4											
IIII Delay, Siveri												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			सी	₹ .		4	
Traffic Vol, veh/h	0	7	7	8	9	28	2	297	9	24	294	2
Future Vol, veh/h	0	7	7	8	9	28	2	297	9	24	294	2
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	-	-	-	-	-	-	-	-	300	-	-	-
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	13	0	0	0	2	0	0	2	50
Mvmt Flow	0	7	7	8	9	29	2	309	9	25	306	2
Major/Minor N	/linor2			Minor1		N	Major1		N	Major2		
		679			471			0			^	^
Conflicting Flow All	694		307	677	671	309	308	0	0	318	0	0
Stage 1	357	357	-	313	313	-	-	-	-	-	-	-
Stage 2	337	322	- 4 2	364	358	- 4 2	- 11	-	-	<i>1</i> 1	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.5	6.2	4.1	-	-	4.1	-	-
Critical IIdua Stg 1	6.1	5.5	-	6.23	5.5			-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	2.2	6.23	5.5	2.2	2.2	-	-	2.2	-	-
Follow-up Hdwy	3.5	274	3.3	3.617	200	3.3		-	-		-	-
Pot Cap-1 Maneuver	360 665	376 632	738	352	380	736	1264	-	-	1253	-	-
Stage 1	681	655	-	675 633	661	-	-	-	-	-	-	-
Stage 2 Platoon blocked, %	UδΙ	000		033	031	-	-	-	-	-	-	-
	222	366	720	227	370	724	1264	-	-	1253	-	-
Mov Cap 2 Manager	332	366	738	337 337	370	736	1204	-	-	1253	-	-
Mov Cap-2 Maneuver	332 664	617	-	674	660	-	-	-	-	-	-	-
Stage 1	643	654		604	616	-	-	-	-	-		-
Stage 2	043	004	-	004	010	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.6			12.6			0.1			0.6		
HCM LOS	В			В								
Minor Lane/Major Mvm	t	NBL	NBT	NBR F	EBLn1V	VBI n1	SBL	SBT	SBR			
Capacity (veh/h)		1264		-	489	523	1253					
HCM Lane V/C Ratio		0.002	-	-	0.03	0.09	0.02	-	-			
HCM Control Delay (s)		7.9	0	-	40 (12.6	7.9	0	-			
HCM Lane LOS		7. 9	A	-	12.0 B	12.0 B	Α	A	-			
HCM 95th %tile Q(veh)		0	- A	-	0.1	0.3	0.1	- A	-			
HOW FOUT WITH Q(VEH)		U		-	U. I	0.5	U. I					

Intersection						
Int Delay, s/veh	0.4					
	EBT	EBR	WBL	WBT	NBL	NBR
		EBK	WBL			NBK
Lane Configurations Traffic Vol, veh/h	}	1	Λ	વ	Y	Λ
Future Vol, veh/h	33 33	4	0	40 40	4	0
·	0	4	0		4	0
Conflicting Peds, #/hr		Free	Free	0 Free	O Ctop	O Ctop
Sign Control RT Channelized	Free	None		None	Stop	Stop
	-		-		-	None
Storage Length		-	-	-	0	-
Veh in Median Storage, #		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	3	0	0
Mvmt Flow	37	4	0	44	4	0
Major/Minor Ma	ajor1	N	Major2	N	/linor1	
Conflicting Flow All	0	0	41	0	83	39
Stage 1	-	-		-	39	-
Stage 2	_		_		44	
Critical Hdwy	-	_	4.1	_	6.4	6.2
Critical Hdwy Stg 1	-	_		_	5.4	- 0.2
Critical Hdwy Stg 2	_	_	_	_	5.4	_
Follow-up Hdwy	_	_	2.2	_	3.5	3.3
Pot Cap-1 Maneuver	_		1581	_	924	1038
Stage 1			-	_	989	1030
Stage 2	-	_	-	-	984	-
Platoon blocked, %	-	_		-	704	
Mov Cap-1 Maneuver	-	-	1581	-	924	1038
		•	1001	-	924	1038
Mov Cap-2 Maneuver	-	-	-			
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	984	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		8.9	
HCM LOS					Α	
Minor Long/Maior Minor		JDI1	EDT	EDD	WDI	WDT
Minor Lane/Major Mvmt	ľ	VBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		924	-	-	1581	-
		0.005	_	-	-	-
HCM Lane V/C Ratio						
HCM Control Delay (s)		8.9	-	-	0	-
			-	-	0 A 0	-

Intersection				
Intersection Delay, s/veh	4.9			
Intersection LOS	Α			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	30	41	194	340
Demand Flow Rate, veh/h	32	42	227	358
Vehicles Circulating, veh/h	380	213	34	43
Vehicles Exiting, veh/h	21	48	378	212
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.5	3.6	4.7	5.3
Approach LOS	Α	Α	Α	Α
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	32	42	227	358
Cap Entry Lane, veh/h	937	1110	1333	1321
Entry HV Adj Factor	0.929	0.976	0.856	0.950
Flow Entry, veh/h	30	41	194	340
Cap Entry, veh/h	870	1084	1141	1254
V/C Ratio	0.034	0.038	0.170	0.271
Control Delay, s/veh	4.5	3.6	4.7	5.3
LOS	Α	A	Α	Α
95th %tile Queue, veh	0	0	1	1

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4	7		4	
Traffic Vol, veh/h	2	9	16	21	8	8	5	155	14	17	288	1
Future Vol, veh/h	2	9	16	21	8	8	5	155	14	17	288	1
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	-	-	-	-	-	-	-	-	300	-	-	-
Veh in Median Storage,	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	50	13	0	6	0	0	75	16	8	7	5	100
Mvmt Flow	2	10	18	23	9	9	6	172	16	19	320	1
Major/Minor N	/linor2		1	Minor1			Major1		ſ	Major2		
Conflicting Flow All	560	559	321	557	543	172	321	0	0	188	0	0
Stage 1	359	359	-	184	184	-	-	-	-	-	-	-
Stage 2	201	200	-	373	359	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.63	6.2	7.16	6.5	6.2	4.85	-	-	4.17	-	-
Critical Hdwy Stg 1	6.6	5.63	-	6.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.63	-	6.16	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.95	4.117	3.3	3.554	4	3.3	2.875	-	-	2.263	-	-
Pot Cap-1 Maneuver	374	423	724	435	450	877	921	-	-	1357	-	-
Stage 1	571	608	-	809	751	-	-	-	-	-	-	-
Stage 2	703	715	-	640	631	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	358	413	724	409	439	877	921	-	-	1357	-	-
Mov Cap-2 Maneuver	358	413	-	409	439	-	-	-	-	-	-	-
Stage 1	567	598	-	803	746	-	-	-	-	-	-	-
Stage 2	683	710	-	603	620	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12			13.4			0.3			0.4		
HCM LOS	В			В						3.1		
Minor Lane/Major Mvm	t	NBL	NBT	NBR I	EBLn1V	VBL n1	SBL	SBT	SBR			
Capacity (veh/h)		921		-	546	470	1357					
HCM Lane V/C Ratio		0.006	-	_		0.087		_	-			
HCM Control Delay (s)		8.9	0	_	12	13.4	7.7	0				
HCM Lane LOS		Α	A	_	В	В	Α.	A	-			
HCM 95th %tile Q(veh)		0		_	0.2	0.3	0	-	_			
110W 70W 70W Q(VCH)		U			0.2	0.5	U					

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	₽			4	¥	
Traffic Vol, veh/h	28	7	5	33	0	0
Future Vol, veh/h	28	7	5	33	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
	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	68	68	68	68	68	68
Heavy Vehicles, %	13	0	0	14	0	0
Mymt Flow	41	10	7	49	0	0
IVIVIIIL I IOVV	71	10	1	47	U	U
	ajor1		Major2		Vinor1	
Conflicting Flow All	0	0	51	0	109	46
Stage 1	-	-	-	-	46	-
Stage 2	-	-	-	-	63	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1568	-	893	1029
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	965	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	_	1568	_	889	1029
Mov Cap-2 Maneuver	_	-	-	-	889	-
Stage 1	_	_	_	_	982	_
Stage 2	_	_	_	_	960	_
Stuge 2					700	
Approach	EB		WB		NB	
HCM Control Delay, s	0		1		0	
HCM LOS					Α	
Minor Lane/Major Mvmt	N	NBLn1	EBT	EBR	WBL	WBT
	ľ	NDLIII	LDI	LDK		VVDI
Capacity (veh/h)		-	-	-	1568	-
HCM Cantral Dalay (a)		-	-		0.005	-
HCM Control Delay (s) HCM Lane LOS		0	-	-	7.3	0
LI NI LODO LA 18		Λ.				
HCM 95th %tile Q(veh)		Α	-	-	A 0	A

Intersection				
Intersection Delay, s/veh	5.6			
Intersection LOS	Α			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	42	71	344	407
Demand Flow Rate, veh/h	49	74	360	444
Vehicles Circulating, veh/h	461	340	55	37
Vehicles Exiting, veh/h	20	75	455	377
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.4	4.5	5.4	6.1
Approach LOS	Α	Α	А	Α
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	49	74	360	444
Cap Entry Lane, veh/h	862	976	1305	1329
Entry HV Adj Factor	0.857	0.959	0.956	0.917
Flow Entry, veh/h	42	71	344	407
Cap Entry, veh/h	739	936	1248	1218
V/C Ratio	0.057	0.076	0.276	0.334
Control Delay, s/veh	5.4	4.5	5.4	6.1
LOS	Α	Α	А	Α
95th %tile Queue, veh				

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			र्स	7		4	
Traffic Vol, veh/h	5	17	18	21	8	40	6	304	24	31	358	6
Future Vol, veh/h	5	17	18	21	8	40	6	304	24	31	358	6
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	-	-	-	-	-	-	-	-	300	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	38	6	0	6	0	5	0	0	10	0
Mvmt Flow	5	18	19	22	8	41	6	313	25	32	369	6
Major/Minor M	linor2		[Minor1		1	Major1		N	Major2		
Conflicting Flow All	798	786	372	780	764	313	375	0	0	338	0	0
Stage 1	436	436	-	325	325	-	-	-	-	-	-	-
Stage 2	362	350	-	455	439	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.58	7.16	6.5	6.26	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.642	3.554	4	3.354	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	306	326	601	308	336	718	1195	-	-	1232	-	-
Stage 1	603	583	-	679	653	-	-	-	-	-	-	-
Stage 2	661	636	-	577	582	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	274	313	601	277	323	718	1195	-	-	1232	-	-
Mov Cap-2 Maneuver	274	313	-	277	323	-	-	-	-	-	-	-
Stage 1	599	564	-	675	649	-	-	-	-	-	-	-
Stage 2	611	632	-	524	563	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	15.3			14.7			0.1			0.6		
HCM LOS	С			В								
Minor Lane/Major Mvmt		NBL	NBT	NBR I	EBLn1V	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1195	-	-	390	441	1232	-	-			
HCM Lane V/C Ratio		0.005	-	_		0.161		-	-			
HCM Control Delay (s)		8	0	-	15.3	14.7	8	0	-			
HCM Lane LOS		A	A	-	С	В	A	A	-			
HCM 95th %tile Q(veh)		0	-	-	0.4	0.6	0.1	-	-			

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations		LDK	WDL	₩ <u>₩</u>	INDL	NDK
Traffic Vol, veh/h	1 → 75	2	Λ	€ 1		3
Future Vol, veh/h	75		0	67	7	3
		2	0			
Conflicting Peds, #/hr	0	0	0	0	O Cton	O Ctop
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage,		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	0	0	5	0	0
Mvmt Flow	87	2	0	78	8	3
Major/Minor M	ajor1	١	/lajor2	N	/linor1	
Conflicting Flow All	0	0	89	0	166	88
Stage 1	-	-	-	-	88	-
Stage 2	_	_	_	_	78	_
Critical Hdwy	_	_	4.1	_	6.4	6.2
Critical Hdwy Stg 1	_	_	T. I	_	5.4	0.2
Critical Hdwy Stg 2	_	_	_	_	5.4	_
Follow-up Hdwy	_	_	2.2	_	3.5	3.3
Pot Cap-1 Maneuver	-		1519		829	976
		-	1319	-	940	970
Stage 1	-	-	-			
Stage 2	-	-	-	-	950	-
Platoon blocked, %	-	-	1510	-	000	07/
Mov Cap-1 Maneuver	-	-	1519	-	829	976
Mov Cap-2 Maneuver	-	-	-	-	829	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	950	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		9.2	
HCM LOS	U		U		Α.2	
HOW LOS						
Minor Lane/Major Mvmt	1	VBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		868	-	-	1519	-
HCM Lane V/C Ratio		0.013	-	-	-	-
HCM Control Delay (s)		9.2	-	-	0	-
HCM Lane LOS		Α	-	-	Α	-
HCM 95th %tile Q(veh)		0	-	-	0	-

Intersection						
Intersection Delay, s/veh	5.1					
Intersection LOS	Α					
Approach		EΒ	WB	NB	SE	3
Entry Lanes		1	1	1	1	1
Conflicting Circle Lanes		1	1	1	1	1
Adj Approach Flow, veh/h		16	51	357	371	1
Demand Flow Rate, veh/h		16	52	364	379	9
Vehicles Circulating, veh/h		86	354	35	22	
Vehicles Exiting, veh/h		15	45	367	384	1
Ped Vol Crossing Leg, #/h		0	0	0	()
Ped Cap Adj	1.0	00	1.000	1.000	1.000)
Approach Delay, s/veh	4	1.0	4.3	5.2	5.2	2
Approach LOS		Α	Α	Α	A	4
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	16	52		364	379	
Cap Entry Lane, veh/h	931	962		1331	1349	
Entry HV Adj Factor	1.000	0.981		0.981	0.979	
Flow Entry, veh/h					074	
• •	16	51		357	371	
Cap Entry, veh/h	16 931	51 943		1306	371 1321	
•	931 0.017			1306 0.273	1321 0.281	
Cap Entry, veh/h V/C Ratio Control Delay, s/veh	931 0.017 4.0	943		1306 0.273 5.2	1321	
Cap Entry, veh/h V/C Ratio	931 0.017	943 0.054		1306 0.273	1321 0.281	

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	LDL		LDIN	VVDL		VVDIX	NDL	4	TODK T	JUL	4	אוטכ
Traffic Vol, veh/h	٥	4	0	0	4	31	2			26	328	2
Future Vol, veh/h	0	8	8	9	10	31	2	331 331	10 10	26	328	2
·	0	8										
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	-	-	-	-	-	-	-	-	300	-	-	-
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	- 07	0	-	- 07	0	-	- 0/	0	-	- 07	0	- 0/
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	13	0	0	0	2	0	0	2	50
Mvmt Flow	0	8	8	9	10	32	2	345	10	27	342	2
Major/Minor N	/linor2			Minor1			Major1			Major2		
Conflicting Flow All	772	756	343	754	747	345	344	0	0	355	0	0
Stage 1	397	397	-	349	349	-	-	-	-	-	-	-
Stage 2	375	359	_	405	398	_	_	_	_	_	_	_
Critical Hdwy	7.1	6.5	6.2	7.23	6.5	6.2	4.1	_	_	4.1	_	_
Critical Hdwy Stg 1	6.1	5.5	- 0.2	6.23	5.5	- 0.2	-	_	_	-	_	_
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.5	_	_	_	_	_	_	_
Follow-up Hdwy	3.5	4	3.3	3.617	4	3.3	2.2	_	_	2.2	_	_
Pot Cap-1 Maneuver	319	340	704	312	344	702	1226	_	_	1215	_	_
Stage 1	633	607	- 704	645	637	702	- 1220	_	_	1215	_	_
Stage 2	650	631	_	601	606				_			
Platoon blocked, %	000	001		001	000				_		_	
Mov Cap-1 Maneuver	291	330	704	296	334	702	1226	_		1215	-	
Mov Cap-1 Maneuver	291	330	704	296	334	102	1220			1213	_	
Stage 1	632	591	_	644	636	-	_	-			-	
Stage 2	609	630	-	570	590							
Jiaye Z	007	030	_	370	370	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13.3			13.5			0			0.6		
HCM LOS	В			В								
Minor Lane/Major Mvm	t	NBL	NBT	NBR I	EBLn1\	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1226			449	478	1215					
HCM Lane V/C Ratio		0.002	-			0.109		-				
HCM Control Delay (s)		7.9	0	-	13.3	13.5	8	0	-			
HCM Lane LOS			A	-	13.3 B	13.3 B	A	A	-			
HCM 95th %tile Q(veh)		A 0		-	0.1	0.4	0.1	A -	-			
HOW FOUT WITHE Q(Ven)		U	-		U. I	0.4	U. I	-	-			

0.5					
EBT	EBR	WBL	WBT	NBL	NBR
	EBK	WBL			NBK
	Г	Λ			Λ
					0
					0
					O Ctop
					Stop
					None
					-
					-
					-
					90
					0
41	6	0	50	6	0
laior1	N	Maior2	١	/linor1	
					44
-	-	· · ·			
_	_	_			_
_	_	41			6.2
_					-
	_	_			_
	_				3.3
	_				1032
	_	1070			1002
		_			_
	_			770	
	-	1572		011	1032
	-	1073			1032
	-	-			
	-	-	-		-
-	-	-	-	9/8	-
EB		WB		NB	
0		0		9	
				Α	
	UDI 1	CDT	EDD	MDI	MDT
1	VBLn1	EBT	EBR	WBL	WBT
				1573	-
	911	-	-	1373	
	0.006	-	-	-	-
	0.006				-
	0.006	-	-	-	
	37 37 0 Free - - - # 0 0 90 0 41 ajor1 - - - - - - - - - - - - - - - - - - -	37 5 37 5 37 5 0 0 Free Free - None - None	\$\frac{1}{37}\$ \$ 5 0 0 37 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$\frac{1}{37}\$ \$ 5 0 45 \\ 37 5 0 0 0 0 \\ 0 0 0 0 0 0 \\ 0 0 0 0 0 \\ 0 0 0 0	37 5 0 45 5 37 5 0 45 5 0 0 0 0 0 0 Free Free Free Free Stop - None - None - 0 0 0 0 0 # 0 0 0 0 0 0 90 90 90 90 90 0 0 0 3 0 41 6 0 50 6 ajor1 Major2 Minor1 0 0 47 0 94 44 50 - 4.1 - 6.4 5.4 2.2 - 3.5 - 1573 - 911 984 1573 - 911 984 978 EB WB NB

SYNCHRO QUEUE REPORTS

Run Number	1	2	3	4	5	Avg	
Start Time	6:55	6:55	6:55	6:55	6:55	6:55	
End Time	8:00	8:00	8:00	8:00	8:00	8:00	
Total Time (min)	65	65	65	65	65	65	
Time Recorded (min)	60	60	60	60	60	60	
# of Intervals	2	2	2	2	2	2	
# of Recorded Intervals	1	1	1	1	1	1	
Vehs Entered	466	482	510	438	446	469	
Vehs Exited	465	485	510	444	448	471	
Starting Vehs	5	6	8	10	10	7	
Ending Vehs	6	3	8	4	8	5	
Travel Distance (mi)	184	190	200	173	179	185	
Travel Time (hr)	6.6	6.8	7.2	6.2	6.4	6.6	
Total Delay (hr)	0.3	0.3	0.3	0.2	0.3	0.3	
Total Stops	57	56	63	57	58	59	
Fuel Used (gal)	5.6	5.7	6.1	5.1	5.3	5.6	

Interval #0 Information Seeding

Start Time 6:55
End Time 7:00
Total Time (min) 5
Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time 7:00
End Time 8:00
Total Time (min) 60
Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg	
Vehs Entered	466	482	510	438	446	469	
Vehs Exited	465	485	510	444	448	471	
Starting Vehs	5	6	8	10	10	7	
Ending Vehs	6	3	8	4	8	5	
Travel Distance (mi)	184	190	200	173	179	185	
Travel Time (hr)	6.6	6.8	7.2	6.2	6.4	6.6	
Total Delay (hr)	0.3	0.3	0.3	0.2	0.3	0.3	
Total Stops	57	56	63	57	58	59	
Fuel Used (gal)	5.6	5.7	6.1	5.1	5.3	5.6	

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LT	LTR
Maximum Queue (ft)	46	56	30	28
Average Queue (ft)	16	22	2	2
95th Queue (ft)	41	50	18	12
Link Distance (ft)	970	641	981	980
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Cemetery DRrive & Indian Falls Rd

Movement	WB
Directions Served	LT
Maximum Queue (ft)	6
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	929
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Run Number	1	2	3	4	5	Avg	
Start Time	3:55	3:55	3:55	3:55	3:55	3:55	
End Time	5:00	5:00	5:00	5:00	5:00	5:00	
Total Time (min)	65	65	65	65	65	65	
Time Recorded (min)	60	60	60	60	60	60	
# of Intervals	2	2	2	2	2	2	
# of Recorded Intervals	1	1	1	1	1	1	
Vehs Entered	693	724	747	752	682	722	
Vehs Exited	692	724	739	752	680	718	
Starting Vehs	5	8	5	7	7	5	
Ending Vehs	6	8	13	7	9	8	
Travel Distance (mi)	278	289	300	303	273	289	
Travel Time (hr)	10.0	10.5	10.8	11.0	9.9	10.4	
Total Delay (hr)	0.5	0.5	0.5	0.6	0.5	0.5	
Total Stops	106	103	112	116	105	110	
Fuel Used (gal)	8.5	8.8	9.1	9.2	8.2	8.8	

Interval #0 Information Seeding

Start Time 3:55
End Time 4:00
Total Time (min) 5
Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time 4:00 End Time 5:00 Total Time (min) 60 Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg	
Vehs Entered	693	724	747	752	682	722	
Vehs Exited	692	724	739	752	680	718	
Starting Vehs	5	8	5	7	7	5	
Ending Vehs	6	8	13	7	9	8	
Travel Distance (mi)	278	289	300	303	273	289	
Travel Time (hr)	10.0	10.5	10.8	11.0	9.9	10.4	
Total Delay (hr)	0.5	0.5	0.5	0.6	0.5	0.5	
Total Stops	106	103	112	116	105	110	
Fuel Used (gal)	8.5	8.8	9.1	9.2	8.2	8.8	

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LT	LTR
Maximum Queue (ft)	56	70	27	58
Average Queue (ft)	22	29	2	7
95th Queue (ft)	51	57	15	30
Link Distance (ft)	970	641	981	980
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Cemetery DRrive & Indian Falls Rd

Movement	NB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	7
95th Queue (ft)	28
Link Distance (ft)	226
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Run Number	1	2	3	4	5	Avg	
Start Time	11:40	11:40	11:40	11:40	11:40	11:40	
End Time	12:45	12:45	12:45	12:45	12:45	12:45	
Total Time (min)	65	65	65	65	65	65	
Time Recorded (min)	60	60	60	60	60	60	
# of Intervals	2	2	2	2	2	2	
# of Recorded Intervals	1	1	1	1	1	1	
Vehs Entered	652	673	724	655	648	670	
Vehs Exited	652	673	724	657	652	672	
Starting Vehs	8	9	9	10	13	8	
Ending Vehs	8	9	9	8	9	7	
Travel Distance (mi)	259	267	288	260	261	267	
Travel Time (hr)	9.2	9.5	10.2	9.2	9.3	9.5	
Total Delay (hr)	0.4	0.4	0.4	0.4	0.4	0.4	
Total Stops	66	64	73	65	76	69	
Fuel Used (gal)	7.7	7.9	8.4	7.7	7.8	7.9	

Interval #0 Information Seeding

Start Time 11:40
End Time 11:45
Total Time (min) 5
Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

 Start Time
 11:45

 End Time
 12:45

 Total Time (min)
 60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg	
Vehs Entered	652	673	724	655	648	670	
Vehs Exited	652	673	724	657	652	672	
Starting Vehs	8	9	9	10	13	8	
Ending Vehs	8	9	9	8	9	7	
Travel Distance (mi)	259	267	288	260	261	267	
Travel Time (hr)	9.2	9.5	10.2	9.2	9.3	9.5	
Total Delay (hr)	0.4	0.4	0.4	0.4	0.4	0.4	
Total Stops	66	64	73	65	76	69	
Fuel Used (gal)	7.7	7.9	8.4	7.7	7.8	7.9	

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LT	LTR
Maximum Queue (ft)	28	52	4	39
Average Queue (ft)	8	27	0	5
95th Queue (ft)	29	48	3	23
Link Distance (ft)	970	641	981	980
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Cemetery DRrive & Indian Falls Rd

Movement	NB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	4
95th Queue (ft)	21
Link Distance (ft)	226
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Run Number	1	2	3	4	5	Avg	
Start Time	6:55	6:55	6:55	6:55	6:55	6:55	
End Time	8:00	8:00	8:00	8:00	8:00	8:00	
Total Time (min)	65	65	65	65	65	65	
Time Recorded (min)	60	60	60	60	60	60	
# of Intervals	2	2	2	2	2	2	
# of Recorded Intervals	1	1	1	1	1	1	
Vehs Entered	498	500	520	457	452	486	
Vehs Exited	496	504	520	466	455	489	
Starting Vehs	5	7	8	13	10	8	
Ending Vehs	7	3	8	4	7	6	
Travel Distance (mi)	198	199	204	181	182	193	
Travel Time (hr)	7.1	7.1	7.3	6.4	6.5	6.9	
Total Delay (hr)	0.3	0.3	0.3	0.2	0.3	0.3	
Total Stops	58	59	65	55	58	59	
Fuel Used (gal)	6.0	6.0	6.2	5.3	5.4	5.8	

Interval #0 Information Seeding

Start Time 6:55
End Time 7:00
Total Time (min) 5
Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time 7:00
End Time 8:00
Total Time (min) 60
Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg	
Vehs Entered	498	500	520	457	452	486	
Vehs Exited	496	504	520	466	455	489	
Starting Vehs	5	7	8	13	10	8	
Ending Vehs	7	3	8	4	7	6	
Travel Distance (mi)	198	199	204	181	182	193	
Travel Time (hr)	7.1	7.1	7.3	6.4	6.5	6.9	
Total Delay (hr)	0.3	0.3	0.3	0.2	0.3	0.3	
Total Stops	58	59	65	55	58	59	
Fuel Used (gal)	6.0	6.0	6.2	5.3	5.4	5.8	

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LT	LTR
Maximum Queue (ft)	47	56	30	28
Average Queue (ft)	16	22	1	2
95th Queue (ft)	42	50	15	13
Link Distance (ft)	970	641	981	980
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Cemetery DRrive & Indian Falls Rd

Movement	WB
Directions Served	LT
Maximum Queue (ft)	6
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	929
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Run Number	1	2	3	4	5	Avg	
Start Time	3:55	3:55	3:55	3:55	3:55	3:55	
End Time	5:00	5:00	5:00	5:00	5:00	5:00	
Total Time (min)	65	65	65	65	65	65	
Time Recorded (min)	60	60	60	60	60	60	
# of Intervals	2	2	2	2	2	2	
# of Recorded Intervals	1	1	1	1	1	1	
Vehs Entered	739	735	783	754	713	746	
Vehs Exited	738	735	776	756	708	742	
Starting Vehs	5	8	6	7	4	5	
Ending Vehs	6	8	13	5	9	8	
Travel Distance (mi)	297	294	316	304	285	299	
Travel Time (hr)	10.8	10.6	11.5	11.0	10.3	10.8	
Total Delay (hr)	0.6	0.5	0.6	0.6	0.5	0.6	
Total Stops	111	109	131	119	111	117	
Fuel Used (gal)	9.1	9.0	9.6	9.2	8.6	9.1	

Interval #0 Information Seeding

Start Time 3:55
End Time 4:00
Total Time (min) 5
Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

 Start Time
 4:00

 End Time
 5:00

 Total Time (min)
 60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg	
Vehs Entered	739	735	783	754	713	746	
Vehs Exited	738	735	776	756	708	742	
Starting Vehs	5	8	6	7	4	5	
Ending Vehs	6	8	13	5	9	8	
Travel Distance (mi)	297	294	316	304	285	299	
Travel Time (hr)	10.8	10.6	11.5	11.0	10.3	10.8	
Total Delay (hr)	0.6	0.5	0.6	0.6	0.5	0.6	
Total Stops	111	109	131	119	111	117	
Fuel Used (gal)	9.1	9.0	9.6	9.2	8.6	9.1	

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LT	LTR
Maximum Queue (ft)	63	80	27	82
Average Queue (ft)	23	31	2	9
95th Queue (ft)	54	60	17	39
Link Distance (ft)	970	641	981	980
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Cemetery DRrive & Indian Falls Rd

Movement	NB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	7
95th Queue (ft)	28
Link Distance (ft)	226
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Run Number	1	2	3	4	5	Avg	
Start Time	11:40	11:40	11:40	11:40	11:40	11:40	
End Time	12:45	12:45	12:45	12:45	12:45	12:45	
Total Time (min)	65	65	65	65	65	65	
Time Recorded (min)	60	60	60	60	60	60	
# of Intervals	2	2	2	2	2	2	
# of Recorded Intervals	1	1	1	1	1	1	
Vehs Entered	657	694	733	662	670	683	
Vehs Exited	659	700	734	664	676	687	
Starting Vehs	11	15	9	10	13	9	
Ending Vehs	9	9	8	8	7	7	
Travel Distance (mi)	262	275	291	263	269	272	
Travel Time (hr)	9.4	9.8	10.3	9.3	9.7	9.7	
Total Delay (hr)	0.4	0.4	0.4	0.4	0.4	0.4	
Total Stops	70	67	71	63	80	70	
Fuel Used (gal)	7.8	8.2	8.5	7.7	8.1	8.1	

Interval #0 Information Seeding

Start Time 11:40
End Time 11:45
Total Time (min) 5
Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time 11:45
End Time 12:45
Total Time (min) 60
Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg	
Vehs Entered	657	694	733	662	670	683	
Vehs Exited	659	700	734	664	676	687	
Starting Vehs	11	15	9	10	13	9	
Ending Vehs	9	9	8	8	7	7	
Travel Distance (mi)	262	275	291	263	269	272	
Travel Time (hr)	9.4	9.8	10.3	9.3	9.7	9.7	
Total Delay (hr)	0.4	0.4	0.4	0.4	0.4	0.4	
Total Stops	70	67	71	63	80	70	
Fuel Used (gal)	7.8	8.2	8.5	7.7	8.1	8.1	

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LT	LTR
Maximum Queue (ft)	28	56	9	39
Average Queue (ft)	7	27	0	5
95th Queue (ft)	27	50	5	23
Link Distance (ft)	970	641	981	980
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Cemetery DRrive & Indian Falls Rd

Movement	NB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	5
95th Queue (ft)	22
Link Distance (ft)	226
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Run Number	1	2	3	4	5	Avg	
Start Time	6:55	6:55	6:55	6:55	6:55	6:55	
End Time	8:00	8:00	8:00	8:00	8:00	8:00	
Total Time (min)	65	65	65	65	65	65	
Time Recorded (min)	60	60	60	60	60	60	
# of Intervals	2	2	2	2	2	2	
# of Recorded Intervals	1	1	1	1	1	1	
Vehs Entered	537	553	554	573	529	547	
Vehs Exited	533	551	555	571	531	548	
Starting Vehs	5	5	7	7	14	6	
Ending Vehs	9	7	6	9	12	8	
Travel Distance (mi)	209	219	218	225	209	216	
Travel Time (hr)	7.6	7.9	7.8	8.2	7.5	7.8	
Total Delay (hr)	0.4	0.4	0.3	0.4	0.3	0.4	
Total Stops	69	83	68	79	66	71	
Fuel Used (gal)	6.4	6.7	6.6	6.9	6.3	6.6	

Interval #0 Information Seeding

Start Time 6:55
End Time 7:00
Total Time (min) 5
Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time 7:00
End Time 8:00
Total Time (min) 60
Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg	
Vehs Entered	537	553	554	573	529	547	
Vehs Exited	533	551	555	571	531	548	
Starting Vehs	5	5	7	7	14	6	
Ending Vehs	9	7	6	9	12	8	
Travel Distance (mi)	209	219	218	225	209	216	
Travel Time (hr)	7.6	7.9	7.8	8.2	7.5	7.8	
Total Delay (hr)	0.4	0.4	0.3	0.4	0.3	0.4	
Total Stops	69	83	68	79	66	71	
Fuel Used (gal)	6.4	6.7	6.6	6.9	6.3	6.6	

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LT	LTR
Maximum Queue (ft)	55	58	45	30
Average Queue (ft)	20	24	3	2
95th Queue (ft)	48	48	24	15
Link Distance (ft)	970	641	981	980
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Cemetery DRrive & Indian Falls Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Storage Blk Time (%)
Queuing Penalty (veh)
Oueuing Penalty (veh) Storage Bay Dist (ft) Storage Blk Time (%) Queuing Penalty (veh)

Network Summary

Run Number	1	2	3	4	5	Avg	
Start Time	3:55	3:55	3:55	3:55	3:55	3:55	
End Time	5:00	5:00	5:00	5:00	5:00	5:00	
Total Time (min)	65	65	65	65	65	65	
Time Recorded (min)	60	60	60	60	60	60	
# of Intervals	2	2	2	2	2	2	
# of Recorded Intervals	1	1	1	1	1	1	
Vehs Entered	856	841	900	863	838	860	
Vehs Exited	861	835	894	862	841	857	
Starting Vehs	10	9	12	7	15	9	
Ending Vehs	5	15	18	8	12	11	
Travel Distance (mi)	345	336	363	347	334	345	
Travel Time (hr)	12.6	12.2	13.3	12.5	12.1	12.5	
Total Delay (hr)	8.0	0.7	0.8	0.7	0.7	0.7	
Total Stops	135	129	143	127	124	131	
Fuel Used (gal)	10.5	10.3	11.2	10.5	10.1	10.5	

Interval #0 Information Seeding

Start Time 3:55
End Time 4:00
Total Time (min) 5

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time 4:00
End Time 5:00
Total Time (min) 60
Volumes adjusted by Growth Factors.

Avg Run Number 5 841 900 Vehs Entered 856 863 838 860 Vehs Exited 861 835 894 862 841 857 Starting Vehs 10 9 12 7 15 9 **Ending Vehs** 5 15 18 8 12 11 Travel Distance (mi) 345 347 334 336 363 345 Travel Time (hr) 12.6 12.2 13.3 12.5 12.1 12.5 Total Delay (hr) 8.0 8.0 0.7 0.7 0.7 0.7 **Total Stops** 135 129 143 127 124 131 Fuel Used (gal) 10.5 10.3 11.2 10.5 10.1 10.5

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	LT	R	LTR
Maximum Queue (ft)	65	82	32	2	47
Average Queue (ft)	25	34	2	0	8
95th Queue (ft)	56	64	15	1	29
Link Distance (ft)	970	641	981		980
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				300	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Cemetery DRrive & Indian Falls Rd

Movement	NB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	9
95th Queue (ft)	31
Link Distance (ft)	226
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Run Number	1	2	3	4	5	Avg	
Start Time	11:40	11:40	11:40	11:40	11:40	11:40	
End Time	12:45	12:45	12:45	12:45	12:45	12:45	
Total Time (min)	65	65	65	65	65	65	
Time Recorded (min)	60	60	60	60	60	60	
# of Intervals	2	2	2	2	2	2	
# of Recorded Intervals	1	1	1	1	1	1	
Vehs Entered	768	776	771	788	756	773	
Vehs Exited	774	782	771	780	754	772	
Starting Vehs	11	15	10	9	8	9	
Ending Vehs	5	9	10	17	10	9	
Travel Distance (mi)	304	311	307	314	300	307	
Travel Time (hr)	10.8	11.1	11.0	11.3	10.7	11.0	
Total Delay (hr)	0.5	0.5	0.5	0.6	0.5	0.5	
Total Stops	75	85	95	97	62	84	
Fuel Used (gal)	9.1	9.3	9.2	9.5	9.0	9.2	

Interval #0 Information Seeding

Start Time 11:40
End Time 11:45
Total Time (min) 5
Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time 11:45
End Time 12:45
Total Time (min) 60
Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg	
Vehs Entered	768	776	771	788	756	773	
Vehs Exited	774	782	771	780	754	772	
Starting Vehs	11	15	10	9	8	9	
Ending Vehs	5	9	10	17	10	9	
Travel Distance (mi)	304	311	307	314	300	307	
Travel Time (hr)	10.8	11.1	11.0	11.3	10.7	11.0	
Total Delay (hr)	0.5	0.5	0.5	0.6	0.5	0.5	
Total Stops	75	85	95	97	62	84	
Fuel Used (gal)	9.1	9.3	9.2	9.5	9.0	9.2	

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LT	LTR
Maximum Queue (ft)	28	61	13	63
Average Queue (ft)	12	26	1	8
95th Queue (ft)	34	52	8	35
Link Distance (ft)	970	641	981	980
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Cemetery DRrive & Indian Falls Rd

Movement	NB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	6
95th Queue (ft)	25
Link Distance (ft)	226
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary



TRAFFIC SIGNAL WARRANT

STUDY AND ANALYSIS INFORMATION

Municipality: Town of Pembroke Genesee County:

Analysis Date: 4/1/2022 LNS **Conducted By:** Agency/Company Name: LDG

Analysis Information

Data Collection Date: 3/17/2022 Day of the Week: Thursday

Is the intersection in a built-up area of an isolated community of <10,000 population?

Major Street Information

Major Street Name and Route Number: Route 77 Major Street Approach #1 Direction: Major Street Approach #2 Direction:

N-Bound S-Bound

Number of Lanes for Moving Traffic on Each Major Street Approach: Speed Limit or 85th Percentile Speed on the Major Street:

LANE(S) 55 MPH

Minor Street Information

Minor Street Name and Route Number: Indian Falls Road Minor Street Approach #1 Direction: Minor Street Approach #2 Direction:

W-Bound E-Bound

Number of Lanes for Moving Traffic on Each Minor Street Approach:

LANE(S)

TRAFFIC SIGNAL WARRANT ANALYSIS FINDINGS

	Applicable?	Warrant Met?
Warrant 1, Eight-Hour Vehicular Volume	Yes	No
Warrant 2, Four-Hour Vehicular Volume	Yes	No
Warrant 3, Peak Hour	Yes	No
Warrant 4, Pedestrian Volume	No	N/A
Warrant 5, School Crossing	No	N/A
Warrant 6, Coordinated Signal System	No	N/A
Warrant 7, Crash Experience	No	N/A
Warrant 8, Roadway Network	No	N/A
Warrant 9, Intersection Near a Grade Crossing	No	N/A
Warrant PA-1, ADT Volume Warrant	No	N/A
Warrant PA-2, Midblock and Trail Crossings	No	N/A



MUTCD WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Number of Lanes for Moving Traffic				
on Each Approach				
Major Street:	Major Street: 1 Lane			
Minor Street:	1 Lane			

Built-up Isolated Community With Less Than 10,000 Population or Above 40 MPH on Major Street?

Combination of Conditions A and B Necessary?*:

No

es that could cause less delay and inconvenience to traffic has failed t

^{*}Only applicable for Warrant 1 if after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems. See Section 4C.02 of the 2009 MUTCD for application.

Condition A - Minimum Vehicular Volume									
	or moving traffic on each oproach	Vehicles per	Vehicles per hour on major street (total of both approaches)				•	ume minor street a on only)	pproach (one
Major Street	Minor Street	100%	80%	70%	56%	100%	80%	70%	56%
1	1	500	400	350	280	150	120	105	84
2 or More	1	600	480	420	336	150	120	105	84
2 or More	2 or More	600	480	420	336	200	160	140	112
1	2 or More	500	400	350	280	200	160	140	112

Condition B - Interruption of Continuous Traffic									
	or moving traffic on each	Vehicles per	Vehicles per hour on major street (total of both approaches)				_	ume minor street a on only)	approach (one
Major Street	Minor Street	100%	80%	70%	56%	100%	80%	70%	56%
1	1	750	600	525	420	75	60	53	42
2 or More	1	900	720	630	504	75	60	53	42
2 or More	2 or More	900	720	630	504	100	80	70	56
1	2 or More	750	600	525	420	100	80	70	56

Condition A Evaluation
Number of Unique Hours Met: 0 Condition A Satisfied? No
Condition B Evaluation
Number of Unique Hours Met: 2 Condition B Satisfied? No
Combination of Condition A and Condition B Evaluation
Number of Unique Hours Met for Condition A: N/A
Number of Unique Hours Met for Condition B: N/A
Combination of Condition A and Condition B Satisfied? N/A



MUTCD WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Number of Lanes for Moving Traffic on Each Approach				
Major Street:	1 Lane			
Minor Street: 1 Lane				

Total Number of Unique Hours Met
On Figure 4C-2
0

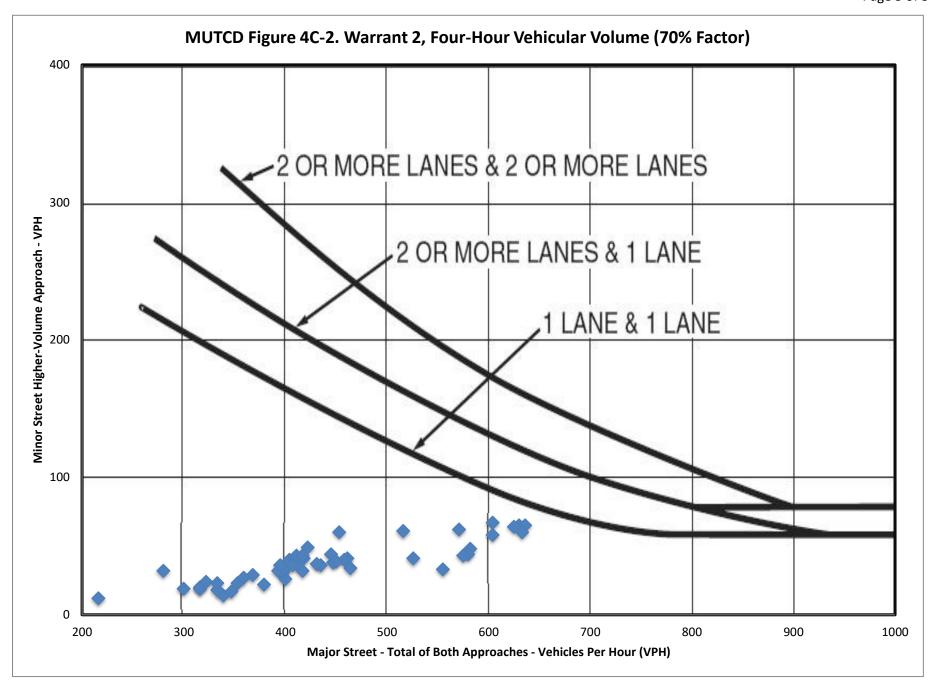
Built-up Isolated Community With Less Than 10,000 Population or Above 40 MPH	Vos
on Major Street?	Yes

Hourly Vehicular Volume				
Hour Interval	Major Street Combined	Highest Minor Street Approach	Hour Met?	
Beginning At	Vehicles Per Hour (VPH)	Vehicles Per Hour (VPH)	nour Met:	
12:00 AM	0	0		
12:15 AM	0	0		
12:30 AM	0	0		
12:45 AM	0	0		
1:00 AM	0	0		
1:15 AM	0	0		
1:30 AM	0	0		
1:45 AM	0	0		
2:00 AM	0	0		
2:15 AM	0	0		
2:30 AM	0	0		
2:45 AM	0	0		
3:00 AM	0	0		
3:15 AM	0	0		
3:30 AM	0	0		
3:45 AM	0	0		
4:00 AM	0	0		
4:15 AM	0	0		
4:30 AM	0	0		
4:45 AM	0	0		
5:00 AM	0	0		
5:15 AM	81	3		
5:30 AM	141	7		
5:45 AM	216	12		
6:00 AM	300	19		
6:15 AM	316	19		
6:30 AM	368	29		
6:45 AM	400	26		
7:00 AM	417	32		
7:00 AW	398	31		
7:30 AM 7:45 AM	379 353	22 23		
7:45 AM 8:00 AM	339	14		
8:00 AM 8:15 AM	347	17		
8:30 AM	333	18		
8:45 AM	316	20		
	322	24		
9:00 AM 9:15 AM				
9:15 AM 9:30 AM	333	23		
9:30 AM 9:45 AM	359	27		
	397	32		
10:00 AM	393	32		
10:15 AM	399	33		
10:30 AM	412	37		
10:45 AM	404	40		
11:00 AM	409	40		
11:15 AM	418	41		
11:30 AM	411	43		
11:45 AM	435	36		



Hourly Vehicular Volume				
Hour Interval Major Street Combined Highest Minor Street Approach				
Beginning At	Vehicles Per Hour (VPH)	Vehicles Per Hour (VPH)	Hour Met?	
12:00 PM	447	38		
12:15 PM	461	41		
12:30 PM	458	40		
12:45 PM	445	44		
1:00 PM	450	39		
1:15 PM	431	37		
1:30 PM	407	36		
1:45 PM	417	43		
2:00 PM	422	49		
2:15 PM	453	60		
2:30 PM	516	61		
2:45 PM	571	62		
3:00 PM	604	67		
3:15 PM	630	65		
3:30 PM	636	65		
3:45 PM	625	64		
4:00 PM	633	60		
4:15 PM	604	58		
4:30 PM	582	48		
4:45 PM	580	44		
5:00 PM	575	43		
5:15 PM	555	33		
5:30 PM	526	41		
5:45 PM	464	34		
6:00 PM	395	36		
6:15 PM	280	32		
6:30 PM	178	20		
6:45 PM	83	13		
7:00 PM	0	0		
7:15 PM	0	0		
7:30 PM	0	0		
7:45 PM	0	0		
8:00 PM	0	0		
8:15 PM	0	0		
8:30 PM	0	0		
8:45 PM	0	0		
9:00 PM	0	0		
9:15 PM	0	0		
9:30 PM	0	0		
9:45 PM	0	0		
10:00 PM	0	0		
10:15 PM	0	0		
10:30 PM	0	0		
10:45 PM	0	0		
11:00 PM	0	0		





MUTCD WARRANT 3, PEAK HOUR

Number of Lanes for Moving Traffic on Each		
Approach		
Major Street: 1 Lane		
Minor Street: 1 Lane		

Built-up Isolated Community With Less Than 10,000 Population or Above 40 MPH on Major Street?	Yes
Is this signal warrant being applied for an unusual case, such as office complexes,	
manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time?	

Indicate whether all three of the following conditions for the same 1 hour (any four consecutive 15- minute periods) of an average day are present*		
Does the total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equal or exceed 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach?	N/A	
Does the volume on the same minor-street approach (one direction only) equal or exceed 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes?	N/A	
Does the total entering volume serviced during the hour equal or exceed 650 vehicles per hour for intersection with three approaches or 800 vehicles per hour for intersections with four or more approaches?	N/A	
*If applicable, attach all supporting calculations and documentation.		

Total Number of Unique Hours Met			
On Figure 4C-4			
0			

Hourly Vehicular Volume			
Hour Interval	Major Street Combined	Highest Minor Street Approach	Hour Met?
Beginning At	Vehicles Per Hour (VPH)	Vehicles Per Hour (VPH)	nour Metr
12:00 AM	0	0	
12:15 AM	0	0	
12:30 AM	0	0	
12:45 AM	0	0	
1:00 AM	0	0	
1:15 AM	0	0	
1:30 AM	0	0	
1:45 AM	0	0	
2:00 AM	0	0	
2:15 AM	0	0	
2:30 AM	0	0	
2:45 AM	0	0	
3:00 AM	0	0	
3:15 AM	0	0	
3:30 AM	0	0	
3:45 AM	0	0	
4:00 AM	0	0	
4:15 AM	0	0	
4:30 AM	0	0	
4:45 AM	0	0	
5:00 AM	0	0	
5:15 AM	81	3	
5:30 AM	141	7	
5:45 AM	216	12	
6:00 AM	300	19	
6:15 AM	316	19	
6:30 AM	368	29	
6:45 AM	400	26	
7:00 AM	417	32	
7:15 AM	398	31	
7:30 AM	379	22	
7:45 AM	353	23	
8:00 AM	339	14	

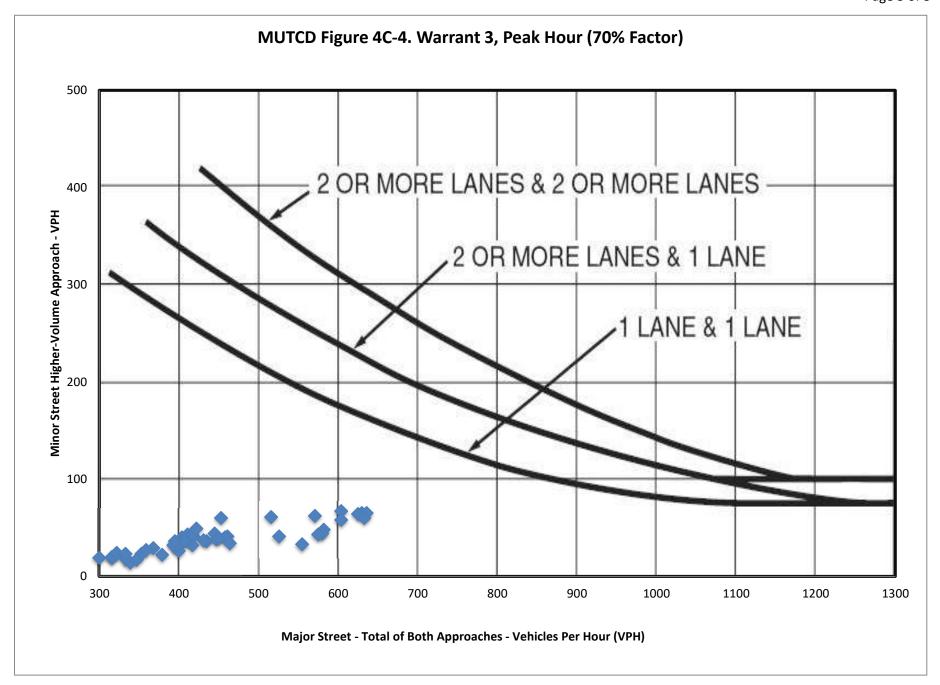


Hourly Vehicular Volume				
Hour Interval	Major Street Combined	Highest Minor Street Approach	Hour Met?	
Beginning At	Vehicles Per Hour (VPH)	Vehicles Per Hour (VPH)	nour wet:	
8:15 AM	347	17		

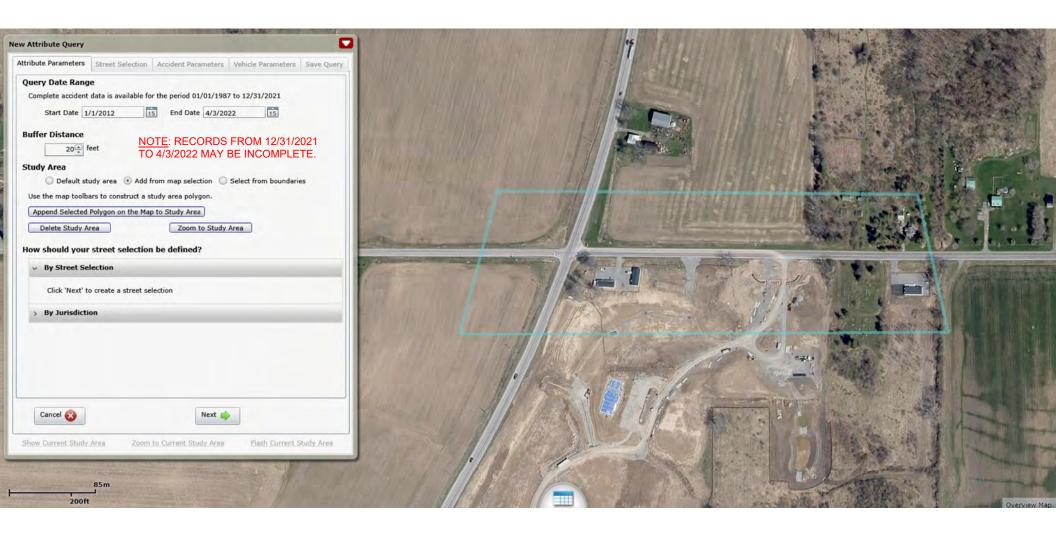


Hourly Vehicular Volume				
Hour Interval	Major Street Combined	Highest Minor Street Approach	Hour Mot?	
Beginning At	Vehicles Per Hour (VPH)	Vehicles Per Hour (VPH)	Hour Met?	
8:30 AM	333	18		
8:45 AM	316	20		
9:00 AM	322	24		
9:15 AM	333	23		
9:30 AM	359	27		
9:45 AM	397	32		
10:00 AM	393	32		
10:15 AM	399	33		
10:30 AM	412	37		
10:45 AM	404	40		
11:00 AM	409	40		
11:15 AM	418	41		
11:30 AM	411	43		
11:45 AM	435	36		
12:00 PM	447	38		
12:15 PM	461	41		
12:30 PM	458	40		
12:45 PM	445	44		
1:00 PM	450	39		
1:15 PM	431	37		
1:30 PM	407	36		
1:45 PM	417	43		
2:00 PM	422	49		
2:15 PM	453	60		
2:30 PM	516	61		
2:45 PM	571	62		
3:00 PM	604	67		
3:15 PM	630	65		
3:30 PM	636	65		
3:45 PM	625	64		
4:00 PM	633	60		
4:15 PM	604	58		
4:30 PM	582	48		
4:45 PM	580	44		
5:00 PM	575	43		
5:15 PM	555	33		
5:30 PM	526	41		
5:45 PM	464	34		
6:00 PM	395	36		
6:15 PM	280	32		
6:30 PM	178	20		
6:45 PM	83	13		
7:00 PM	0	0		
7:15 PM	0	0		
7:30 PM	0	0		
7:45 PM	0	0		
8:00 PM	0	0		
8:15 PM	0	0		
8:30 PM	0	0		
8:45 PM	0	0		
9:00 PM	0	0		
9:15 PM	0	0		
9:30 PM	0	0		
9:45 PM	0	0		
10:00 PM	0	0		
10:00 PM	0	0		
10:15 PM	0	0		
10:30 PM	0	0		
11:00 PM	0	0		
11.00 PIVI	U	U		









NYSDOT QRA ACCIDENT VERBAL DESCRIPTION

				Print Date	4/4/2022	Print Time	9:24:25AM
Query Number/Name	Query Type	Query	y SubType	Α	ccident Da	ite Range	
<u>70055</u> 77cem	AttributeQuery		None	1/1/2012 12:00:0	0AM To	4/3/2022 12:00:00)AM
Case Number	Accident Date	Region/County	Municipality/Type	Street		Reference M	<u>larker</u>
34271423	16-April-2012	GENESEE	Pembroke Town	[Route] 77		77 41021108	
Road Surface	Road Cond	<u>Weather</u>	<u>TrafficControls</u>	Location Ped/Bi	<u>ke</u>	Action of Pe	d/Bike
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE		NOT APPLICAT	BLE
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u>	<u>Injury</u>	Ext of Injurie	<u>es</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	6		
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weig	<u>ıht</u>	Drivers Age	Sex
Number 1	4	WEST	GOING STRAIGHT AHEAD	2594		18	М
	Vehicle Type	State of Registration	Citation Issued	School Bus Invo	olved	Property Da	mage
	CAR/VAN/PICKUP	NY	Y	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	FAILURE TO YIELD RIGHT C	OF WAY				
	2	TRAFFIC CONTROL DEVICE	S DISREGARDED				

					Fillit Date	7/7/2022	Fillit Illile	7.27.23AM
	<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Wei	<u>ight</u>	Drivers Age	Sex
	Number 2	2	NORTH	GOING STRAIGHT AHEAD	3992		36	М
		Vehicle Type	State of Registration	Citation Issued	School Bus Inv	olved	Property Dan	nage
		CAR/VAN/PICKUP	NY	N	N		N	
		Apparent Factor Sequence Number	Apparent Factor					
		1	NOT APPLICABLE					
		2	NOT APPLICABLE					
2								
	Case Number	Accident Date	Region/County	Municipality/Type	<u>Street</u>		Reference Ma	<u>arker</u>
	34339893	20-June-2012	GENESEE	Pembroke Town	ALLEGHANY RD		77 41021108	
	Road Surface	Road Cond	<u>Weather</u>	TrafficControls	Location Ped/B	<u> Bike</u>	Action of Ped	J/Bike
	DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE		NOT APPLICAB	LE
	Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u>	<u>Injury</u>	Ext of Injuries	<u>s</u>
	2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	0		
	<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Wei	<u>ight</u>	Drivers Age	<u>Sex</u>
	Number	1	WEST	SLOWED OR STOPPING	3550		51	M
		Vehicle Type	State of Registration	Citation Issued	School Bus Inv	olved	Property Dan	nage
		CAR/VAN/PICKUP	NY	N	N		N	
		Apparent Factor Sequence Number	Apparent Factor					
		1	NOT APPLICABLE					
		2	NOT APPLICABLE					

4/4/2022

Print Date

Print Time

2				Print Date 4/4/2022	Print Time 9:24:25AM
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	Drivers Age Sex
Number 2	1	EAST	MAKING LEFT TURN	4551	70 F
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage
	CAR/VAN/PICKUP	NY	N	N	N
	Apparent Factor Sequence Number	Apparent Factor			
	1	TURNING IMPROPER			
	2	NOT APPLICABLE			
Case Number 34393732	Accident Date 30-July-2012	Region/County GENESEE	Municipality/Type Pembroke Town	Street ALLEGHANY RD	Reference Marker 77 41021108
Case Number			Pembroke		
<u>Case Number</u> 34393732	30-July-2012	GENESEE	Pembroke Town	ALLEGHANY RD	77 41021108
Case Number 34393732 Road Surface	30-July-2012 Road Cond	GENESEE Weather	Pembroke Town TrafficControls	ALLEGHANY RD Location Ped/Bike	77 41021108 Action of Ped/Bike
Case Number 34393732 Road Surface DRY Number of	30-July-2012 Road Cond STRAIGHT AND LEVEL	GENESEE Weather CLEAR	Pembroke Town TrafficControls STOP SIGN	ALLEGHANY RD Location Ped/Bike NOT APPLICABLE	77 41021108 Action of Ped/Bike NOT APPLICABLE
Case Number 34393732 Road Surface DRY Number of Vehicles	30-July-2012 Road Cond STRAIGHT AND LEVEL Accident Class	GENESEE Weather CLEAR Type of Accident COLLISION WITH	Pembroke Town TrafficControls STOP SIGN Manner of Collision	ALLEGHANY RD Location Ped/Bike NOT APPLICABLE Fatality Injury	77 41021108 Action of Ped/Bike NOT APPLICABLE

AHEAD

Y

Citation Issued

State of Registration

Apparent Factor

FAILURE TO YIELD RIGHT OF WAY

NY

Vehicle Type

CAR/VAN/PICKUP

Apparent Factor

1

Sequence Number

Property Damage

N

School Bus Involved

Ν

3				Print Date 4/	1/4/2022	Print Time	9:24:25AM
3	2	NOT APPLICABLE					
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight		Drivers Age	Sex
Number 2	1	NORTH	GOING STRAIGHT AHEAD	3440		17	F
	Vehicle Type	State of Registration	Citation Issued	School Bus Involve	<u>ed</u>	Property Dan	nage_
	CAR/VAN/PICKUP	NY	N	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	NOT APPLICABLE					
	2	NOT APPLICABLE					
4							
<u>Case Number</u> 34502305	Accident Date 30-October-2012	Region/County GENESEE	Municipality/Type Pembroke Town	<u>Street</u> INDIAN FALLS RD		Reference Ma	<u>arker</u>
Road Surface	Road Cond	<u>Weather</u>	<u>TrafficControls</u>	Location Ped/Bike	;	Action of Ped	d/Bike
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	-	NOT APPLICAB	LE
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u> <u>Inj</u>	<u>jury</u>	Ext of Injurie	<u>s</u>
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0 0			
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight		Drivers Age	<u>Sex</u>
Number 1	2	EAST	GOING STRAIGHT AHEAD	3478		33	M
	Vehicle Type	State of Registration	Citation Issued	School Bus Involve	<u>ed</u>	Property Dan	nage_
	CAR/VAN/PICKUP	NY	N	N	-	N	

Apparent Factor

Sequence Number

Apparent Factor

4			Print Date	4/4/2022	Print Time	9:24:25AM
	1	ANIMAL'S ACTION				

NOT APPLICABLE

Case Number 4695648	Accident Date 14-March-2013	Region/County GENESEE	Municipality/Type Pembroke Town	<u>Street</u> ALLEGHANY I	RD	Reference Ma 77 41021108	<u>rker</u>
Road Surface	Road Cond	Weather	TrafficControls	Location Pe	d/Bike	Action of Ped	/Bike
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICAL	BLE	NOT APPLICABL	Æ
Number of /ehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u>	<u>Injury</u>	Ext of Injuries	
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	1	POSSIBI	
<u>/ehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered \	<u>Neight</u>	Drivers Age	Se
lumber 1	3	NORTH	STOPPED IN TRAFFIC	3524		56	M
	Vehicle Type	State of Registration	Citation Issued	School Bus	Involved	Property Dam	<u>age</u>
	CAR/VAN/PICKUP	NY	N	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	NOT APPLICABLE					
	2	NOT APPLICABLE					

5					Print Date	4/4/2022	Print Time	9:24:25AM
	<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weig	<u>ht</u>	Drivers Age	Sex
	Number 2	2	NORTH	GOING STRAIGHT AHEAD	2868		51	M
		Vehicle Type	State of Registration	Citation Issued	School Bus Invo	lved	Property Da	mage_
		CAR/VAN/PICKUP	NY	N	N		N	
		Apparent Factor Sequence Number	Apparent Factor					
		1	FOLLOWING TOO CLOSELY					
		2	UNSAFE SPEED					
6								
U	<u>Case Number</u> 34796452	Accident Date 30-May-2013	Region/County GENESEE	Municipality/Type Pembroke Town	Street [Route] 77		Reference N 77 41021108	<u>larker</u>
	Road Surface	Road Cond	<u>Weather</u>	TrafficControls	Location Ped/Bil	<u>ke</u>	Action of Pe	d/Bike
	DRY	STRAIGHT/ GRADE	CLEAR	STOP SIGN	NOT APPLICABLE		NOT APPLICAL	BLE
	Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u>	<u>Injury</u>	Ext of Injurie	<u>es</u>
	2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL	
	<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weig	<u>ht</u>	Drivers Age	<u>Sex</u>
	Number 1	1	EAST	STARTING IN TRAFFIC	0		51	F
		Vehicle Type	State of Registration	Citation Issued	School Bus Invo	lved	Property Da	<u>mage</u>
		CAR/VAN/PICKUP	NY	Y	N		N	
		Apparent Factor Sequence Number	Apparent Factor					
		1	FAILURE TO YIELD RIGHT OF	WAY				
		2	NOT APPLICABLE					

6					Print Date	4/4/2022	Print Time	9:24:25AM
	<u>ehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weigl	<u>ht</u>	Drivers Age	<u>Sex</u>
	umber ²	1	NORTH	GOING STRAIGHT AHEAD	4379		49	M
		Vehicle Type	State of Registration	Citation Issued	School Bus Invol	lved	Property Dam	nage
		CAR/VAN/PICKUP	NY	N	N		N	
		Apparent Factor Sequence Number	Apparent Factor					
		1	NOT APPLICABLE					
		2	NOT APPLICABLE					
7								
	ase Number 852357	Accident Date 30-June-2013	Region/County GENESEE	Municipality/Type Pembroke Town	Street [Route] 77		Reference Ma 77 41021108	<u>ırker</u>
348				Pembroke		<u>ce</u>		
348	852357 oad Surface	30-June-2013	GENESEE	Pembroke Town	[Route] 77	<u>se</u>	77 41021108	l/Bike
348 RC DR	852357 oad Surface	30-June-2013 Road Cond	GENESEE Weather	Pembroke Town TrafficControls	[Route] 77 Location Ped/Bik NOT APPLICABLE	<u>ke</u> Injury	77 41021108 Action of Ped	<mark>l/Bike</mark> LE
348 RC DR	852357 coad Surface RY umber of ehicles	30-June-2013 Road Cond STRAIGHT/ GRADE	GENESEE Weather CLOUDY	Pembroke Town TrafficControls STOP SIGN	[Route] 77 Location Ped/Bik NOT APPLICABLE Fatality		77 41021108 Action of Ped NOT APPLICABI	<mark>l/Bike</mark> LE
348 RC DR NL Ve	852357 coad Surface RY umber of ehicles	30-June-2013 Road Cond STRAIGHT/ GRADE Accident Class	GENESEE Weather CLOUDY Type of Accident COLLISION WITH	Pembroke Town TrafficControls STOP SIGN Manner of Collision	[Route] 77 Location Ped/Bik NOT APPLICABLE Fatality	Injury 0	77 41021108 Action of Ped NOT APPLICABI	<mark>l/Bike</mark> LE

Citation Issued

Y

State of Registration

Apparent Factor

FAILURE TO YIELD RIGHT OF WAY

NY

Vehicle Type

CAR/VAN/PICKUP

Apparent Factor

1

Sequence Number

Property Damage

N

School Bus Involved

Ν

7				Print Date	4/4/2022	Print Time	9:24:25AM
	2	NOT APPLICABLE					
Vehicle	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weig	<u>lht</u>	Drivers Age	<u>Sex</u>
Number 2	6	NORTH	GOING STRAIGHT AHEAD	4606		32	М
	Vehicle Type	State of Registration	Citation Issued	School Bus Invo	lved	Property Da	amage
	CAR/VAN/PICKUP	NY	N	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	NOT APPLICABLE					
	2	NOT APPLICABLE					
8				• .			
<u>Case Number</u> 34889446	Accident Date 14-August-2013	Region/County GENESEE	Municipality/Type Pembroke Town	<u>Street</u> [Route] 77		Reference N 77 41021108	<u>Marker</u>
Road Surface	Road Cond	<u>Weather</u>	<u>TrafficControls</u>	Location Ped/Bil	<u>ke</u>	Action of Po	ed/Bike
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE		NOT APPLICA	BLE
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u>	<u>Injury</u>	Ext of Injuri	<u>es</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2		
Vehicle	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weig	<u>lht</u>	Drivers Age	<u>Sex</u>
Number	2	EAST	STOPPED IN TRAFFIC	3258		76	F
1	Vehicle Type	State of Registration	Citation Issued	School Bus Invo	lved	Property Da	amage_
	CAR/VAN/PICKUP	NY	Y	N		N	
	Apparent Factor Sequence Number	Apparent Factor					



1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	Drivers Age	Sex
Number ²	1	NORTH	GOING STRAIGHT AHEAD	2388	51	F
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Dama	age
	CAR/VAN/PICKUP	NY	N	N	N	
	Apparent Factor Sequence Number	Apparent Factor				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

Case Number 34909199	Accident Date 29-August-2013	Region/County GENESEE	Municipality/Type Pembroke Town	Street [Route] 77		Reference Marker 77 41021108
Road Surface	Road Cond	Weather	<u>TrafficControls</u>	Location Pe		Action of Ped/Bike
DRY	STRAIGHT/ GRADE	CLEAR	STOP SIGN	NOT APPLICAI	BLE	NOT APPLICABLE
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u>	<u>Injury</u>	Ext of Injuries
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	3	

9					Print Date 4/4/201	22 Print Time	9:24:25AM
7	<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	Drivers Ag	ge <u>Sex</u>
	Number 1	4	EAST	GOING STRAIGHT AHEAD	4191	31	F
		Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property [<u>Damage</u>
		CAR/VAN/PICKUP	NY	Y	N	N	
		Apparent Factor Sequence Number	Apparent Factor				
		1	FAILURE TO YIELD RIGHT OF	WAY			
		2	NOT APPLICABLE				
1	Vehicle	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	Drivers Ag	ge <u>Sex</u>
	Number 2	1	NORTH	GOING STRAIGHT AHEAD	5171	87	M
		Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property [<u>Damage</u>
		CAR/VAN/PICKUP	NY	N	N	N	
		Apparent Factor Sequence Number	Apparent Factor				
		1	NOT APPLICABLE				
		2	NOT APPLICABLE				

10)				Print Date	4/4/2022	Print Time	9:24:25AM
<u>Case Number</u> 34967403	Accident Date 14-October-2013	Region/County GENESEE	Municipality/Type Pembroke Town	<u>Street</u> INDIAN FALLS RI)	Reference Ma	<u>arker</u>
Road Surface	Road Cond	<u>Weather</u>	TrafficControls	Location Ped/E	<u> Bike</u>	Action of Peo	d/Bike
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	3	NOT APPLICAB	LE
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u>	<u>Injury</u>	Ext of Injurie	<u>s</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0		
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered We	<u>ight</u>	Drivers Age	<u>Sex</u>
Number 1	1	EAST	MAKING LEFT TURN	4027		58	F
	Vehicle Type	State of Registration	Citation Issued	School Bus Inv	<u>/olved</u>	Property Dan	<u>nage</u>
	CAR/VAN/PICKUP	NY	Y	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	TURNING IMPROPER					
	2	NOT APPLICABLE					
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered We	<u>ight</u>	Drivers Age	Sex
Number 2	1	WEST	STOPPED IN TRAFFIC	3371		17	F
	Vehicle Type	State of Registration	Citation Issued	School Bus Inv	<u>/olved</u>	Property Dan	nage
	CAR/VAN/PICKUP	NY	N	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	NOT APPLICABLE					
	2	NOT APPLICABLE					

11				Print Date	4/4/2022	Print Time 9	:24:25AM	
Case Number 35142348	Accident Date 10-February-2014	Region/County GENESEE	Municipality/Type Pembroke Town	Street [Route] 77		Reference Ma 77 41021108	<u>rker</u>	
Road Surface SNOW/ICE	Road Cond STRAIGHT AT HILLCREST	Weather CLEAR	TrafficControls NONE	Location Ped/Bi	i <u>ke</u>	Action of Ped		
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u>	<u>Injury</u>	Ext of Injuries	<u>i</u>	
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	2			
<u>Vehicle</u> Number	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weig	<u>ght</u>	Drivers Age	<u>Sex</u>	
1	2	SOUTH	MAKING LEFT TURN	2676		81	F	
	Vehicle Type	State of Registration	Citation Issued	School Bus Invo	chool Bus Involved		Property Damage	
	CAR/VAN/PICKUP	NY	N	N		N		
	Apparent Factor Sequence Number	Apparent Factor						
	1	NOT APPLICABLE						
	2	NOT APPLICABLE						
<u>Vehicle</u> Number	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weig	<u>ght</u>	Drivers Age	<u>Sex</u>	
2	1	SOUTH	GOING STRAIGHT AHEAD	3054		82	M	
	Vehicle Type	State of Registration	Citation Issued	School Bus Invo	olved	Property Dam	<u>age</u>	
	CAR/VAN/PICKUP	NY	N	N		N		
	Apparent Factor Sequence Number	Apparent Factor						
	1	GLARE						

FOLLOWING TOO CLOSELY

12)							
<u>Case Number</u> 35187668	Accident Date 21-March-2014	Region/County GENESEE	Municipality/Type Pembroke Town	<u>Street</u> Alleghany R	LD	Reference Marker 77 41021108	
Road Surface	Road Cond	<u>Weather</u>	TrafficControls	Location Ped	d/Bike	Action of Ped	/Bike
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICAE	BLE	NOT APPLICABL	E
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u>	<u>Injury</u>	Ext of Injuries	
2	INJURY	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	2		
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered V	<u>Veight</u>	Drivers Age	<u>Sex</u>
Number 1	2	SOUTH	MAKING LEFT TURN	4328		17	F
	Vehicle Type	State of Registration	Citation Issued	School Bus	Involved	Property Dam	age_
	CAR/VAN/PICKUP	NY	Y	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	FAILURE TO YIELD RIGHT (
	2	NOT APPLICABLE					
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered V	<u>Veight</u>	Drivers Age	<u>Sex</u>
Number 2	1	NORTH	GOING STRAIGHT AHEAD	3112		53	F
	Vehicle Type	State of Registration	Citation Issued	School Bus	Involved	Property Damage	
	CAR/VAN/PICKUP	NY	N	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	NOT APPLICABLE					

12

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	_	NOT ADDITIONAL F
	2	NOT APPLICABLE
40		
13		

<u>Case Number</u> 35562574	Accident Date 02-January-2015	Region/County GENESEE	Municipality/Type Pembroke Town	Street [Route] 77	Reference Marker 77 41021108
Road Surface	Road Cond	<u>Weather</u>	TrafficControls	Location Ped/Bike	Action of Ped/Bike
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u> <u>Injury</u>	Ext of Injuries
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0 0	
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	<u>Drivers Age</u> <u>Sex</u>
Number 1	1	NORTH	CHANGING LANES	0	0 U
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage
	CAR/VAN/PICKUP		N	N	N
	Apparent Factor Sequence Number	Apparent Factor			
	1	FAILURE TO KEEP RIGHT			
	2	UNKNOWN			
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	<u>Drivers Age</u> <u>Sex</u>
Number 2	1	SOUTH	GOING STRAIGHT AHEAD	0	66 F
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage
	CAR/VAN/PICKUP	NY	N	N	N
	Apparent Factor Sequence Number	Apparent Factor			

	1	NOT APPLICABLE						
	2	NOT APPLICABLE						
14								
Case Number	Accident Date	Region/County	Municipality/Type	<u>Street</u>		Reference Ma	<u>rker</u>	
35654002	18-March-2015	GENESEE	Pembroke Town	GABBEY RD				
Road Surface	Road Cond	<u>Weather</u>	TrafficControls	Location Pe	Location Ped/Bike		Action of Ped/Bike	
DRY	STRAIGHT/ GRADE	CLEAR	STOP SIGN	NOT APPLICAE	BLE	NOT APPLICABLE		
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u>	<u>Injury</u>	Ext of Injuries		
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0			
<u>Vehicle</u>		Dir of Travel	Pre-Accd Action	Registered V	<u>Veight</u>	Drivers Age	Sex	
Number 1	1	EAST	GOING STRAIGHT AHEAD	3022		19	F	
	Vehicle Type	State of Registration	Citation Issued	School Bus	Involved	Property Dam	<u>age</u>	
	CAR/VAN/PICKUP	NY	Y	N		N		
	Apparent Factor Sequence Number	Apparent Factor						
	1	FAILURE TO YIELD RIGHT OF WAY						
	2	DRIVER INATTENTION						

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Vehicle	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	Drivers Age Sex	
Number 2	1	NORTH	GOING STRAIGHT AHEAD	9900	21 M	
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage	
	TRUCK	NY	N	N	N	
	Apparent Factor Sequence Number	Apparent Factor				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				
15						
<u>Case Number</u> 35807560	Accident Date 20-July-2015	Region/County GENESEE	Municipality/Type Pembroke Town	Street [Route] 77	Reference Marker 77 41021108	
Road Surface	Road Cond	<u>Weather</u>	<u>TrafficControls</u>	Location Ped/Bike	Action of Ped/Bike	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u> <u>Injury</u>	Ext of Injuries	
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0 0		
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	Drivers Age Sex	
Number	1	EAST	STARTING IN TRAFFIC	3208	20 F	
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage	
	CAR/VAN/PICKUP	NY	Y	N	N	
	Apparent Factor Sequence Number	Apparent Factor				
	1	FAILURE TO YIELD RIGHT O	OF WAY			
	2	NOT APPLICABLE				

(15)						
Vehicle	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	Drivers Age Sex	:
Number 2	2	NORTH	GOING STRAIGHT AHEAD	2800	63 M	
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage	
	CAR/VAN/PICKUP	NY	N	N	N	
	Apparent Factor Sequence Number	Apparent Factor				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				
16						
Case Number	Accident Date	Region/County	Municipality/Type	Street	Reference Marker	
35838772	05-August-2015	GENESEE	Pembroke Town	[Route] 77	77 41021108	
Road Surface	Road Cond	<u>Weather</u>	TrafficControls	Location Ped/Bike	Action of Ped/Bike NOT APPLICABLE	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE		
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u> <u>Injury</u>	Ext of Injuries	
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0 3		
Vehicle	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	Drivers Age Sex	•
Number 1	2	WEST	GOING STRAIGHT AHEAD	3228	23 M	
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage	
	CAR/VAN/PICKUP	NY	N	N	N	
	Apparent Factor Sequence Number	Apparent Factor				
	1	FAILURE TO YIELD RIGHT (OF WAY			

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	2	NOT APPLICABLE				
Vehicle	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	Drivers Age	<u>Sex</u>
Number 2	1	NORTH	GOING STRAIGHT AHEAD	3752	53	F
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damag	<u>e</u>
	CAR/VAN/PICKUP	NY	N	N	N	
	Apparent Factor Sequence Number	Apparent Factor				
	1	NOT APPLICABLE				
17	2	NOT APPLICABLE				
11		D 1 10 1	B.B. 1. 1. 114 /FFF	21 1	5.4	

17)						
Case Number 36347863	Accident Date 09-August-2016	Region/County GENESEE	Municipality/Type Pembroke Town	Street INDIAN FALLS RD	Reference Marker 77 41021108	
Road Surface	Road Cond	<u>Weather</u>	TrafficControls	Location Ped/Bike	Action of Ped/Bike	
DRY	STRAIGHT AT HILLCREST	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u> <u>Injury</u>	Ext of Injuries	
1	PROPERTY DAMAGE AND INJURY	COLL. W/EARTH ELE./ROCK CUT/DITCH	OTHER	0 1	INCAPA	
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	<u>Drivers Age</u> <u>Sex</u>	
Number 1	1	SOUTH	GOING STRAIGHT AHEAD	3597	30 F	
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage	
	CAR/VAN/PICKUP	NY	Y	N	N	
	Apparent Factor Sequence Number	Apparent Factor				

17				Print Date	4/4/2022	Print Time	9:24:25AM
	1	FAILURE TO KEEP RIGHT					
	2	NOT APPLICABLE					
Case Number 36619844	Accident Date 25-February-2017	Region/County GENESEE	Municipality/Type Pembroke Town	Street [Route] 77		Reference Mo 77 41021108	arker
Road Surface DRY	Road Cond STRAIGHT AND LEVEL	Weather CLOUDY	TrafficControls STOP SIGN	Location Ped/Bib NOT APPLICABLE	<u>(e</u>	Action of Ped/Bike NOT APPLICABLE	
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u>	<u>Injury</u>	Ext of Injurie	<u>es</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0		
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weig	<u>ht</u>	Drivers Age	Sex
Number 1	1	EAST	GOING STRAIGHT AHEAD	7000		42	M
	Vehicle Type	State of Registration	Citation Issued	School Bus Invo	School Bus Involved		<u>mage</u>
	CAR/VAN/PICKUP	NY	Y	N		N	
	Apparent Factor Sequence Number	Apparent Factor					

FAILURE TO YIELD RIGHT OF WAY

NOT APPLICABLE

1

	<u>hicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Print Date 4/4/2022 Registered Weight	Print Time 9:24:25AM <u>Drivers Age</u> <u>Sex</u>
	mber 2	1	NORTH	GOING STRAIGHT AHEAD	6590	31 M
		Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage
		CAR/VAN/PICKUP	NY	N	N	N
		Apparent Factor Sequence Number	Apparent Factor			
		1	NOT APPLICABLE			
		2	NOT APPLICABLE			
19						
	se Number 97362	Accident Date 04-July-2017	Region/County GENESEE	Municipality/Type Pembroke Town	Street [Route] 77	Reference Marker 77 41021108
Ro	ad Surface	Road Cond	<u>Weather</u>	TrafficControls	Location Ped/Bike	Action of Ped/Bike
DR	Y	STRAIGHT/ GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE
	mber of hicles	Accident Class PROPERTY DAMAGE	Type of Accident COLL. W/LIGHT	Manner of Collision OTHER	Fatality Injury 0 0	Ext of Injuries
			SUPPORT/UTILITY			
	<u>hicle</u> mber	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	<u>Drivers Age</u> <u>Sex</u>
		1	SOUTH-EAST	MAKING U TURN	0	26 M
	I	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage
		TRUCK	SC	Y	N	N
		Apparent Factor Sequence Number	Apparent Factor			

Sequence Number

2

BACKING UNSAFELY

NOT APPLICABLE

20				Fillit Date	4/4/2022	Fillit Illie	· ZT · ZOI XIVI
<u>Case Number</u> 36906125	Accident Date 25-September-2017	Region/County GENESEE	Municipality/Type Pembroke Town	<u>Street</u> ALLEGHANY RD		Reference Ma 77 41021108	<u>rker</u>
Road Surface	Road Cond	<u>Weather</u>	<u>TrafficControls</u>	Location Ped/Bik	<u>(e</u>	Action of Ped	/Bike
DRY	STRAIGHT AT HILLCREST	CLEAR	NO PASSING ZONE	NOT APPLICABLE		NOT APPLICABL	Æ
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u> <u>I</u>	<u>Injury</u>	Ext of Injuries	<u>i</u>
1	PROPERTY DAMAGE AND INJURY	COLLISION WITH DEER	OTHER	0	1	POSSIBI	
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weigh	<u>ht</u>	Drivers Age	<u>Sex</u>
Number	1	SOUTH	GOING STRAIGHT AHEAD	3347		54	F
	Vehicle Type	State of Registration	Citation Issued	School Bus Invol	lved	Property Dam	age
	CAR/VAN/PICKUP	NY	N	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	ANIMAL'S ACTION					
	2	NOT APPLICABLE					
<mark>21)</mark>							
Case Number 37111774	Accident Date 24-January-2018	Region/County GENESEE	Municipality/Type Pembroke Town	Street [Route] 77		Reference Ma 77 41021108	<u>rker</u>
Road Surface	Road Cond	<u>Weather</u>	<u>TrafficControls</u>	Location Ped/Bik	<u>(e</u>	Action of Ped	/Bike
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE		NOT APPLICABL	Æ
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u> <u>I</u>	<u>Injury</u>	Ext of Injuries	<u>i</u>

OTHER

0

0

PROPERTY DAMAGE

COLLISION WITH DEER

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<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	<u>Drivers Age</u> <u>Sex</u>	<u>K</u>
Number 1	1	NORTH	GOING STRAIGHT AHEAD	3591	59 M	
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage	
	CAR/VAN/PICKUP	NY	N	N	N	
	Apparent Factor Sequence Number	Apparent Factor				
	1	ANIMAL'S ACTION				
	2	NOT APPLICABLE				
22						
Case Number	Accident Date	Region/County	Municipality/Type	<u>Street</u>	Reference Marker	
37340411	18-June-2018	GENESEE	Pembroke Town	[Route] 77	77 41021108	
Road Surface	Road Cond	<u>Weather</u>	TrafficControls	Location Ped/Bike	Action of Ped/Bike	
DRY	STRAIGHT/ GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u> <u>Inju</u>	ry Ext of Injuries	
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0 0		
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	Drivers Age Sex	<u>K</u>
Number	2	WEST	GOING STRAIGHT AHEAD	3443	17 F	
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage	
	CAR/VAN/PICKUP	NY	Y	N	N	
	Apparent Factor Sequence Number	Apparent Factor				
	1	FAILURE TO YIELD RIGHT (OF WAY			
	2	TRAFFIC CONTROL DEVICE	ES DISREGARDED			

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2				Print Date 4/4/2022	Print Time 9:24:25AM
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	<u>Drivers Age</u> <u>Sex</u>
Number 2	1	SOUTH	GOING STRAIGHT AHEAD	0	49 M
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage
	TRUCK	TN	N	N	N
	Apparent Factor Sequence Number	Apparent Factor			
	1	NOT APPLICABLE			
	2	NOT APPLICABLE			
3					
Case Number 37349897	Accident Date 09-June-2018	Region/County GENESEE	Municipality/Type Pembroke Town	Street INDIAN FALLS RD	Reference Marker
Road Surface	Road Cond	Weather	<u>TrafficControls</u>	Location Ped/Bike	Action of Ped/Bike
DRY	STRAIGHT AND LEVEL	CLEAR	UNKNOWN	NOT APPLICABLE	NOT APPLICABLE
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u> <u>Injury</u>	Ext of Injuries
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0 0	
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	Drivers Age Sex
Number 1	1	WEST	GOING STRAIGHT AHEAD	3369	25 M
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage
	CAR/VAN/PICKUP	NY	N	N	N
	Apparent Factor	Apparent Factor			

Apparent Factor

NOT ENTERED

Sequence Number

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NOT ENTERED

24					
<u>Case Number</u> 37607359	Accident Date 15-November-2018	Region/County GENESEE	Municipality/Type Pembroke Town	Street [Route] 77	Reference Marker 77 41021108
Road Surface	Road Cond	Weather	TrafficControls	Location Ped/Bike	Action of Ped/Bike
SNOW/ICE	STRAIGHT/ GRADE	SLEET/HAIL/FREEZING RAIN	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u> <u>Inj</u>	ury Ext of Injuries
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0 0	
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	<u>Drivers Age</u> <u>Sex</u>
Number 1	1	NORTH	SLOWED OR STOPPING	2773	19 F
	Vehicle Type	State of Registration	Citation Issued	School Bus Involve	Property Damage
	CAR/VAN/PICKUP	NY	Y	N	N
	Apparent Factor Sequence Number	Apparent Factor			
	1	UNSAFE SPEED			
	2	PAVEMENT SLIPPERY			
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	<u>Drivers Age</u> <u>Sex</u>
Number 2	1	NORTH	STOPPED IN TRAFFIC	3084	29 F
	Vehicle Type	State of Registration	Citation Issued	School Bus Involve	Property Damage
	CAR/VAN/PICKUP	NY	N	N	N
	Apparent Factor Sequence Number	Apparent Factor			





1 NOT APPLICABLE

2 NOT APPLICABLE

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.5					
<u>Case Number</u> 37973921	Accident Date 03-July-2019	Region/County GENESEE	Municipality/Type Pembroke Town	<u>Street</u> GABBEY RD	Reference Marker 77 41021108
Road Surface	Road Cond	<u>Weather</u>	TrafficControls	Location Ped/Bike	Action of Ped/Bike
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u> <u>Injury</u>	Ext of Injuries
1	NON-REPORTABLE	COLLISION WITH SIGN POST	OTHER	0 0	
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	<u>Drivers Age</u> <u>Sex</u>
Number 1	1	SOUTH-EAST	MAKING RIGHT TURN	0	0 U
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage
	OTHER		N	N	N
	Apparent Factor Sequence Number	Apparent Factor			
	1	TURNING IMPROPER			
	2	NOT APPLICABLE			

26)				Print Date	4/4/2022	Print Time	9:24:25AM
<u>Case Number</u> 38002926	Accident Date 21-July-2019	Region/County GENESEE	Municipality/Type Pembroke Town	Street [Route] 77		Reference I 77 41021108	<u>Marker</u>
Road Surface	Road Cond	<u>Weather</u>	TrafficControls	Location Ped/E	<u> Bike</u>	Action of P	ed/Bike
DRY	CURVE AND HILLCREST	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	Ε	NOT APPLICA	ABLE
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u>	<u>Injury</u>	Ext of Injuri	<u>ies</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0		
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered We	<u>ight</u>	Drivers Age	<u>Sex</u>
Number 1	3	NORTH	OVERTAKING	4035		28	F
	Vehicle Type	State of Registration	Citation Issued	School Bus Inv	<u>/olved</u>	Property Da	<u>amage</u>
	CAR/VAN/PICKUP	NY	Y	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	PASSING OR LANE USAGE	IMPROPERLY				
	2	NOT APPLICABLE					
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered We	<u>ight</u>	Drivers Age	<u>Sex</u>
Number 2	3	NORTH	MAKING LEFT TURN	2762		34	F
	Vehicle Type	State of Registration	Citation Issued	School Bus Inv	<u>/olved</u>	Property Da	amage
	CAR/VAN/PICKUP	NY	N	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	NOT APPLICABLE					
	2	NOT APPLICABLE					

27				Print Date	4/4/2022	Print Time	9:24:25AM
<u>Case Number</u> 38473708	Accident Date 06-July-2020	Region/County GENESEE	Municipality/Type Pembroke Town	Street [Route] 77		Reference M 77 41021108	<u>arker</u>
Road Surface	Road Cond STRAIGHT/ GRADE	<u>Weather</u> CLEAR	TrafficControls NO PASSING ZONE	Location Ped/Bi	ike	Action of Per	
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u>	<u>Injury</u>	Ext of Injurie	<u>!S</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	3		
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weig	<u>ght</u>	Drivers Age	<u>Sex</u>
Number 1	1	SOUTH	GOING STRAIGHT AHEAD	2821		20	F
	Vehicle Type	State of Registration	Citation Issued	School Bus Inve	olved	Property Dar	nage
	CAR/VAN/PICKUP	NY	Y	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	FOLLOWING TOO CLOSELY					
	2	NOT APPLICABLE					
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weig	<u>ght</u>	Drivers Age	<u>Sex</u>
Number 2	1	SOUTH	STOPPED IN TRAFFIC	2837		27	M
	Vehicle Type	State of Registration	Citation Issued	School Bus Inve	olved	Property Dar	nage
	CAR/VAN/PICKUP	NY	N	N		N	
	Apparent Factor Sequence Number	Apparent Factor					
	1	NOT APPLICABLE					

2

NOT APPLICABLE

2/						
	Vehicle	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	Drivers Age Sex
	Number 3	3	NORTH	GOING STRAIGHT AHEAD	3326	48 M
		Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage
		CAR/VAN/PICKUP	NY	N	N	N
		Apparent Factor Sequence Number	Apparent Factor			
		1	NOT APPLICABLE			
		2	NOT APPLICABLE			
28						
	Case Number	Accident Date	Region/County	Municipality/Type	Street	Reference Marker
	38666016	26-December-2020	GENESEE	Pembroke Town	[Route] 77	77 41021108
	Road Surface	Road Cond	<u>Weather</u>	<u>TrafficControls</u>	Location Ped/Bike	Action of Ped/Bike
	SNOW/ICE	STRAIGHT AND LEVEL	SNOW	NONE	NOT APPLICABLE	NOT APPLICABLE
	<u>Number of</u> Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u> <u>Injury</u>	Ext of Injuries
	2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0 0	
	<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	<u>Drivers Age</u> <u>Sex</u>
	Number 1	2	NORTH	GOING STRAIGHT AHEAD	3573	63 F
		Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage
		CAR/VAN/PICKUP	NY	Y	N	N
		Apparent Factor Sequence Number	Apparent Factor			

UNSAFE SPEED

1

4/4/2022

Print Date

Print Time





	2	PAVEMENT SLIPPERY				
Vehicle	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	Drivers Age	<u>Sex</u>
Number 2	1	WEST	STOPPED IN TRAFFIC	4524	55	M
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage	<u>e</u>
	CAR/VAN/PICKUP	NY	N	N	N	
	Apparent Factor Sequence Number	Apparent Factor				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				
29)						

29					
<u>Case Number</u> 39048604	Accident Date 22-September-2021	Region/County GENESEE	Municipality/Type Pembroke Town	Street [Route] 77	Reference Marker 77 41021108
Road Surface	Road Cond	<u>Weather</u>	TrafficControls	Location Ped/Bike	Action of Ped/Bike
WET	STRAIGHT AT HILLCREST	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE
Number of Vehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u> <u>Injury</u>	Ext of Injuries
2	FATAL	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	2 0	
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	<u>Drivers Age</u> <u>Sex</u>
Number 1	2	WEST	GOING STRAIGHT AHEAD	2742	69 M
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage
	CAR/VAN/PICKUP	NY	N	N	N
	Apparent Factor Sequence Number	Apparent Factor			

29				Print Date	4/4/2022	Print Time	9:24:25AM						
	1	TRAFFIC CONTROL DEVICES DISREGARDED											
	2	FAILURE TO YIELD RIGHT (OF WAY										
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weig	Drivers Age	<u>Sex</u>							
Number 2	2	NORTH	GOING STRAIGHT AHEAD	0		30	M						
	Vehicle Type	State of Registration	Citation Issued	School Bus Invo	lved	Property Damage							
	TRUCK	LA	N	N		N							
	Apparent Factor Sequence Number	Apparent Factor											
	1	NOT ENTERED											
	2	NOT ENTERED											

30								
Case Number	Accident Date	Region/County	Municipality/Type	Street		Reference Marker		
39107002	07-November-2021	GENESEE	Pembroke Town	[Route] 77		77 41021108		
Road Surface	Road Cond	<u>Weather</u>	TrafficControls	Location Pe	d/Bike	Action of Ped/Bike		
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICAE	BLE	NOT APPLICABLE		
Number of	Accident Class	Type of Accident	Manner of Collision	Fatality	<u>Injury</u>	Ext of Injuries		
Vehicles								
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0	0			

30 Vehicle	Number of Occupants	Dir of Travel	Pre-Accd Action	Print Date 4/4/2022 Registered Weight	Print Time 9:24:25AM <u>Drivers Age</u> <u>Sex</u>
Number	1	SOUTH	GOING STRAIGHT AHEAD	3198	77 F
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damage
	CAR/VAN/PICKUP	NY	N	N	N
	Apparent Factor Sequence Number	Apparent Factor			
	1	ANIMAL'S ACTION			
	2	NOT APPLICABLE			

MV-104 (5/11) PAGE 1 of 2 FOLD - HERE New York State Department of Motor Venicles Use only for accidents that REPORT OF MOTOR VEHICLE ACCIDENT happen in New York State www.dmv.ny.gov BEFORE COMPLETING THIS FORM, READ THE INSTRUCTIONS IN SECTION A ON PAGE 2 DO NOT FORGET RUSH - DRIVER OF VEHICLE 1 - LICENSE SUSPENDED FOR FAILURE TO REPORT Page Accident Date ACCIDENT DATE S AM Number of Vehicles
PM 2 Number Killed Day of Week Time Number 9679083 SP1A 43000410 MON 8:51 PM 0 ☑. Yes ☐ No ☑ VEHICLE 2 ☐ PEDESTRIAN ☐ BICYCLIST ☐ OTHER PEDESTRIAN Driver License ID Number 0 Apr. Numbe Property Damaged REGISTRANT Apt. Numbe Address (Include Number & Strest) mated Cost of Property Camage - Vehicle 2

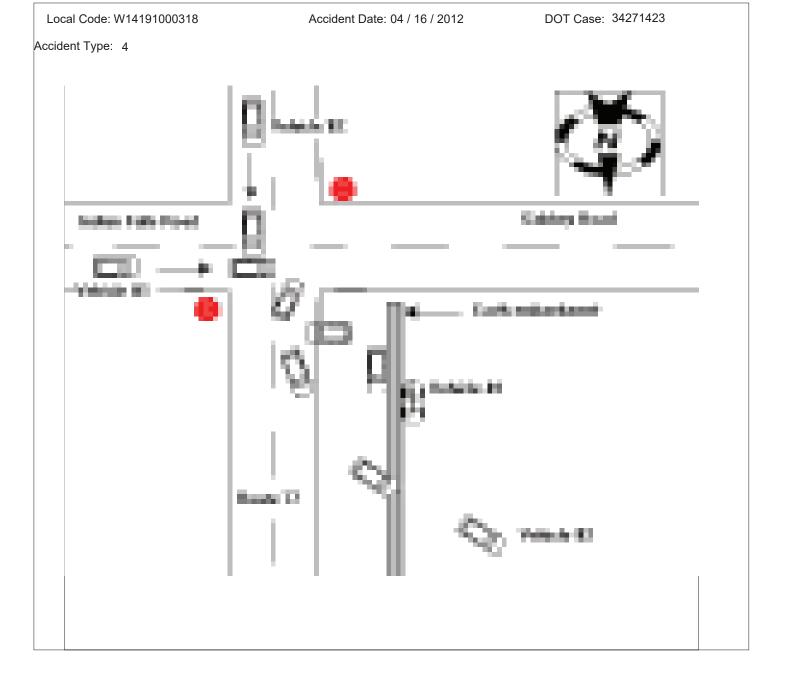
\$\Begin{align*} \Pi & \text{31,501} & \Pi & \text{51,501} & \Pi & \text{51,501} & \text{52,500} \end{align*} S1,501-\$2,500 -DL Over \$2,500 ☑ Over \$2,500 ACCIDENT DIAGRAM: Circle one of the 9 diagrams (numbered 0-8) if it full full #2 Sideswipe (same direction) Describe damage to vehicle 2 VEHICLE DAMAGE Describe damage to vehicle 1 describes the accident, or draw your own diagram below in space #9. Number the vehicles. Your vehicle is #1 4 * Front end Mear passinger damage. side damage. Right Turn Head On Sideswipe (opposite direction) Place Where Accident Occurred in New York State: County Genesee □ City □ Village 25-Town of Permanent Landmark LOCATION Road on which accident occurred (Route Number or Street Name) al 1) intersecting street (Route Number or Street Name) ACCIDENT (Missossi, Nearest intersecting Route Number of Street Name) How did the accident happen? Several large construction vehicles in onea. Down Stopped at intersection + will Clear then are acrow in Hetertian looked like may go diff. way so I was being cantons whatching to make sure they went down as signaled, then I did not see car coming when I anyel out. 27 8. Which Veh. 9. Position 10. Safety Occupied in/on Vehicle Equip. Used 12. 13. Age Sex Names of All Persons involved Driver none 2 Driver none 28 Idontify Damaged Property Other Than Vehicle(s) none INSURANCE Name of Insurance Company That Issued Policy For Vehicle Policy Number Name and Address Policy Holder If Vehicle was Operated Under Permit (ICC, USDOT or NYSDOT), give No. If Self-Insured, give Certificate No. and State 30

* A representative may sign for the curver is one curver is unable to sign because of injury or death. If you are signing as the driver's representative, check the box that describes why the driver cannot sign.

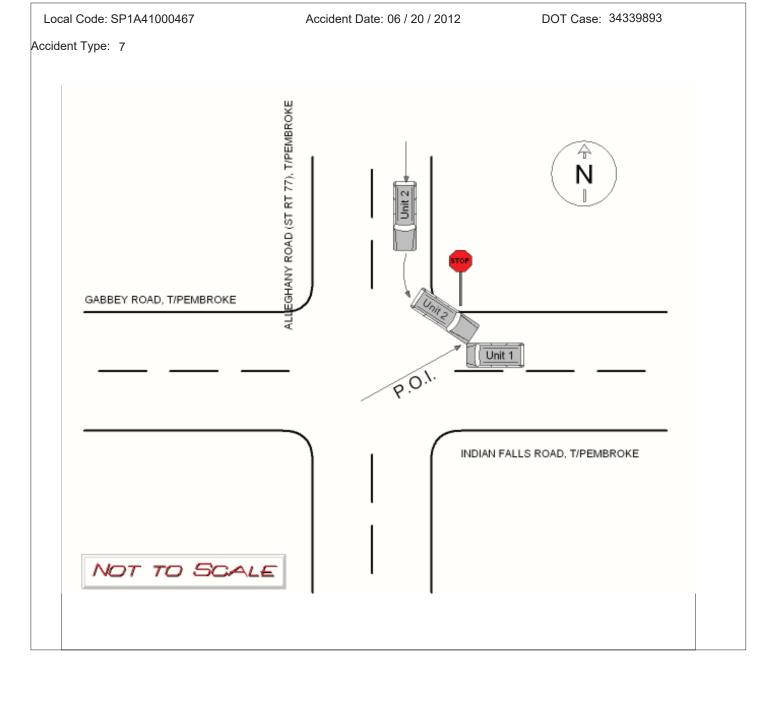
An accident report is not considered complete and filled unless it is signed, and if not signed may result in the suspension of your driver's license,

Print Name of Drive

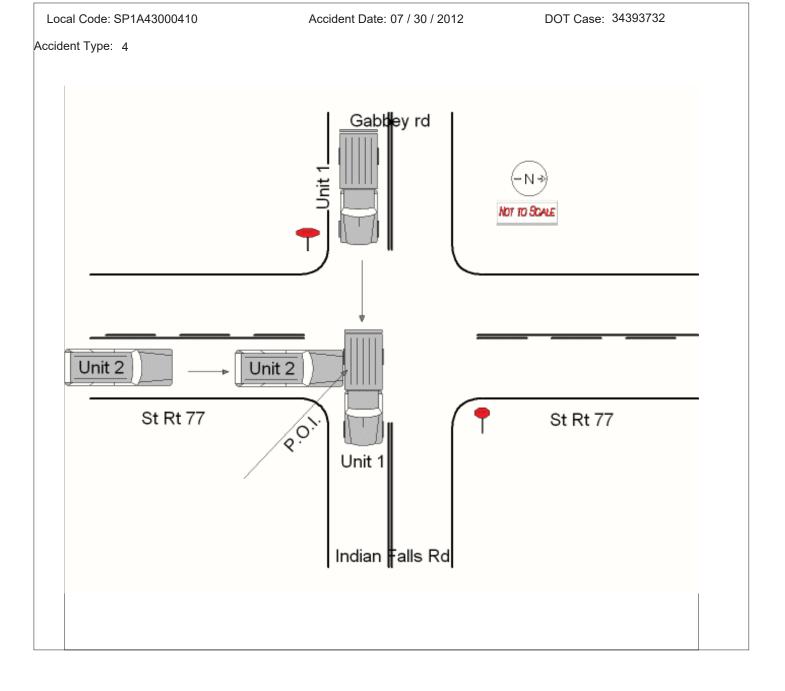
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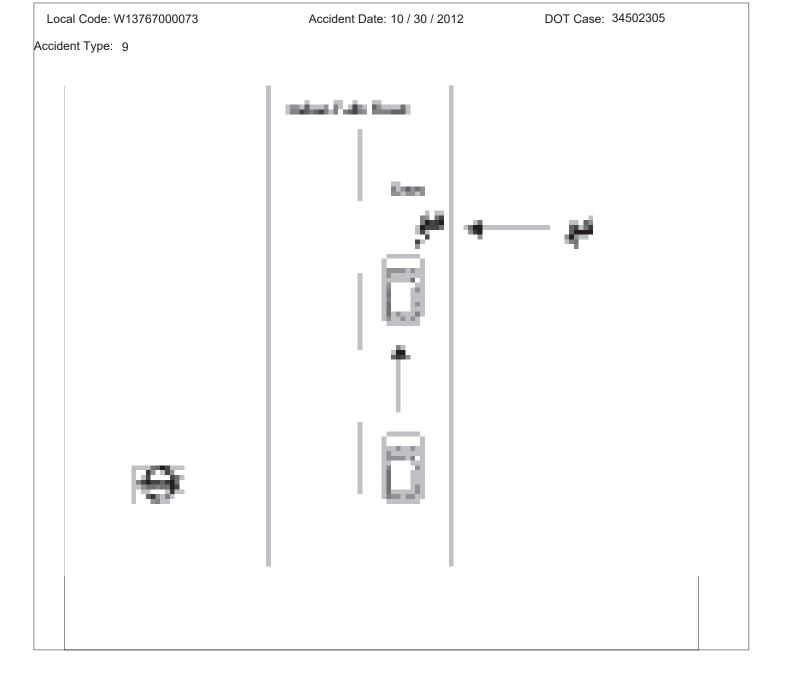
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MV-104 (7/05) PAGE 1 of 2

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Use only for accidents that happen in New York State

New York State Department of Motor Vehicles
REPORT OF MOTOR VEHICLE ACCIDENT

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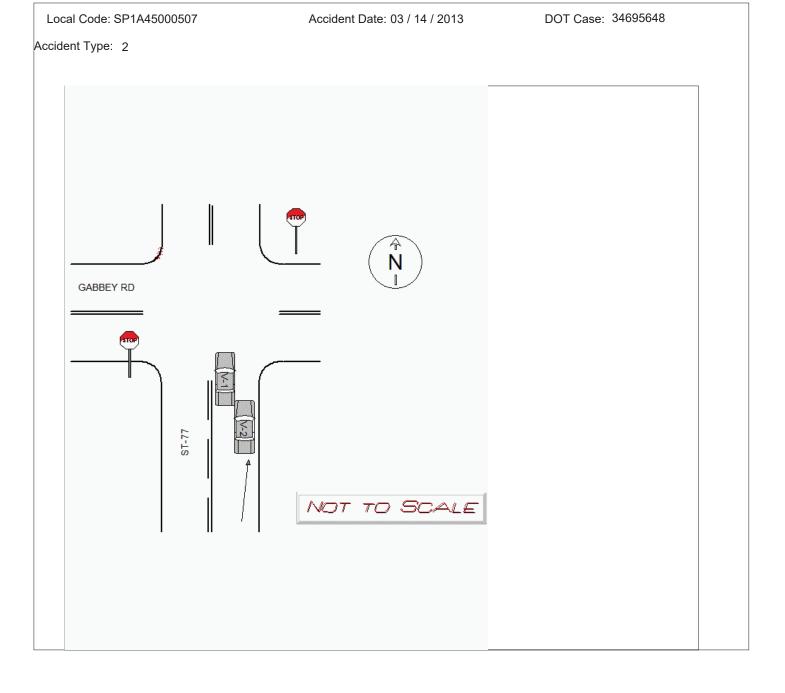
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New York State Department of Motor Vehicles

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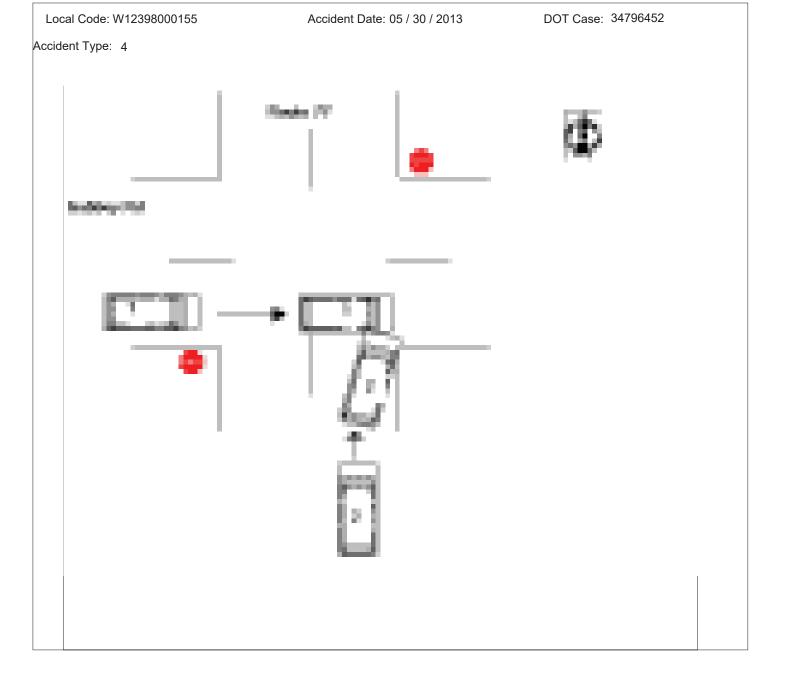
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New York State Department of Motor Vehicles REPORT OF MOTOR VEHICLE ACCIDENT

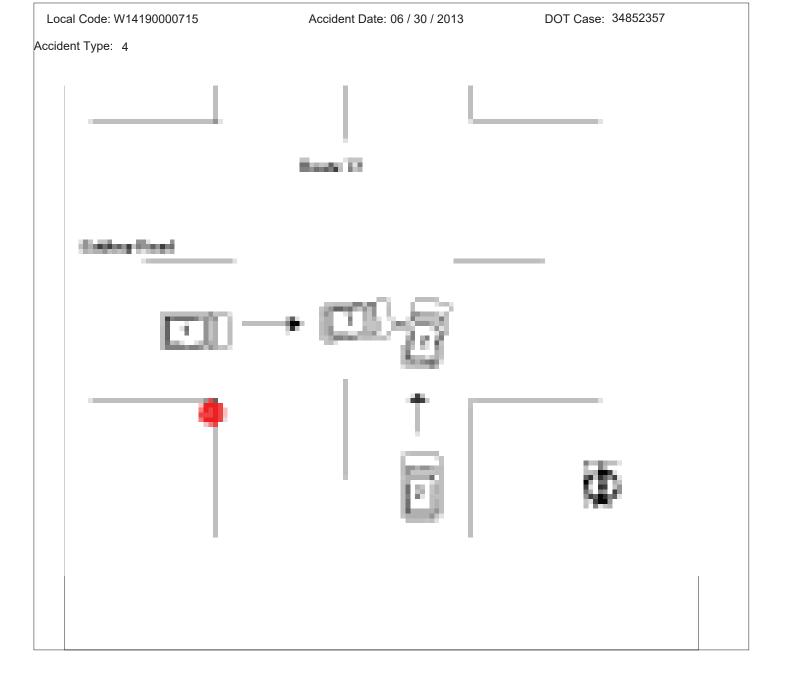
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City or Town		State	Zip Code	City or To	OWN				State	Zip Code
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Name-exactly as orinted on registr	Vehicle	Date of Birth			xactly as printe	id on reg	distration	Van	Date of Birth	Damaged Se
				سر کا					Month	Day Year
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Estimated Cost of Property Dama	ege - Vehicle 1		per diche.		d Cost of Prop	erry Dan		2		- FO FOO
Describe damage to vehicle 1	ACCIDENT DIAGRAM: C	arcle one of the		numbered 0-8)	\$1,001-\$1,500 Fit Lott Torn	R	ear End	501-\$2,500 Sideswipe	Dascriba	iver \$2,500 damage to vehicle
LEFT FRONT	describes the accident, or Number the volicles. You		diagram below	In space #9.		5	4 4	(same direction		NGER
END AND					Loft Turn	F	Right Angle	Right Tum	SIDE	DOCK
SIDE DOOR					+	1	2	-	BALL	CORNE
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Place Where Accident O	9. ccurred in New York	k State:			Right Tur	-	> -	8.		
County GENESEE	ccurred in New York	tage A Tow	n of PEA	180066	6.	-	> -	8.		
County GENESEE	ccurred in New York	tage A Tow	n or <u>Per</u>	ABROKE	6.	7	r. Pern	8.		
Place Where Accident Or County <u>GENESEE</u> Road on which accident occurri at [XI 1] intersecting street. G	ccurred In New York	lage ⊈Tow	n of <u>PEA</u>	1 <i>BROKG</i>	6. (Route Nun	7 nber or 5	Pern	8.		
County <u>GENESEE</u> Road on which accident occurring at [2011] intersecting street. General 2012	Courred In New York City Divil A ROUTE TO	rage ≰Tow 7.7	n of PEA		(Route Nun	nber or S	Pern Siroel Narrio)	topposils direct	mark <i>8118</i>	
County GENESEE Road on which accident occurr at [X] 1) intersecting street. or 2) Feet Miles	CCUTTED IN New York Cay City Bd ROJTE ABBEY RP	rage ATow 7.7 S W of		(Mile)	(Route Num	nber or S	Pern Street Name) Street Name)	topposale direction of the second sec	mark <i>8/18</i>	RT 77
County GENESEE Road on which accident occurr at (21) intersecting street. General or 2) Foot Miles How did the accident happen?	CCUrred In New York City Vill ad ROJ 72 ABBEY RP OF OF	S of	WE M	(Mile)	(Route Nun (Route Nun (Route Nun	nber or Sinber o	Pern Street Name) Street Name) Route Numb	topposale direction and the state of the sta	mark <u>8118</u>	RE 77
County GENESEE Road on which accident occurr at (21) intersecting street or 2) Foot Miles How did the accident happen?	Courred In New York Cay Vill A ROSTE A BBEY RP COURSE OF ST	S of	WE M	COBREY	(Route Nun (Route Nun (Route Nun	nber or Sinber o	Pern Street Name) Street Name) Route Numb	topposale direction and the second se	mark <u>8118</u>	RE 77
County GENESEE Road on which accident occurs at (1) intersecting street or 2) Feet Miles How did the accident happen? VEHILLE 2 CON PULLED OUT	CCUrred In New York City Vill ad ROJTZ ABBEY RP VENILE 1 IN COFF ST IN FRONT Review Yere Revi	S W of SIGN SIGN SIGN SIGN SIGN SIGN SIGN SIGN	WE NOW VEHICO	CORREY LE 1 12. 13.	(Route Num (Route Num (Route Num)) (Route Num) (Route N	niber or Siniber or Si	Pern Street Name) Street Name) Route Numb	ber or Since N.	mark <u>8/18</u> area) 5/6/2/5 0	RT 77
County GENESEE Road on which accident occurr at (21) intersecting street or 2) Foot Miles How did the accident happen?	CCUrred In New York City Vill ad ROJTZ ABBEY RP VENILE 1 IN COFF ST IN FRONT Remind ver	TRAUELL	VEHIC.	(Mile) (OCTO) (OCTO) (E)	(Route Num (Route Num (Route Num)	nber or Sinber o	Pern Street Name) Street Name) Route Numb	topposale direction and the second se	mark <u>8/18</u> area) 5/6/2/5 0	RT 77
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County GENESEE Road on which accident occurr at [2] 1) intersecting street or 2) Feet Miles How did the accident happen? VENULE 2 Con PULLED OUT	CCUrred In New York CRY VIII BIT ROSTE ABBEY RP CRY CRY CRY CRY CRY CRY CRY C	S W of SIGN SIGN SIGN SIGN SIGN SIGN SIGN SIGN	NEHIC. 10. Safety Equip. Used 3/4	CORREY LE 1 12. 13.	(Route Num (Route Num (Route Num)) (Route Num) (Route N	niber or Siniber or Si	Pern Street Name) Street Name) To Route Numb LEFT TAKEN	topposale direction in the control of the control o	mark \$118 area) \$16,05 0 L 1,06 0	RE 77
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County GENESEE Road on which accident occurring at [201] intersecting street. Or 2) Foot Miles How did the accident happen? VELLED OUT Names of All Parsons Inventionally Damaged Property Other Then Vehicle(s)	CCUrred In New York CRY VIII BIT ROSTE ABBEY RP OFF ST IN FRUIT 8, Which Ver Occupied	S W of SIGN SIGN SIGN SIGN SIGN SIGN SIGN SIGN	NEHIC. 10. Safety Equip. Used 3/4	CORREY LE 1 12. 13.	(Route Num (Route Num (Route Num)) (Route Num) (Route N	niber or Siniber or Si	Pern Street Name) Street Name) PRoute Numb LE FT VIN Policy Numb Policy	topposale direction in the control of the control o	mark \$118 area) \$16,05 0 L 1,06 0	RE 77
County GENESEE Road on which accident occurr at (2) 1) intersecting street or 2) Feet Miles How did the accident happen? 1 VENILLE 2 Con Names of All Parsons Inventor I Vanice at Insurance Company That Issued Policy For Vehicle 1 Name at Aptinase at Policy Holder If Vehicle was Operated Under Park If Vehicle was Operated Under I	CCUrred In New York CRY VIII BIT ROSTE ABBEY RP VENILE I TO SWING OFF ST IN FRONT B, Which Ver Occupied I C	S W of SIGN SIGN SIGN SIGN SIGN SIGN SIGN SIGN	Namo a	(Mile) Code ET 12. 13. Ago Sex	(Route Num (Route Num (Route Num)) (Route Num) (Route N	niber or Siniber or Si	Pern Sircel Name) Route Numb Palley VIN Polley Numb	topposale direction in the control of the control o	mark \$118 area) \$16,05 0 L 1,06 0	RE 77
County GENESEE Road on which accident occurring at [20] 1) intersecting street. Or 2) Feet Miles How did the accident happen? Names of All Parsons Inventional Inventional Inventor	CCUrred In New York CRY VIII BIT ROSTE ABBEY RP VENILE I TO SWING OFF ST IN FRONT B, Which Ver Occupied I C	S W of SIGN SIGN SIGN SIGN SIGN SIGN SIGN SIGN	Namo a	(Milos (M	(Route Num (Route Num (Route Num)) (Route Num) (Route N	niber or Siniber or Si	Pern Street Name) Street Name) PRoute Numb LE FT VIN Policy Numb Policy	Describe Injurial Information	mark \$118 area) \$16,05 0 L 1,06 0	RE 77
County GENESEE Road on which accident occurring at [201] intersecting street. Or 2) Feet Miles How did the accident happen? VEHILLE 2 Con Names of All Parsons Investigation Intersection of the control of the cont	CCUrred In New York CRY VIII BIT ROSTE A BBEY RP VENILE I TO IN SERUNT ONE B. Which Ver Occupied L Z	S W of SIGN SIGN SIGN SIGN SIGN SIGN SIGN SIGN	Namo a	(Mile) Code ET 12. 13. Ago Sex	(Route Num (Route Num) (Route	niber or Siniber or Si	Pern Street Name) Taken ViN Policy Numb Policy Fro	Describe Injurial Information	mark \$118 area) \$16,05 0 L 1,06 0	RE 77

Page of Pages Local Codes W12398000155 13-11953	POLICE ACCIDENT REPORT MV-104A (7/01) DMV COPY DOT Case: 34796452	7
Accident Date Day of Week Month Day Year	Mo. of Vehicles No. Injured No. Killed Not Investigated at Scene □ Left Scene Police Photos 11:42 2 1 0 Accident Reconstructed □ □ Yes Mo E1 ■ VEHICLE 2 ■ BICYCLIST □ PEDESTRIAN □ OTHER PEDESTRIAN	÷
VEHICLE 1 - Driver License ID Number Driver Nameexactly as printed on license	State of Lic. VEHICLE 2 - Driver License ID Number Driver Nameexactly as printed on Ilcense	-2
Address (Include Number & Street)	Apt. No. Address (Include Number & Street) Apt. No. City or Town State Zip Code	2
2	Inlicensed No. of Occupants 1 Public Property Damaged Date of Birth Sex Unlicensed 1 Property Damaged Date of Birth Sex Unlicensed 1 Property Damaged D	F
Name-exactly as printed on registration Address (Include Number & Street)	Sex Date of Birth Name - exactly as printed on registration Sex Date of Birth Apt. No. Haz. Released Address (Include Number & Street) Apt. No. Haz. Released Mat Code	2
City or Town Plate Number State of Reg. Vehicle Y	City or Town State Zip Code ar & Make Vehicle Type Ins. Code Plate Number State of Reg. Vehicle Year & Make Vehicle Type Ins. Code 2003 SUBN 355 DODG 2002 SUBN 011	2
Ticket/Arrest Number(s) 23980078W1 Violation	Ticket/Arrest Number(s) Violation	-
Section(s) 1142A Check if involved vehicle is: more than 95 inches wide; V more than 34 feet long; E operated with an overweight permit H operated with an overdimension pe		2
VEHICLE 1 DAMAGE CODES	VEHICLE 2 DAMAGE CODES Overtaking Right Turn Sideswipe Box 1 - Point of Impact Box 2 - Most Damage 1 1 1 2 2	2,
Vehicle By RON AND NEWT'S Towed: To RON AND NEWT'S VEHICLE DAMAGE CODING: 1 - 13, SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17, DEMOLIS 15. TRAILER 18, NO DAM/ 16. OVERTURNED 19. OTHER	GE 9. Cost of repairs to any one vehicle will be more than \$1000.	2
Reference Marker Coordinates (if available)	12 11 10 Unknown/Unable to Determine X Yes No	-
7 7 4 1 0 2 Longitude/Easting:	Road on which accident occurred_8118 ROUTE 77 (Route Number or Street Name) at 1) intersecting street GABBEY RD (Route Number or Street Name)	2
Accident Description/Officer's Notes VEHICLE #1 WAS EASTBOUND ON C 77_ DRIVER #1 STATED SHE DID NO	ABBEY RD AND STOPPED AT THE STOP SIGN AT ROUTE 77. VEHICLE #2 WAS NORTHBOUND ON ROUTE TSEE ANYONE COMING SO SHE PULLED OUT. VEHICLE #2 SWERVED TO THE RIGHT AND ATTEMPTED TO VEHICLE #2 COLLIDED WITH VEHICLE #1 IN THE NORTHBOUND LANE OF ROUTE 77.	US COO'SHI
8 9 10 11 01 1 4 1 3 02 1 4 1	12 13 14 15 16 17 BY TO 18 Names of all involved Date of Death One 2 6 12 6 10329 1801 N/A 1 - - - N/A	Only



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	06/3	30 / 2013	Sun VEHICLE 1	15:23		2	▼ VEHICL		Accident Reconstruct	-	Yes No ER PEDESTRIAN	
2	VEHICLE 1 - I		VEHICLE I			State of Li		Driver		norse 🖂 9111	State of Lie	_
	Driver Name-	exactly					Driver Name-	exactly				- 21
_	as printed on Address (Incid	ude Number & Street)				Apt. No	as printed on Address (Inc.	ude Number & Stree	t)		Apt. No	
	CITY OF THE STATE OF			State	Zin Co	40	City or Town		*	District Control	7-0-4-	22
•	City or Town			SIME	6.01		C.IV or Town			State	Zip Code	1
3	Date of Birth		Sex Unlicensed	No. of Occupant	ts 1	roperty amaged	Date of Birth		Sex Unlicens	No. of Occupants 6	Public Property Damaged	1
3	Name exactly	as printed on registra		Sex	Date of Birt		Name-exact	as printed on regis		Sex Dat	e of Birth	
	Address (Incl.	ide Number & Street)		Apt. No.	Haz.	Release	d sagrage (incl	ide Number & Stree		Apt. No. Haz	Released	23 d
		ide istilliber & Sheety		PAPE NO.	Mat Code			ibe Mailliber of Stree	v	Apt. No. Haz Mat. Cod		3
4	City or Town			State	Zip Code		City or Town				ip Code 14004	24
-	Plate Number	State of I	SCHOOL STATE OF THE PARTY OF TH	Company of the second second	Vehicle Type	Ins. Co.	de Trate Number	State	of Reg. Vehicle Year & M	ake Vehicle	e Type Ins. Cod	24 de 24
	Ticket/Arrest		STRN	2002	4DSD	287	Ticket/Arrest		DODG	2003 St	JBN 011	+
5	Number(s) Violation	110					Number(s) Violation					3
2	Section(s)	142A if involved vehicle	is:	Check	if involved	vehicle is:	Section(s)	Chack the	lagram below that de	scribes the accid	ent or draw your	1
	□more	than 95 inches wi	de;	□more	than 95 in	ches wide		own diagrai	n in the space provid	ed (9). Number th	e vehicles.	
6	E □oper	ated with an overw	reight permit;	□opera	ated with ar	overweig		Rear End	Left, Turn Right Ar	rigle Right Tur	Head On	1
1	1 1	ated with an overd EHICLE 1 DAMAG			EHICLE 2 D		ension permit	1. Overtaking	3. N Right Turn	6. Right Tur	7. n Sideswipe	4
		Point of Impact	1 2	D 0 1	Point of Impa		1 2		7 7	1 3		26
7		Most Damage to three	3 3 3	Enter up	Most Damag to three	3	1 11	ACCIDENT D	DIAGRAM	16. 7	18.	- 1
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_	Vehicle Towed:	By RON AND NEWT	S	Vehicle F	REW AND NE	WTS			Right Angle			
		To RON AND NEWT	S	F	ROW AND NE				tight Angle			27
	3700375	DAMAGE CODING		3 /	4	5	1 7					1
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	Reference	Marker Coordin	nates (if available)	Place W	/here Acc			U ORKIO	MI/Onable to Determine	Do res	□ NO	1
	7	7 Latitude	/Northing:	County	GENE		City		own of PEMBRO	OKE, TOWN OF		-1
				Road on v	which accide	nt occurred	8112 ROUT	E 77	(Route Number or Street	Name)		29
	4 1		de/Easting:	at 1) inter	rsecting stre	et GABE	BEY ROAD		(Route Number or Street	Manuel		5
	1 1		de/Lasting.	or 2)		ON O	E W of		30100110000	400		
	1	escription/Officer's	s Notes	Fe	et Miles	-25.0		(Milepost	Nearest Intersecting Rout	Number or Street Name	ne)	
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			ROAD AT THE INTI NTERSECTION. AS						A J ED HE DID NOT	SEE VEHICLE	ZASHE	
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0		Name and Signature	Bell		Bad	ge/ID No.	NCIC No. Pred	inct/Post Station/	Beat/ Reviewing Officer		Date/Time Review 07 / 02 / 2013	

13-14663	Pages					A 4 4 M A 4 A 4 M			DOT Cas	se; 3485	2357	
Accident Date Month Day Year 06 / 30 / 2013	Sun		ne 15:23	No. of V	ehicles 2	No. Injur	red No. Kil	Hochin	restigated at Scene ent Reconstructed		eft Scene	Police Photos
VEHICLE 1 - Driver License ID Number Driver Nameexactly	VE	HICLE 1			State of Lic.	VEHICLE 2 - Dri License ID Num Driver Nameex	iver iber	ICYCLIST	☐ PEDESTRIA	W 🗆	OTHER	PEDESTRIAN State of Lice
as printed on license Address (Include Number of	9 Owners)				Apt. No.	as printed on lic	ense	Canada)				Apt. No
V., 10, 10, 10, 10, 10, 10, 10, 10, 10, 10	a streety				70.0	Address (Includ	e wumber &	Street				7
City or Town			State	Zip Cod	de	City or Town				State	Zip	Code
Date of Birth	Sex	Unlicensed	No. of Occupar	nts Pr	ublic roperty amaged	Date of Birth	a neintad an	Sex	Unlicensed	No. of Occupan	nts Date of B	Public Property Damaged
Name-exactly as printed o	n registration		Sex	1		Name-exactly a	s printed on	registration		Sex	1	Dirut
Address (Include Number &	& Street)		Apt, No.	Haz. Mat. Code	Released	Address (include	e Number & :	Street)		Apt. No.	Haz. Mat. Code	Released
City or Town			State	Zip Code		City or Town			S	tate	Zip Co	ode
Plate Number	State of Reg. Vehi	cle Year & Make	6	Vehicle Type	Ins. Code	Plate Number	5	State of Reg. Ve	hicle Year & Make		Vehicle Typ	pe Ins. Cod
Ticket/Arrest						Ticket/Arrest						
Number(s) Violation						Number(s) Violation						
Section(s) Check if involved	vehicle is:	-71	T Check	if involved v	rehicle is:	Section(s)	Check	he diagram h	elow that descr	ihae tha	accident	or draw vour
☐ more than 95 in V ☐ more than 34 fe	iches wide;	- 6	□mor	e than 95 inc e than 34 fee	hes wide:		own dia	gram in the s	pace provided	(9). Numb	er the ve	ehicles.
E □ operated with a H □ operated with a	n overweight pe	rmit; E	□oper	rated with an	overweigh		Rear End	Left Turn	Right Angle	rag	ht Turn	Head On
	DAMAGE CODES	3		VEHICLE 2 D.		DES	1. Overtakin	g Right Tun	, ,	6. Rig	ht Turn	7. Sideswipe
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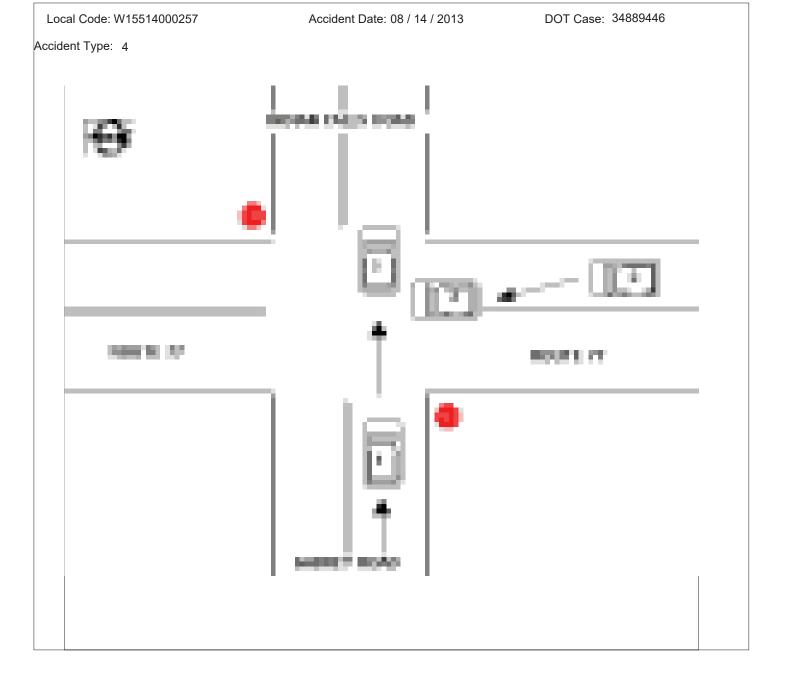


Case Year: 2013

Image Sequence: 1

Use only for accidents that happen in New York State		State Department of Mo MOTOR VEHICL www.dmv.ny.gov		
	BEFORE COMPLETING THIS I		TIONS IN SECTION'A ON PAGE 2	
ACCIDENT DATE Page	of RUSH -	DRIVER OF VEHICLE 1 -	LICENSE SUSPENDED FOR FA	LURE TO REPORT
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CC, USDOT or NYSDOT), give No.		insture of Oriver	and Suite	

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Page of Local Codes W12397000241 13-20130	Pages					DOT	Case: 34909199		7
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VEHICLE 1 - Driver License ID Number Driver Nameexactly as printed on license	VEHICLE 1		State of	VEHICLE 2 - License ID N Driver Name- as printed on	Driver umber exactly	YCLIST PEDEST		State of Lic.	-2
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Date of Birth Name-exactly as printed on re	Sex Unlicent	Occupants 2	Public Property Damaged [/ as printed on re	Sex Unlicense 1	Occupants 1	Public Property Damaged D	1
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Case Year: 2013

Image Sequence: 1

MV-104 (5/11) PAGE 1 of 2 FOLD → HERE New York State Department of Motor Vehicles Use only for accidents that Dross REPORT OF MOTOR VEHICLE ACCIDENT happen in New York State www.dmv.ny.gov BEFORE COMPLETING THIS FORM, READ THE INSTRUCTIONS IN SECTION A ON PAGE 2 DO NOT FORGET ACCIDENT DATE RUSH - DRIVER OF VEHICLE 1 - LICENSE SUSPENDED FOR FAILURE TO REPORT Page Did policy investigate II "Yes", Name of Police Agency or Provinct & Accident Number accident at scene? Day of Week Accident Date Number ☐ AM 0 4.44 D.PM Dayes ONO JP Batavia C 10 ELVEHICLE 2 D PEDESTRIAN OTHER PEDESTRIAN DRIVER OF VEHICLE 1 BICYCLIST iver License ID Number 0 vactly as printed on license (Lost First M. I.) Address (Include Number & Street) Number of Number of Public Property Damaged Date of Birth Oato of Birth Sex Month Day Year REGISTRANT City or Town Stato Zip Code State of Reg. Vehicle Year & Make Vanicia Type 2003 Clau 570 240 Estimated Cost of Property Damage 0 Vehicle 1 08 \$1,501-\$2,500 Estimated Cost of Property Damage

\$1,001-\$1,500 Vohicle 2 \$1,501-\$2,500 Over \$2,500 ☐ Over \$2,500 Describe damage to vehicle 1 ACCIDENT DIAGRAM: Circle one of the 9 diagrams (numbered 0-8) if it. Describe damage to vehicle 2 Rear End Sideswipa (same ulrection) DAMAGE describes the accident, or draw your own diagram below in space #9. Number the vehicles. Your vahide is # 1 I EN Laft Turn Right Angle Right Turn VEHICLE Veh 2 Right Turn Hoad On Sideswipe opposite direction] Veh 1 Place Where Accident Occurred in New York State: Permanent Landmark OC+ City | Village Town of LOCATION Road on which accident occurred (V ralls dian (Route Number or Street Name) at (11) intersecting street (Route Number or Street Name) ACCIDENT (Milepost, Nearest intersecting Route Number or Street Name) low did the accident happen? turn oute Indian Falls Od Veh. was CONT 8. Which Ven Occupied 9, Position IrVon Vohiclo 10. Safety Equip Used If Deceased, Enter Sex 0 Names of All Persons Involved Describa Injuries SB HOUSE APPARENT SA APPARENT 0 Identify Damaged Property Other Than Vehicle(s) NONE APPARENT NSURANCE Name of Insurance Company That Issued Policy For Vehicle 1 Name and Address of Policy Holder Policy Pr If Vehicle was Operated Under Jermit (ICC, USDOT or NYSBOT), give No. Name and Address of Pormit Holder

A representative may sign for me of because of injury or death. If you are signing as the driver's representative, check the box that describes why the driver cannot sign.

Print Name of Dri

If Self-Insured, give Certificate No.

Date

10/23/12

Death Death and If not signed may result in the suspension of your driver's license.

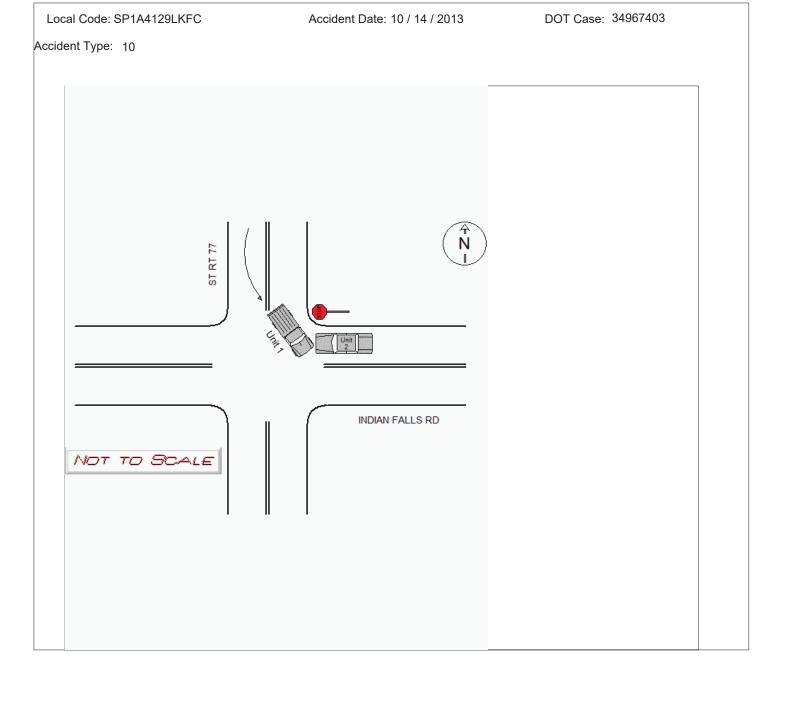
Signature of Driver

(or Representative*)

and State

30

Local Code SP1A412 5327182	9LKFC			LICE A		57 POS. 110 PO. 1			DOT Case;	34967403		18
Accident Date Month Day 10 / 14 / 20	Year 113 Mon		ime 16:04	No. of Veh	icles	No. Inju	La Car	Nothives	tigated at Scene		Police Photos	- 20
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Name-exactly as pri	nted on registration	Unicerse	Occupants	1 Prop Dam Date of Birth	aged	Name-exactly		registration	S S	ex Date of	Property Damaged	23
City or Town Plate Number	State of Reg. Ve	ehicle Year & Mai	State (e Vel	Haz. Mat Code Zin Code	Ins. Code	City or Town		tate of Reg. Vehic	State	Mat. Code Zip C	ode	24
Ticket/Arrest Number(s) Violation Section(s)		HEV	2003	PICK		Ticket/Arrest Number(s) Violation Section(s)		STR	N 200	08 4DSI) 287	-
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Officer's Rank, Name TPR ERIC J DAIGLER	and Signature	TPX &	-	Badge		IC No. Preci		tor Office			e/Time Reviewe 10 / 17 / 2013	ed



Case Year: 2014

Image Sequence: 1

MV-104 (7/05) PAGE 1 of 2

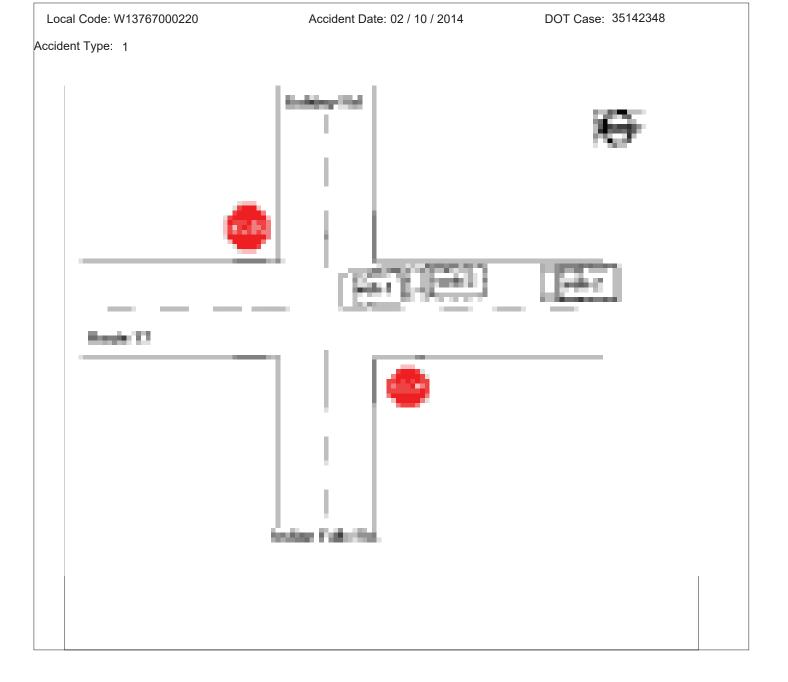
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Use only for accidents that

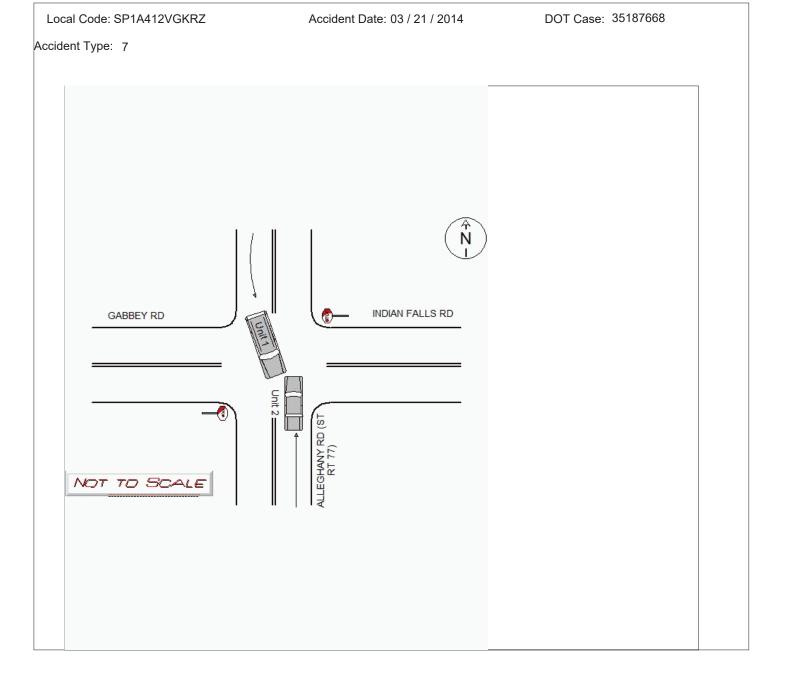
New York State Department of Motor Vehicles
REPORT OF MOTOR VEHICLE ACCIDENT

Accident Date	Page o Day of Week Time Page / 10'00	AM Volucion	RUSH - DRIVER		westigate If "Yo	USPENDED FO S'. Name of Police Ago CO CO CO	nev or Precinct &	
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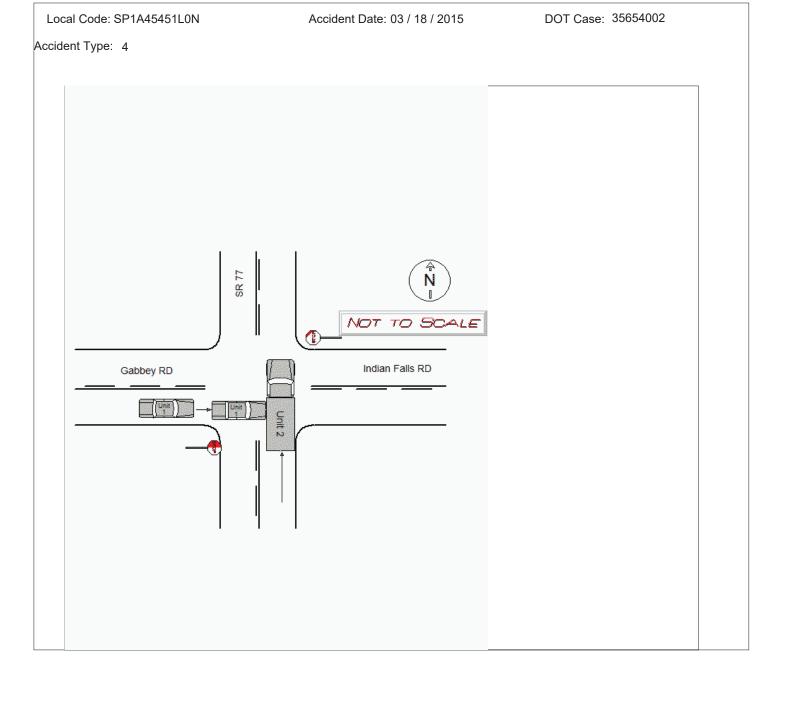


Page of Pages Local Codes SP1A412VGKRZ 5574880			E ACCII	ment of Motor DENT RI A (7/01) COPY		DOT Ca	ase; 35187668		7 20
Accident Date Month Day Year 03 / 21 / 2014 Fri	Military Time	No. o	f Vehicles 2	No. Inju	0	Not Investigated at Scer		Police Photos	-
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as printed on license Address (Include Number & Street)			Apt. No.	as printed on I	cense de Number & Street)			Apt. No.	\perp
		Challe 7im			Se Nambar & Sales		Chuth 7	ip Code	22
City or Town			Code	City or Town					
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Name-exactly as printed on registration		Sex Date of B	irth	Name-exactly	as printed on registration	on	Sex Date o	F Dirth	23
Address (Include Number & Street)		Apt. No. Haz. Mat. Code	Released	Address (inclui	le Number & Street)		Apt. No. Haz. Mat. Code	Released	5
City or Town	Stat		de	MEDINA			State Zip	Code 1103	
	nicle Year & Make	005 Vehicle Typ			State of Re	g. Vehicle Year & Make	Vehicle T	ype Ins. Code	e 24
Ticket/Arrest Number(s)	RD 2	005 SUBN	240	Ticket/Arrest Number(s)		FORD	2007 4DS	D 295	+
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V □ more than 34 feet long; E □ operated with an overweight pe	ermit; E	☐ more than 34 i		nt permit;		Turn Right Angle		HeadOn	3
H ☐ operated with an overdimension VEHICLE 1 DAMAGE CODE	n permit. H	□ operated with VEHICLE 2	an overdime		1. 3. Overtaking Rig	ht Turn	6. Right Turn	7. Sideswipe	
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Accident Description/Officer's Notes V1, TRAVELING SOUTHBOUND LEFT HAND TURN TO TRAVEL E NORTHBOUND ON ALLEGHANY	ASTBOUND O	NY RD, T/PEMB ON INDIAN FALL	ROKE, WHI	/1 FAILED TO	OPPED IN TRAF	FIC AND THEN A	TTEMPTED TO /2, WHICH WAS	MAKE A	US COV SHE
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Driver Nameexactly as printed on license				I NI	Driver Name-exa as printed on lice	ctly				INT
Address (Include Numb	er & Street)			Apt. No						Apt. No.
City or Town			State	Zip Code	Day or room.			St	tate Zip	Code
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Jak			Occupants				1		upants 1	Property Damaged
Name-exactly as printe	d on registration		Sex D	ate of Birth	Name exactly as	printed on regist	ration	Sex	Date of	Birth
Address (Include Numb	er & Street)		Apt. No. Ha	az. Released	Address (Include	Number & Street		Apt	t. No. Haz. Mat.	Released
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	4768721		or 2)	Miles DS D)	N of	(Milepost,	Nearest Intersecting	Route Number o	or Street Name)	
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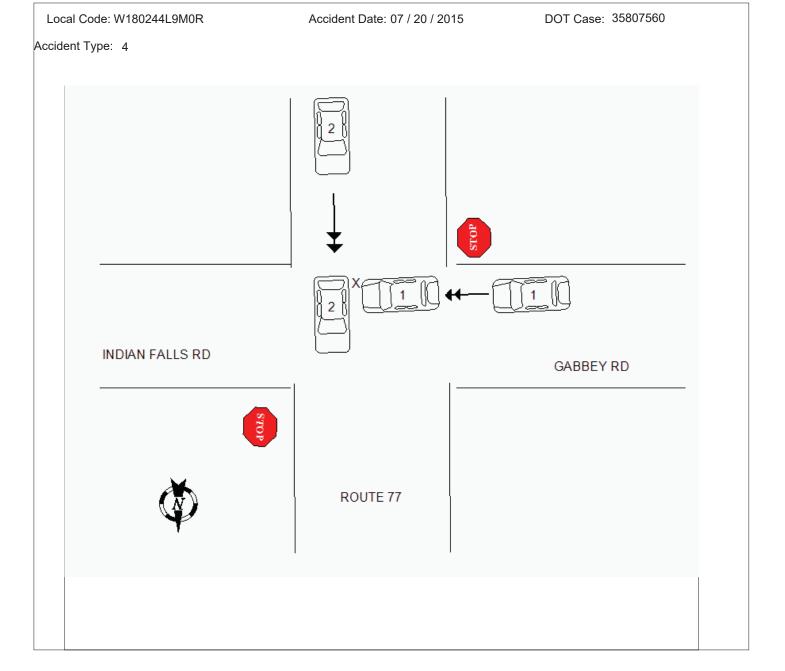
MV-104 (7/05) PAGE 1 of 2 Use only for accidents that	FOLD	HERE artment of Motor Vehicles R VEHICLE ACCIDEN		
	www.ny EFORE COMPLETING THIS FORM, READ	sdmv.com		
DO NOT FORGET ACCIDENT DATE Page O' ACCIDENT DATE Day of Week Time Month Pay O'T Bay Month Month Pay Month Month Pay Mon	AM Number of Number Number Killed	accident at scene? Styles O No Vaca	of Police Agency or Precipct & Accident	ident Number Hhy
Driv Driver Names exactly as existed an lineage // act. Fire	State of Liggges 1	EHICLE 2 PEDESTRIAN D	BICYCLIST OTHER PE	ale of License 2
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	Occupied in/on Vehicle Equip.Used Age S	ich other 4	rus Pallis	Sand 2 coassed Enter ate of Death
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dentify Damaged Property Other Than Vehicle(s) Name of Insurance Company That issued Policy For Vehicle 1 Name and Address of		VIN Poi Nur		2
Policy Holder If Vehicle was Operat, If Central Processor (Sept.) If Self-Insured, give Certificate No.	of Pernut Holder	and State		3
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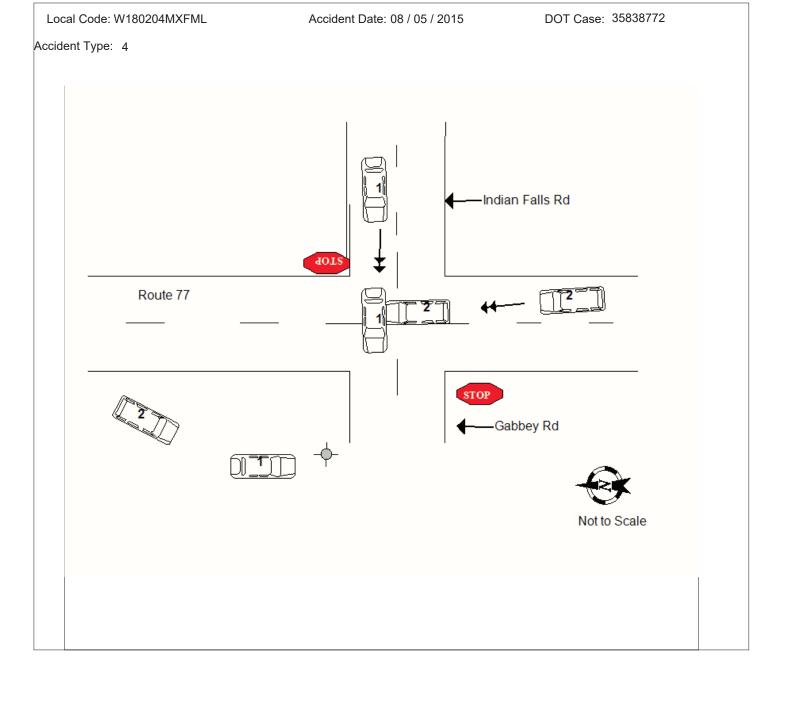
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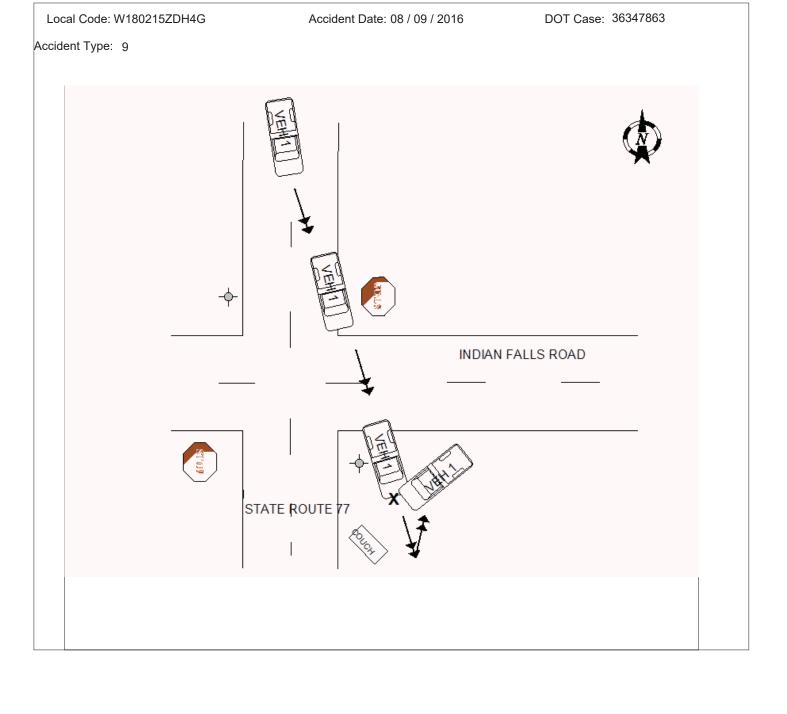
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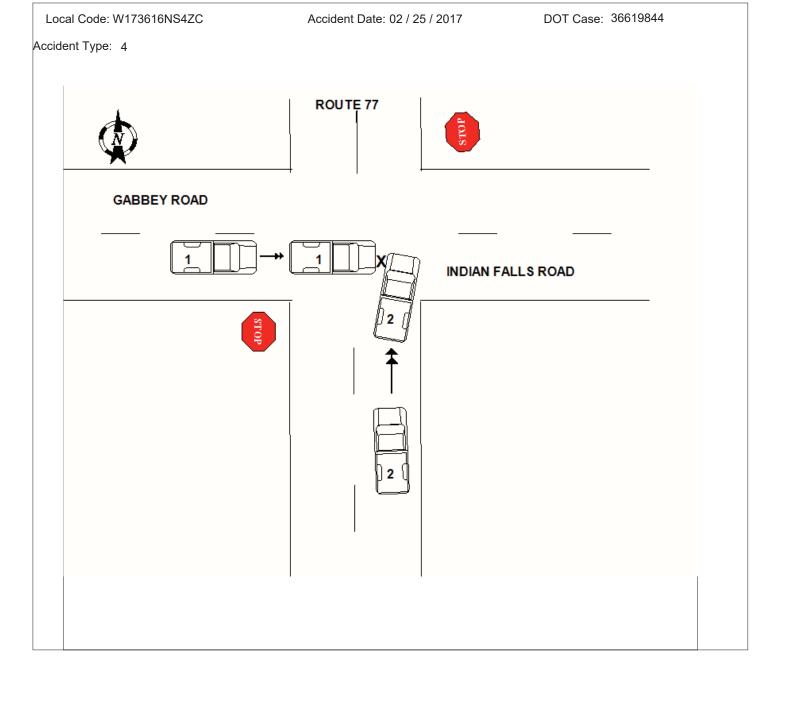
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City or Town Date of Birth		nlicensed No. of Occupants	Public	Date of Birth	sa Number & Stree	Sex Unlicens	ed No. of	in Code
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G Officer's Rank, Name an DEPUTY RICHARD S SCHILDW	0 4	5	Badge/ID No.	NCIC No. Precin Troop	nct/Post Station/ VZone Sector W	Beat/ Reviewing Officer MEIDES, RON		te/Time Reviewed 08 / 12 / 2015 18:02



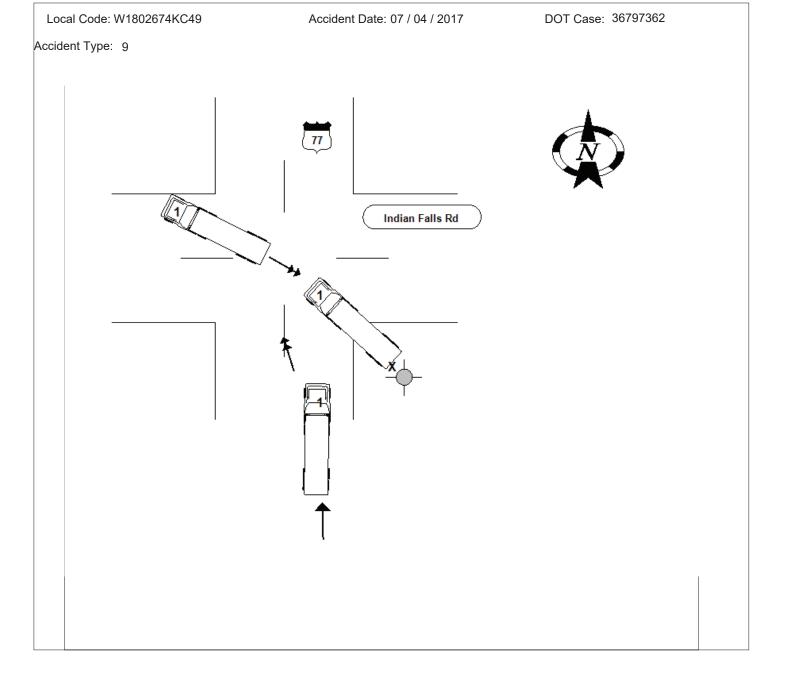
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Page of Pages Local Codes W173616NS4ZC 2017-00005309	POLICE ACCIDENT REPORT MV-104A (7/01) DMV COPY DOT Case: 36619844
Accident Date Month Day Year 02 / 25 / 2017 Day of Week Sat Military	13:00 2 0 0 Accident Reconstructed
VEHICLE 1 - Driver License ID Number	State of Lic. NY Oriver Name-exactly
as printed on license Address (Include Number & Street)	as printed on license f Apt. No. Address (Include Number & Street) Apt. No.
Date of Birth Sex Unlicen	
Name-exactly as printed on registration	Occupants 1 Property Damaged Date of Birth Name-exactly as printed on registration Sex Date of
Address (Include Number & Street)	Apt. No. Haz. Released Address (Include Number & Street) Apt. No. Haz. Released Mat. Code State Zip Code City or Town State Zip Code
State of Reg. Vehicle Year & M	NY 14020 ke Vehicle Type Ins. Code Plate Number State of Reg. Vehicle Year & Make Vehicle Type Ins. Code 2003 PICK 226 FORD 2010 PICK 226
Ticket/Arrest Number(s) Violation Section(s)	Ticket/Arrest Number(s) Violation Section(s)
Check if involved vehicle is:	Check if involved vehicle is: more than 95 inches wide; more than 34 feet long; more than 34 feet long; operated with an overweight permit; operated with an overdimension permit.
VEHICLE 1 DAMAGE CODES	VEHICLE 2 DAMAGE CODES Overtaking Box 1 - Point of Impact Box 2 - Most Damage Enter up to three Overtaking C
1 more Damage Codes 3 Vehicle By RON AND NEWTS To 1613 IND FALL R	2 more Damage Codes 1 Vehicle Dayswells Towed: DABSWELLS DABSWELLS 4 Right Angle
VEHICLE DAMAGE CODING: 1 - 13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE	2 13 8 9.
16. OVERTURNED 19. OTHER	Cost of repairs to any one vehicle will be more than \$1000. Unknown/Unable to Determine
7 7 Latitude/Northing:	Place Where Accident Occurred: County GENE City Village Town of PEMBROKE, TOWN OF Road on which accident occurred ROUTE 77
4 1 0 2 Longitude/Easting:	at 1) intersecting street INDIAN FALLS ROAD IN DE (Route Number or Street Name)
1 1 0 9 Accident Description/Officer's Notes	or 2) S W of Miles (Milepost, Nearest Intersecting Route Number or Street Name)
	SIGN ON GABBEY ROAD AT THE INTERSECTION OF ROUTE 77 FACING EAST. VEHICLE 2 WAS FAILED TO YIELD THE RIGHT OF WAY OF VEHICLE 2 AND TRAVELED EASTBOUND ACROSS THE STRUCK VEHICLE 1.
8 9 10 11 12 01 1 4 1 02 1 4 1	13 14 15 16 17 BY TO 18 Names of all involved Date of Death C
4 1	N/A



	W 20	cal Codes 1802674KC4 017-00020504	4	6	P						DOT Case	e: 3679736	52	3
	ccident Da Month	Day Year	Day of Week	Military		No. of	Vehicles	No. Injur	ed No. Killed	Not invest	igated at Scene			
+	07 /	04/2017	Tue	IICLE 1	15:11		1	0 VEHICLE			Reconstructed PEDESTRIAN		Yes (X)	
	EHICLE 1		VL.	IIOLL I			State of Lic.	VEHICLE 2 - Dri	ver	CLIST _	PEDEC I KIN	Ц	State of	ic.
D	icense ID N river Name	eexactly						License ID Num Driver Nameex	actly					2
	ddress (Inc	clude Number & S	Street)				Apt. No.	as printed on lic Address (includ		eet)			Apt. N	lo.
			20,019		200		= 4 7987	Fr 77						27
D					State	ZID	Code	City or Town				State	Zip Code	
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-PI	ate Numbe	er S	State of Reg. Vehic	cle Year & M	2015	Vehicle Type TRAC		Plate Number	Stat	e of Reg. Vehicl	e Year & Make	Vehi	cle Type Ins. C	
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10		VEHICLE 1 DA	AMAGE CODES	_	i i	VEHICLE 2	DAMAGE CO	7	Overtaking	Right Turn	1	Right To	urn Sideswipe	
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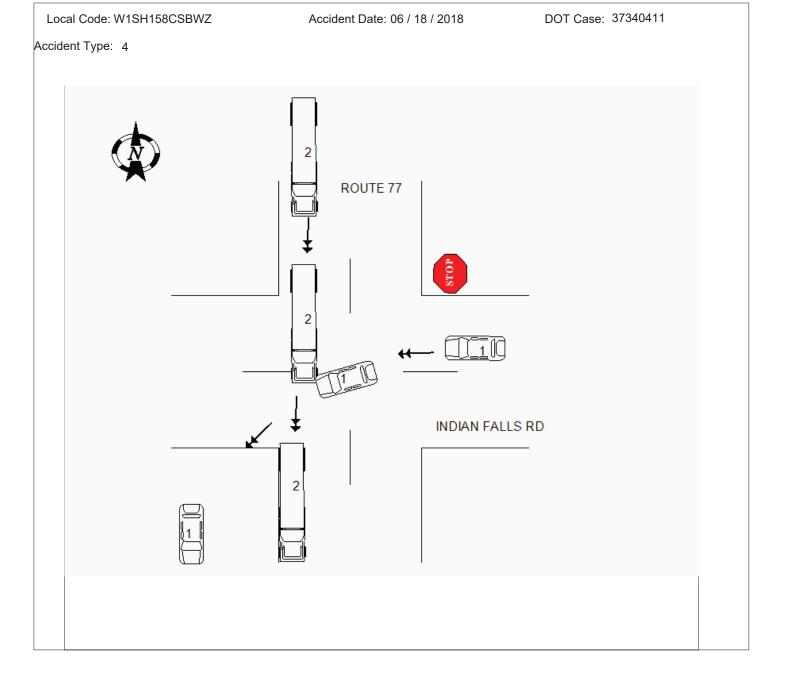
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W. as Talan		-			State	Zip Co	ode	City or Town					State	2	ip Code	0
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1 - 13. S 14. UI 15. TI 16. O	NDERCAF RAILER	RRIAGE 17. 18. IED 19.	NO DAMAG OTHER tes (if availa	BE	Place W		11 cident Oc	16 s	Cost of	nknown/Unab	le to Del	termine	LX.	Yes [Ő. □ No	
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Local Code: W180257FFXQ3	Accident Date: 09 / 25 / 2017	DOT Case: 36906125	
Accident Type: 9			
	CAR VS. DEER MVA		

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	Day Year 4 / 2018	Day of Week Wed	Military	y Time 08:5	7	No. of \	Vehicles 1	No. Inj) No.	. Killed		tigated at Scene Reconstructed		Left Sci		olice Photos] Yes [X No
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as printed on I Address (Inclu		Street)					Apt. No.	as printed on Address (Incl.		r & Stree	r)					Apt. No.
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Ticket/Arrest Number(s) Violation								Ticket/Arrest Number(s) Violation								
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□more	if involved than 95 inc than 34 fe	ches wide;		E	more th		vehicle is: ches wide; et long:		own	diagrar	n in the spa	w that descr	(9). Nu	mber th	ne vehic	des.
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C V	EHICLE 1	AMAGE CODES	s		VEH	IICLE 2 D	DAMAGE CO	DDES	1. Overta	aking	Right Turn	1 _*		Right Tu	m S	Sideswipe
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Vehicle Towed:	By RON AN	D NEWTS			hicle By	1										
100000000000000000000000000000000000000	To CANANI	DAIGUA, NY			To				4	9 /	Accident L	iagram - S	ee Att	ached		
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Loc	cal Code: W180237VBRVZ	Accident Date: 01 / 24 / 2018	DOT Case: 37111774
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	CAR VS. DEER		

	Page of Local Codes W1SH158C 2018-00016	323]	Р	POLICE	MV-104		PORT		DOT Cas	se: 37340411		19 7 20
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1 20-13-5	nted on license ess <i>(Include Numbe</i>	er & Street)				Apt. No.	as printed on li- Address (Includ	cense de Number & Str	eet)			Apt. No	
City o	r Town			State	Zin C	aho	City or Town				State	7in Code	22
	of Dirth		2 Unlicense	d No. of Occupa	nts 2	Public Property Damaged	Date of Birth		Sex 1	Unlicensed	No. of Occupants 1	Public Property Damaged	1
11.5	-exactly as printed			Apt. No			Address (includ	as printed on rec le Number & Stre			Apt. No. Haz	te of Birth	23 d 7
City or	r Town			State NY	Code Zip Cod 1402		City or Town				Coo	de L	T.
	Number	1.0	'ehicle Year & Mak CHEV		Vehicle Type 4DSD		Plate Number	Stat	of Reg. Vehic		construction of the first country	RAC 989	2 <u>4</u>
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VE 1-	ehicle By RON	AND NEWTS AND NEWTS E CODING: AM ON RIGHT.	4 5	yehicle Towed:	By To	5	6 7 8	4	Right Angl	e			1
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8	9	10	11 12	13	14 15	16 17	ву то	18	Names	of all involve	d	Date of Death	Only
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02	1	4	1	1	51.8	1-5					<u> </u>	N/A	
Officer's DEPUT	Rank, Name and	d Signature	25/1	1	Bac	dge/ID No. N	ICIC No. Precir	nct/Post Station				Date/Time Review 06 / 20 / 2018	
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New York State Department of Motor Vehicles
TRUCK and BUS SUPPLEMENTAL

-	Local Cod	es	U WY		-	ACCIDENT R	EPOR		_	
	2018-0	0016323	■ AME	NDED REPORT	Mail To: NYS	MV-104S (10/05) Dept. of Motor Veh lox 2084, Albany N	icles, Acc Y 12220-0	ident Records I 084	Bureau,	
	INSTRUCTIONS YOU	must complete this	form:			70-10-1		5-1		
	• if at least one of the				Number of:		Number o	f Vehicles:		
	- a truck having a GV				1 Trucks	having a GVWR or	1 To	wed/transported t	mm scene	
	- a vehicle with a Haa		,000 100., 01			2 > 10,000 lbs.		e to damage	CHE SOURIES	
	- a bus designed to d	and the second s	sons, including	the driver:	100 1 000	WAR SOUTH		f Persons:		
	+ AND at least one of t				Vehicle	s with a Haz Mat	0			
	- at least one person	sustained fatal inju	nies		place	u	Su	staining fatal inj	uries	
	- at least one person	was transported fo	IMMEDIATE	medical	Buses	designed to carry 9	Tre	ensported for IM	MEDIATE	
	treatment				90.000	e persons		edical treatment	MEDIATE	
	- at least one vehicle	The second secon	towed/transpo	arted from the scen	e.			10000 2.320000 10		
	Mo. Day Year	MILITARY TIME	COUNTY			CITY/TOWN/VILLAG	E			
	06/18/2018	17:26	GENE			PEMBROKE, TO	WN OF			
	DRIVER			m. Turniga managa m				STATEO	CI IC	0
出	LICENSE ID # 0714380	15						TN	ruc.	
DRIVER	DRIVER NAME - exactly a		ast, First M.I.)					L		
ā										
	LICENSE CLASS	10 GA .	2.440	4 Y 49		DAT	E OF BIRTH	T S	SEX	7
)	1 A 6 E	2 B 7 M	3 CDL (С ф D ОТН		5 DJ M	o. Day		1 Male	1
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_	ONIGHTE INTERES									
CARRIER	STREET OR P.O. BOX		Ci	ΙΥ		STATE	ZIP CODE	Tor	AL AXLES	
¥								(Indu	AL AXLES des trailers;	5
5	PLATE NUMBER	[5	STATE OF REG.	CARRIER'S IDE	NTIFICATION NUM	BERS				***************************************
				USDOT		l ice	CMC			
-	WEIGHT PATING	OF TRUCK POWER	LOUT I		VEUICI	E IDENTIFICATION N	100			
	1 Less than or equal to 10.		ONII	Ť	VEHILL	E IDENTIFICATION I	UMBEN			
	2 10,001 - 26,000 lbs.	3 More tha	n 26,000 lbs.				- 14 No			
			EHICLE CONFIC					TRAFFIC WAY		9
	1 Bus (seats for more the					0	wo-way, no	t divided		1
	2 Single-unit Truck (2-a)3 Single-unit Truck (3 or	The second second		nknown Heavy True		27	wo-way, div	ided, unprotected		
	4 Truck/Trailer	, note and of	a	assenger Car - only Hazardous Material	record when veni			ided, positive med	ian barner	
	5 Truck Tractor (bobtail)		11 1.	ght truck (van, mini-	van, panel, pickuo	sport utility e s	One-way not lot reported			
- 1	6 Tractor/Semi-trailer		Ve	ehicle) only record wit	nen vehicle displays	s an HM placard	rot reported			
-	7 Tractor/Doubles	www.a-m		us (seats for 9 - 15)	people, including a	Iriver)				
	1 Bus (seats for more th	an 15 people includ		O BODY TYPE Concrete Mixer		10 Grain, Chips, Gra	lour	ACCESS CO		10
-	3 Van/Enclosed Box	Leasing mains		Auto Transporter		11 Pole	ave.	No Access (Control	
	3 Cargo Tank		8	Garbage/Refuse		12 Bus (seats for 9-	15 people,	2 Full Access		
	4 Flatbed		9	Other		including driver)		4 Partial Acces	s Control	
		TERIALS INVOLVE	UENT		SEVILLENCE	OF EVENTS (FOR TI-	BO WELLOW E	<u> </u>	-	11
	Does vehicle have Haz		^	1 Ran Off Road (r				al (collision)		9
	~~~~~~~~~~~~~~~~~	**************************************	3 <b>9</b>	2 Jackknife (nonc				Object (collision)	-	12
-	COPY FROM PLACARD:			3 Overturn/Rollovi			7 6 7 7 7 7	Centerline (nonco	1	
1	4-digit identification nu from diamond/orange p		number from diamond:	4 Downhill Runaw		19 Fat		ure (noncollision)		13
		I.	- Maria Arriga	5 Cargo Loss or S 6 Explosion or Fin				fown tires, etc.)		
	N	1		7 Separation of Ur	nits (noncollision)	20 Oth	er (noncollis	iion)	-	74
	NAME OF HAZ			8 Involving Pedes	tnan (collision)		nown (nonc			
_	MAT CLASS.			9 Involving Motor		AT (COMSION)	Work Zoni		-	
-1	WAS HAZARDOUS CARGO		110000000000000000000000000000000000000	16 Involving Parket	ACTUAL TO THE PARTY OF THE PART	allitarality.		Equipment (collis		
	fother than fuel from fuel to-	reg t		11 Involving Train ( 12 Involving Pedalo				able Object (colli		
	other than fuel from fuel tar	A.c.			yele (collision)	Z4 VAU	1 OHMOTOWN	Movable Object (	COMSIGN)	
	1 Yes (2)	No				7	-	married with the second		
	1 Yes (2) OFFICER'S RANK AND SIGNATURE	No		8	ADGE/ID NO.	NCIC NO.		TE OF REPORT		
	1 Yes (2)	No		8	ADGE/ID NO.	NCIC NO.	0	TE OF REPORT 6/18/2018 7:26		

Pages

Case Year: 2018

Image Sequence: 1

MV-104 (7/05) PAGE 1 of 2

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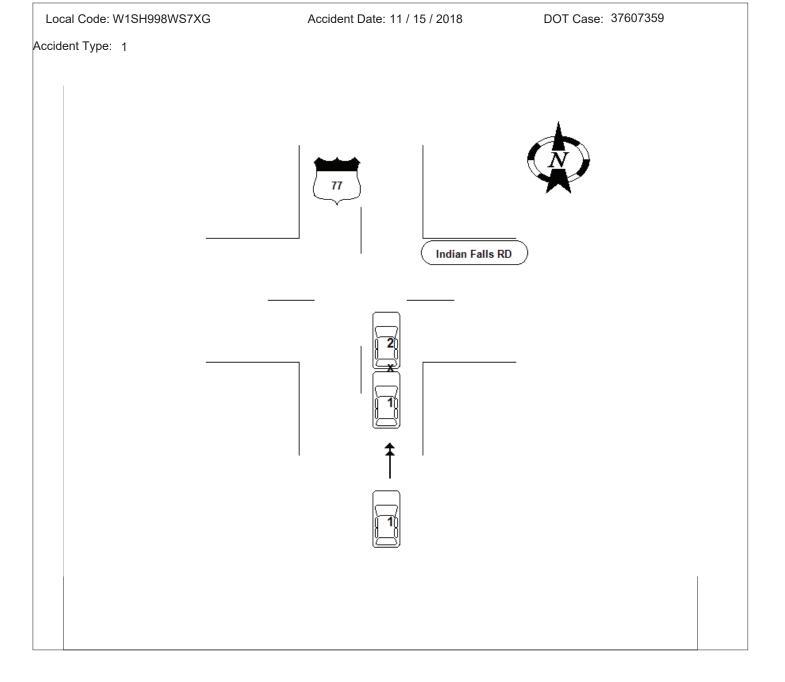
Use only for accidents that happen in New York State

New York State Department of Motor Vehicles

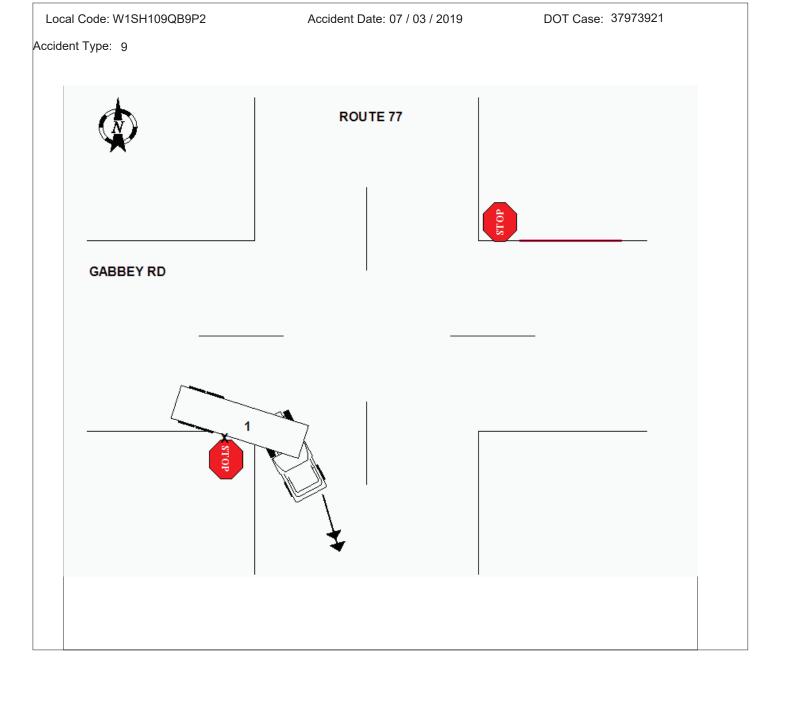
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M	Day Year SA	. 51	S D AM	Vehicles	Injured	Killed		accident at s	cene?	1 723 / 1430/6 0	r bitto Aganto	Or F Teamer	is Addition ( Notinge
_	er License ID Number	DRIVER OF	VEHICLE 1		State of Lice		VEHIC		PEDES	STRIAN [	BICYCLIST	ПОТНЕ	RPEDESTRIAN
LAG	THE STATE OF THE S				NY	mise Di	niver Lice	ense ID Numbe	rr	*			State of Licens
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Pla	S. Marian S.	ate of Reg.	Vehicle Year 2011		cle Type Ins. C	ode Pi	late Nun	iber	S	Rate of Reg. Ve	hicle Year & M	ake Vehick	Type kns, Code
E	Simulated Cost of Property Dama		1-\$2,500	ø.	Over \$2,500	E		Cost of Proper	ty Damag	e - Vehicle 2	2 500	По	er \$2,500
D	escribe damage to vohicle 1	ACCIDENT	DIAGRAM: CI	ircle one of the	e 9 diagrams (r		1 0 B) if		Rear	End Sidge	wipe		mage to vehicle
Í	FRONT Bumper bassanger fourt REAR DOOR	Number the	e accident, or i vehicles. Your	vehicle is # 1	diagram bolow	in space	#9.	5	-	Ismu	direction)		
i	lassanger front							Left Turn	1. Righ	it Angle Right	Tum?		
ľ	REAR DOOR									1	7		
	14000							3	K 4.	5			
	HEADLYNT							Right Turn	Hea	d On Sides (oppo	wipe site direction)		
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Pi	ace Where Accident Oc	curred in	New York	State:	7.	1.						/	÷
	unly CEMMESIZ		LWOJA V	age A Town	of Col	ru				Permane	nt Landmark		
	ad on which accident occurre	:a	P. 91118	Frest.				(Route Numb	er or Stre	(ems/l lu		-	
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	Names of All Persons Invo	lved	9 Which Veh Occupied	9. Position in/on Vehicle	10. Safety Equip Used	12. Aga	Sux	16. Injury A B	c		cribe Injunes		If Deceased, Enter Date of Death
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	nuty Damaged Property					-				VIN		110000	
Oth	er Than Vehicle(s) ne of Insurance Company									Policy		22 %	
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Case Number: 38002926

Case Year: 2019

Image Sequence: 1

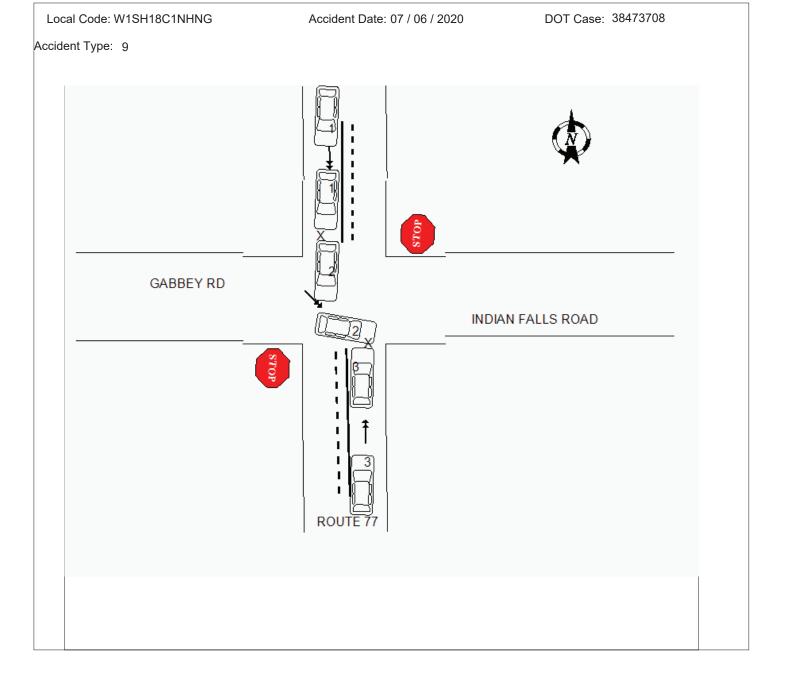
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Local Code: W1RP039VCMG5 Accident Date: 07 / 21 / 2019 DOT Case: 38002926 Accident Type: 2 *NOT DRAWN TO SCALE ROUTE 77 GABBEY ROAD

Accident Month	Page of Local Codes W1SH18C1NH 2020-0001302	200				ACCI MV-104	DENT 4A (7/01) COPY	REPO			DOT Case	38473708	
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5219inal MV-104 (5/11) PAGE 1 of 2 - HERE FOLD -Local Code: New York State Department of Motor Vehicles P2020-00026613) Use only for accidents that REPORT OF MOTOR VEHICLE ACCIDENT happen in New York State www.dmv.ny.gov BEFORE COMPLETING THIS FORM, READ THE INSTRUCTIONS IN SECTION A ON PAGE 2 DO NOT FORGET ACCIDENT DATE RUSH - DRIVER OF VEHICLE 1 - LICENSE SUSPENDED FOR FAILURE TO REPORT Page Did police Investigate If 'Yes', Name of Police Agency or Precinct & Aucadent at scene?

Let Yes D No Genesee (c.//www.shi) Day of Week | Time Numbe Injured Accident Date O AM WISHIACHACCN Month 2:19 Sat PM PM ☐ PEDESTRIAN D BICYCLIST OTHER PEDESTRIAN W VEHICLE 2 DRIVER OF VEHICLE 1 0 Name-exactly as printed on license (Last, First, M.J.) Apt. Number Act. Number Number of Property Damaged 1 Date of Birth 0 Month STRANT Apt. Numbe Act. Number 1. State of Reg. Vehicle Year & Make Vehicle Type Ins. Code State of Reg. Vehicle Year & Make Vehicle Type SUBN 287 4030 2019 TOYT Estimated Cost of Property Damage -Vellide 2 \$1,501-\$2,500 Estimated Cost of Property Damage S1,001-\$1.500 ☐ \$1,501-\$2,500 D Over \$2,500 □ Over\$2,500 X ACCIDENT DIAGRAM: Circle one of the 9 diagrams (numbered 0-8) if it Describe damage to vehicle 2 Describe damage to vehicle 1 Rear End Sideswipe (same direction) describes the accident, or draw your own diagram below in space #9. Driver Side Driver Front Number the vehicles: Your vehicle is # 1 Fender. Front Fender L indian ta Snow Left Turn Right Angle Right Turn and wheel Hood. Q2. 1 Right Turn Sideswipe (opposite direction) Passenger Side Shoulder gMe. Place Where Accident Occurred in New York State:
County Genesee Dicity Divilage Million of LOCATION Road on which accident occurred (Route Number or Street Name) Indian Falls at 1) intersecting street (Route Number or Street Name) Feel Miles

How did the accident happen? Extreme By Snow Storm down ward stope on RT 77, Car in Front stopped

And waised to make a left Turn. I Slowly approach Vehicle and braked,

but my far hept sliding, so I Aveided hitting car by passing on Right should ACCIDENT ran 14To a car stopped on Indian Falls not STOP C 27 Deceased, Enter Date of Death 9. Position 10. Safety in/on Vehicle Equip Used 0 Occupied Age Sex Names of All Persons Involved C Describe Injuries A DRIVER - ** 1 7 Identify Damaged Property Other Than Vehicle(s) 0 Name of Insurance Company RANCE Police That Issued Policy For Veni Number Name and Address of Policy Holder Policy Pa If Vahicle was Operated Under Perm (ICC, USDOT or NYSDOT), give No. If Self-Insured, give Certificate No. Print Name of Drive (or Representative*) of Vehicle 1 * A representative may sign for the driver if the driver is unable to sign I Injury An accident report is no because of injury or death. If you are signing as the driver's representative, check the box that describes why the driver cannot sign.

Injury

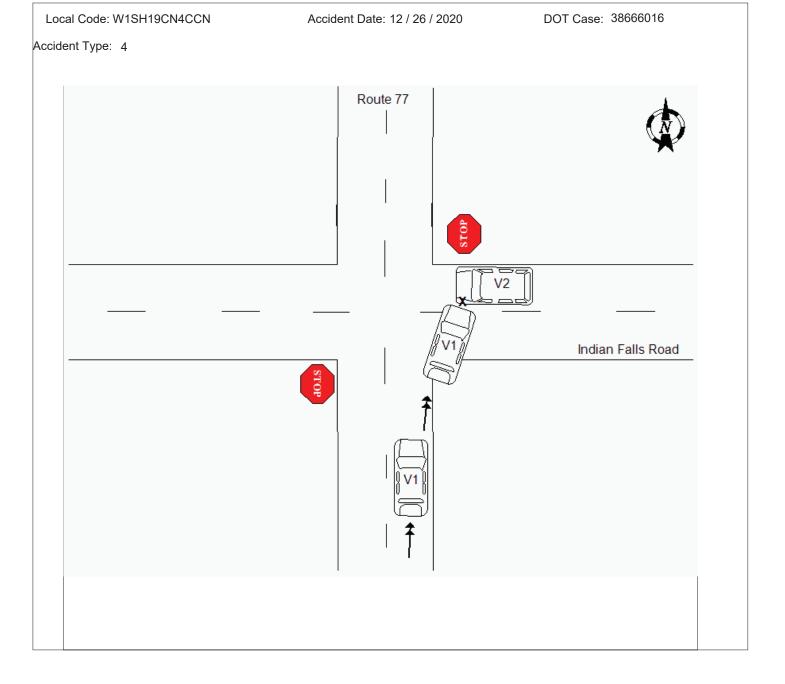
and if not signed may result in the suspension of your driver's license.

Case Year: 2020

Image Sequence: 1

Case Number: 38666016

Page of Pages Local Codes W1SH19CN4CCN 2020-00026613	New York State Department of Motor Vehicles POLICE ACCIDENT REPORT  MV-104A (7/01) DMV COPY  DOT Case: 38666016	1 1 2
Accident Date Day of Week Military Tir 12 / 26 / 2020 Sat	No. of Vehicles  No. Injured No. Killed Not Investigated at Scene Left Scene Police Photos  14:19  2  0  Accident Reconstructed   Yes   No. Injured No. Killed Not Investigated at Scene   Yes   No. Injured No. Killed Not Investigated at Scene   Yes   No. Injured No. Killed Not Investigated at Scene   Yes   No. Injured No. Killed Not Investigated at Scene   Yes   No. Injured No. Killed Not Investigated at Scene   Injured No. Injured No. Killed Not Investigated at Scene   Injured No. Injured No. Killed Not Investigated at Scene   Injured No. Injured No. Killed Not Investigated at Scene   Injured No. Injured No. Killed Not Investigated at Scene   Injured No. Injured No. Killed No. Killed Not Investigated at Scene   Injured No. Injured No. Killed No. Kil	6
VEHICLE 1 VEHICLE 1 - Driver License ID Number Driver Nameexactly as printed on license	State of Lic. VEHICLE 2 - Driver License ID Number  Driver Nameexactly as printed on license	-2
& ddress (Include Number & Street)  Cib. or Town	Apt. No. Address (Include Number & Street) Apt. No.  State Zip Code City or Town State Zip Code	2
Date of Birth Sex Unlicensed 2 Name-exactly as printed on registration	Occupants 2 Property Damaged Date of Birth Sex Unlicensed 1 Date of Birth Occupants 1 Public Occupants 1 Property Damaged Damaged Damaged Damaged Date of Birth Name-exactly as printed on registration Sex Date of Birth	-
Address (Include Number & Street)  City or Lown	Apt. No. Haz. Released Address (Include Number & Street) Apt. No. Haz. Released Mat Code City or Town	2
Plate Number State of Reg. Vehicle Year & Make ORD  Ticket/Arrest, Number(s)	NY	2
Violation Section(s)  Check if involved vehicle is: □more than 95 inches wide;  V □more than 34 feet long; E □operated with an overweight permit; H □operated with an overdimension permit.	Violation Section(s)  Check if involved vehicle is:	2
VEHICLE 1 DAMAGE CODES	Box 2 - Most Damage	2
Towed: To  VEHICLE DAMAGE CODING: 1 - 13, SEE DIAGRAM ON RIGHT.  14, UNDERCARRIAGE 17, DEMOLISHED 15, TRAILER 18, NO DAMAGE 16, OVERTURNED 19, OTHER	4 Right Angle  4 Right Angle  5 6 7 8 9.  Cost of repairs to any one vehicle will be more than \$1000.	2
Reference Marker Coordinates (if available)  7 7 Latitude/Northing:	Place Where Accident Occurred:  County GENE City Village At Town of PEMBROKE, TOWN OF  Road on which accident occurred ROUTE 77	
4 1 0 2 1 1 0 8	at 1) intersecting streetINDIAN FALLS ROAD	2
	WO STOPPED ON INDIAN FALLS ROAD FACING WEST. VEHICLE 1 WAS SNOW COVERED ROADS. VEHICLE 1 LOST CONTROL AND STRUCK VEHICLE 2.	US COO
8         9         10         11         12           01         1         4         1           01         3         4         1	13 14 15 16 17 BY TO 18 Names of all involved Date of Death O	) Only
01 3 4 1 02 1 4 1	1 N/A 1 N/A	
fficer's Rank, Name and Signature	Badge/ID No. NCIC No. Precinct/Post Station/Beat/ Reviewing Date/Time Reviewed Officer Officer BAIOCCO, JOHN 12:51	d



Page of Pages Local Codes W1SH30DLXB7W 2021-00022676	POLICE ACCIDENT REPORT  MV-104A (7/01)  DMV COPY  DOT Case: 39048604
Accident Date Month Day Year 09 / 22 / 2021	d 13:47 2 0 2 Accident Reconstructed [X]
VEHICLE 1 - Driver License ID Number Driver Nameexactly as printed on license	VEHICLE 1  State of Lic. License ID Number  Driver Nameexactly as printed on license
Address (Include Number & Street)	Apt. No. Address (Include Number & Street) Apt. No.  State Zip Code City or Town State Zip Code
Date of Blith	x Unlicensed No. of Public Property Damaged Date of Bldb Sex Unlicensed No. of Occupants 2 Property Damaged D
Name-exactly as printed on registration  Address (Include Number & Street)	Apt. No. Haz. Released Address (Include Number & Street)  Apt. No. Haz. Code   Apt. No. Haz. Released Address (Include Number & Street)  Apt. No. Haz. Released Mat Code
	State Zip Code City or Town State Zin Code  Vehicle Year & Make Vehicle Type Ins. Code  State of Reg. Vehicle Year & Make Vehicle Type Ins. Code
Ticket/Arrest Number(s) Violation	CHEV   2009   4DSD   149     Max     VOLV   2015   TRAC   989     Ticket/Arrest   Number(s)   Violation   Violat
Section(s)  Check if involved vehicle is more than 95 inches widd  more than 34 feet long;  operated with an overweith operated with an overdin	
Box 1 - Point of Impact E Box 2 - Most Damage Enter up to three 1 more Damage Codes	1. 10.
111 -11-11-11-11-11-11-11-11-11-11-11-11	Vehicle DROSWELLS Towed: DROSWELLS  A Right Angle  4 5 6 7
	O DAMAGE THER  1 Cost of repairs to any one vehicle will be more than \$1000.  Unknown/Unable to Determine Yes No
Reference Marker Coordina 7 7 Latitude/N	Road on which accident occurred 8098 ROUTE 77
4 1 0 2 1 1 0 8	at 1) intersecting streetINDIAN FALLS ROAD
Accident Description/Officer's I	Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)
8 9 10	11 12 13 14 15 16 17 BY TO 18 Names of all involved Date of Death Or
01 3 A 01 1 A 02 7 1	1 1 12 15 1 09/22/2021 1 1 12 15 1 09/22/2021 1 1 1 N/A
02 1 4	1 32 1 N/A
officer's Rank, Name and Signature Deputy	Badge/ID No. NCIC No. Precinct/Post Station/Beat/ Reviewing Officer 10 / 09 / 2021 13:54

Local Code: W1SH30DLXB7W DOT Case: 39048604 Accident Date: 09 / 22 / 2021 Accident Type: 4 8098 ROUTE 77 INDIAN FALLS RD **LEGEND** =EARTH EMBANKMENT -∳-= POLE #8098 X = IMPACT POINTS NOT TO SCALE

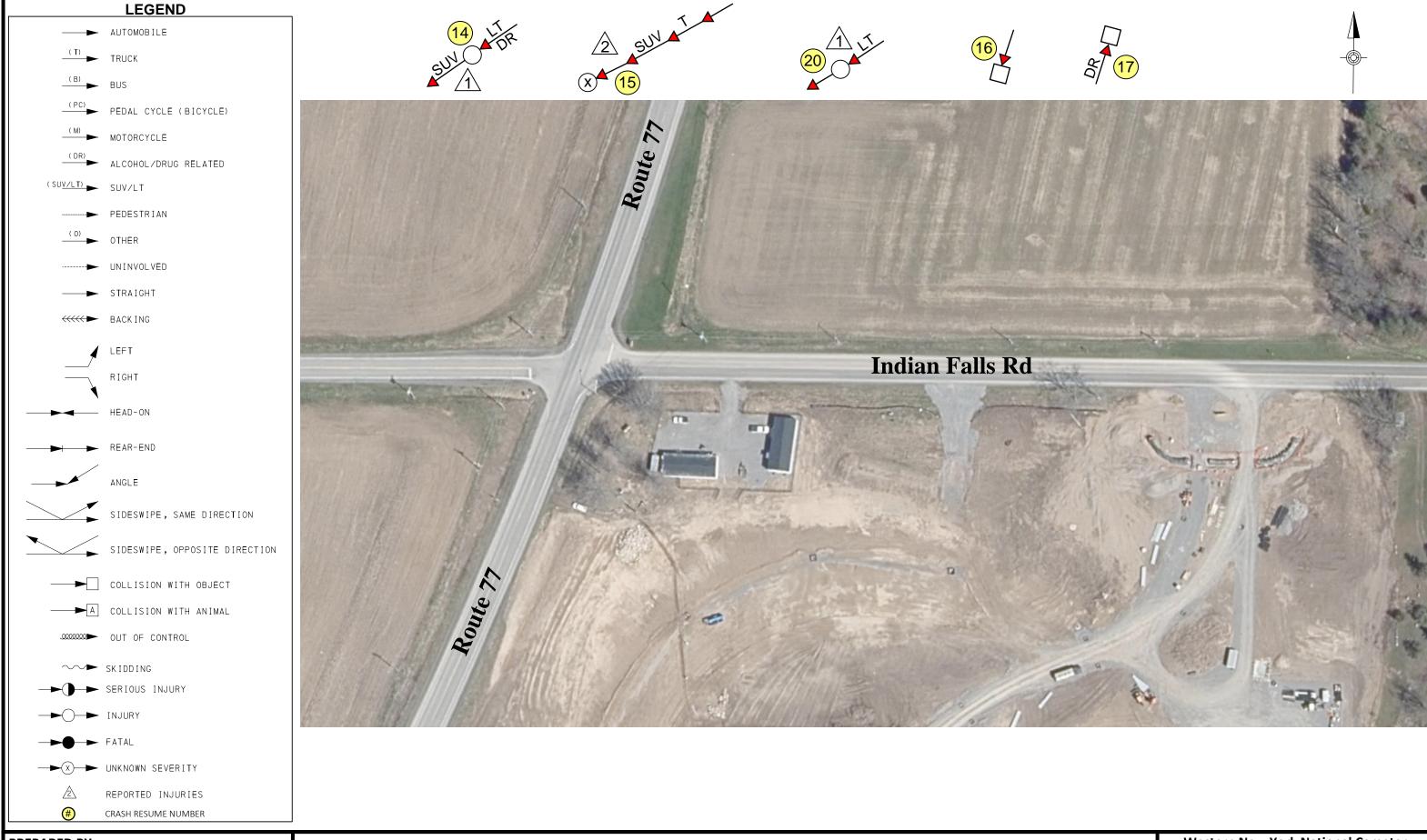
New York State Department of Motor Vehicles

	Ł	Page of	Pages		NEW YORK STATE	TRUCK an		s memorial contract			ì
-	+	2021-000	22676	I AME	NDED REPORT	Mail To: NY	MV-104S (10/0 S Dept. of Motor Box 2084, Alba	l5) Vehicles, Acc	ident Recor	ds Bureau,	+
	if at least a truck t a vehicle a bus de AND at le at least treatmee at least at least	one of the vehicle aving a GVWR as with a Haz Ma asigned to carry ast one of the fone person susone person warnt one vehicle is di	y 9 or more perso offowing condition stained fatal injuri stransported for isabled and was t	000 lbs.; or ons, including ns is met: ies IMMEDIATE	medical	GCV	ks having a GVW VR > 10,000 ibs. cles with a Haz M	R or 2 To du at Number of 2 Su my 9 Tra	e to damage of Persons: staining fata	il injuries r IMMEDIATE	
	Mo. I Day 09/22	y   Year	13:47	GENE			PEMBROKE				
DRIVER		IE - exactly as pri	nted on license /I a	st First Mill						TE OF LIC.	
1	LICENSE CL DA 6 E CARRIER NA		2 B 7 M	3 CDL 8 MJ		THER	5 DJ 10 DM	Mo. Day		SEX 1 Male 2 Female	
CARRIER	PLATE NUM		s1	CITATE OF PEO	CARRIER'S II	DENTIFICATION N	STATE	ZIP CODE		TOTAL AXLES (Includes trailers)	3
2		r equal to 10,000	TRUCK POWER Libs. 3 More than			VEH	CLE IDENTIFICATI 4V4NC9EH8F1	112.2		1	
3 4	2 Single-unit	t Truck (2-axle, 6 t Truck (3 or moder ter stor (bobtail) mi-trailer	5 people, including 5-tire)	9 L 10 P a 11 L	ractor/Triples Inknown Heavy T lassenger Car - oi Hazardous Mater ight truck (van, m. ehiole) only record	ruck, cannot classi hly record when ve rial placard ini-van, panel, pick when vehicle displa 5 people, including	hicle displays up, sport utility ays an HM placard	OTwo-way, no 2 Two-way, div 3 Two-way, div 4 One-way not 5 Not reported	ided, unproted ided, positive I divided	cted median	9
2	1 Bus (seats 2 Van/Enclos 3 Cargo Tan 4 Flatbed 5 Dump	sed Box	5 people, includin	CARG og driver) 6 7 8	O BODY TYPE Concrete Mixer Auto Transporter Garbage/Refuse Other	and the same of th	10 Grain, Chipt 11 Pole 12 Bus (seats) including dr	for 9-15 people,	1 No Acce 2 Full Acc	S CONTROL ess Control ess Control coess Control	x
5 2 8 2	HAZ Does vehicle COPY FROM 4-digit ident from diamon  NAME OF HAZ MAT CLASS WAS HAZARD (other than fuel	e have Haz Mat PLACARD: ification numbe nd/orange pane  C OUS CARGO RE from fuel tank)?	bottom of d	No N	2 Jackknife (no 3 Overturn/Roll 4 Downhill Run 5 Cargo Loss o 6 Explosion or l 7 Separation of 8 Involving Ped 9 Involving Mot 16 Involving Pari 11 Involving Trai	I (noncollision) neollision) over (noncollision) away (noncollision) r Shift (noncollision) Fire (noncollision) Units (noncollision) estnan (collision) or Vehicle in Trans ked Motor Vehicle in (collision) alcycle (collision)	14 18 19 10 10 20 21 22 22 (collision)	PR THIS VEHICLE Involving Animal Involving Fixed Cross Median/O Equipment Faili (brake failure, b) Other (noncollis Unknown (noncollis) With Work Zone Maintenance I With Other Mov	al (collision) Object (collision) Object (collision) Centerline (no cure (noncollision) tres, et sion) sollision) e Equipment (collision) collision)	oncollision) sion) tc.) collision) (collision)	11 23 12 13
	OFFICER'S RAND SIGNATU PRINT NAME IN FULL					BADGE/ID NO. 018	NCIC NO.	09	TE OF REPOR 9/22/2021 3:47	श	



202 Accident Date	SH28DRT5		Military			MV-104/ DMV C	CALL CONTRACTOR		d Nathana	DOT Cas		Left Scene	Police Photo:	6
Month	Day Year 07 / 2021	Sun		12:38	7,10,01	1	0	0	Mornines	igated at Scene Reconstructed			Yes XN	
1,000	2.30,2373	VE	HICLE 1				☐ VEHICLE		1454441.0	PEDESTRIA		OTHER	PEDESTRIA	N
VEHICLE 1 - D License ID No	umber					State of Lic.	VEHICLE 2 - Dr License ID Num	nber					State of L	ic.
Driver Name as printed on							Driver Namee) as printed on lic							
Address (Inck	ude Number &	Street)				Apt. No.	Address (Includ	le Number & S	treet)				Apt. N	
City or Town	7			State	e Zip Co	ode	City or Town				State	Zip	p Code	7
Date of Birth		Sex	Unlicens	ed No. of	ants 1	Public Property	Date of Birth		Sex	Unlicensed	No. of	ata .	Public Property	+
Jame avarti	v as printed on	regietration		Sex	Date of Birt	Damaged L	Name-exactly a	se printed on r	agietration	THE	Occupa	Date of	Damaged L	4
					عدد ا		111111111111111111111111111111111111111	Man (1-12)	Terrest		-	1		10.7
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City or Town				State	Zip Code	e	City or Town			S	tate	Zip C	Code	
Piges Niemelen		Charles and a state of the stat	icle Year & Ma		Vehicle Type		Plate Number	St	ate of Reg. Vehic	e Year & Make		Vehicle Ty	pe Ins. Co	de
Ticket/Arrest		BU	IC	2020	SUBN	639	Ticket/Arrest	- 4-						+
Number(s) Violation							Number(s) Violation							
Section(s)	if involved v	rehicle is:	7	Cher	k if involved	vehicle is:	Section(s)	Check th	e diagram belo	w that descri	ibes the	accident	or draw you	
□more	e than 95 inc e than 34 fee	hes wide;		□mo	ore than 95 in ore than 34 fe	ches wide;		own diag	ram in the spa	ce provided (	(9). Num	ber the ve	ehicles.	
E □ oper	ated with an	overweight pe		E □op	erated with a	n overweigh		Rear End	Left Turn	Right Angle	Ha	ight Turn	Head On	
		AMAGE CODE	s	1 200	VEHICLE 2		DES	1. Overtaking	3. Right Turn	1	6. Ri	ight Turn	7. Sideswipe	1
Box 1 - F	Point of Impa Most Damage		1 2 1		- Point of Impa - Most Damag		1 2	2	- 0.	4.	6.	1	8.	
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	amage Codes	s 2	12	2 more Vehicle	Damage Code	s		-						Т
Towed:	To UNKNOV	NN		Towed	i: To			9	Accident D	iagram - Se	ee Atta	ched.		-
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VEHICLE	DAMAGE			3 4	75	1 1								
VEHICLE 1 - 13, SE	E DIAGRAM			1										
1 - 13, SE	E DIAGRAM DERCARRIA	ON RIGHT. GE 17. DEM	IOLISHED	2	-(	13	8	9						
1 - 13, SEI 14, UNI 15, TRA	E DIAGRAM DERCARRIA AILER	ON RIGHT. GE 17. DEM	DAMAGE	2	-()	2.7		9. Cost of re	pairs to any one	vehicle will be	more the	nan \$1000		
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1 - 13, SEI 14, UNI 15, TR/ 16, OVI  Reference  Accident D VEHICLE THE DEEF	E DIAGRAM DERCARRIA AILER ERTURNED  Marker  Gescription/C 1 WAS TR.	ON RIGHT.  GE 17. DEM 18. NO DEM 19. OTH  Coordinates fit Latitude/Northing  Longitude/Eastin  Officer's Notes  AVELING SO	DAMAGE ER available) available) uthBOUN	Place County. Road o at 1) in or 2) _	Where Acc GENE in which accide intersecting stree Feet Miles	cident Occurred_ ent occurred_ isetINDIAN OR OR OR	of	Cost of re	TOWN OF	Determine  PEMBROKE  per or Street Nam  per or Street Nam  ecting Route Num  EAST SHOU	TOWN  THE PROPERTY OF THE PROP	Yes [	E 1 STRUC	CK
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Local Code: W1SH28DRT59Q	Accident Date: 11 / 07 / 2021	DOT Case: 39107002
ccident Type: 9		
	CAR V DEER	



PREPARED BY: Route 77 @ India

Route 77 @ Indian Falls Rd AND Indian Falls Rd @ Cemetery Hills Dr

**Western New York National Cemetery** 

**CRASH DIAGRAM** 

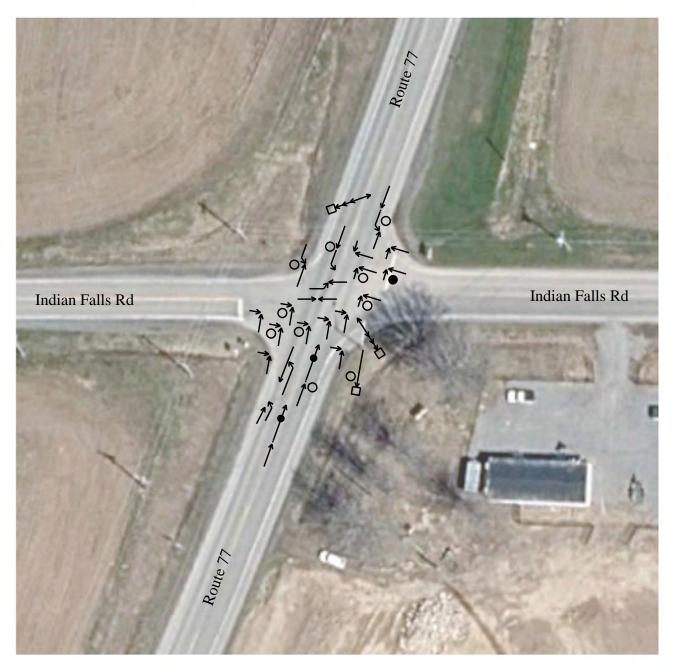
(CRASH DATA 01/01/2011 THRU 12/31/2021)

NTS

SHEET 1 OF 1

## DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

MUNICIPALITY		TOWN OF	PEMBROKE	COUNTY	GENESEE	FILE			
INTERSECTION		ROUTE 77	e INDIAN FALLS RD						
PERIOD	YR	M0	FROM _	01 / 01 / 20	012 TO 04 / 03 / 2022	BY	LNS	DATE	04 / 08 / 2022



	SYME	BOLS		Mı	ANNER OF	COLLIS	ION
←—	MOVING VEHICLE	←	PEDESTRIAN	←	REAR-END	→←	HEAD-ON
← M-	MOTORCYCLE	← B-	BICYCLE	< <u>v</u>	SIDE-SWIPE	<b>→</b> /⁄	LEFT-TURN
<b>←→→→</b>	BACKING VEHICLE		FIXED OBJECT	<b>←</b> √√	OUT OF CONTROL	→\	RIGHT-ANGLE
←	STOPPED VEHICLE	0	PERSONAL INJURY		SKIDDING		
	PARKED VEHICLE	•	FATAL INJURY	<b>← ○</b>	OVERTURNED		

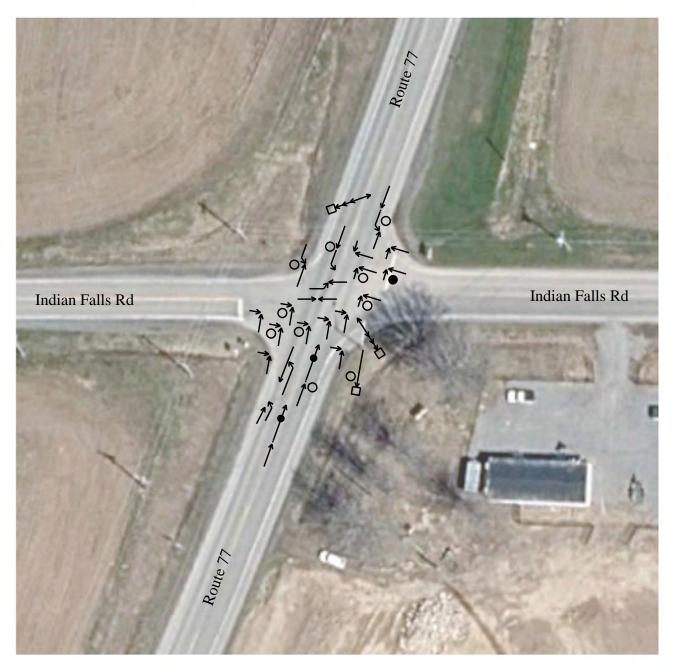
#### DIAGRAM No.:

COUNTY:	Ganasaa		P.I.N.:			ROUTE NO. OR ST	REET NAME:						CASE No.		
COUNTY:	Genesee TOWN	Pembroke	P.I.N.:			Route 77							FILE	-	
	CITY	TOTHDIONO				AT INTERSECTION	WITH/OR BE	TWFFN:					BY		
	VILLAGE OF												DATE		
					-	Indian Falls Rd									
TIME PERIOD	FROM:	TO:			ENVIRONME		4 -: -   1 - 1 - 1		Light Conditions:  1. Daylight	Roadway Chara 1. Straight & Level	acter:	Roadway Surface	Condition:	Weather: 1. Clear	
	01/01/2012	04/03/2022			Use Codes in	om MV 104 (shown a	t right) for thes	e categories	2. Dawn	2. Straight & Grade		2. Wet		2. Cloudy	
									Dusk     Dark Road Lighted	Straight & Hillcres     Curve & Level	st	Muddy     Snow/Ice		3. Rain 4. Snow	
									5. Dark Road Unlighted	5. Curve & Grade 6. Curve & Hillcrest		5. Slush 10. Other		Sleet/Hail/Freezing Rain     Fog/Smog/Smoke	
N. OF MONTHS									1			10. 00.0		10. Other	
No. OF MONTHS			No. of VEHICLES			_					¹ Use Codes fro	m MV 104 Police F	Report		
			욻	≥	CONDITIONS	ROADWAY CHARACTER	ROADWAY SURFACE CONDITION	æ		DIRECTION	TYPE ¹	DESCR	RIPTION		REFERENCE MARKER
	DATE	TIME	of V	SEVERITY	토	ADW ARA(	ADW RFAC	WEATHER	APPARENT CONTRIBUTING						WARKER
ACCIDENT No.			N	S.	일정	§ §	S 22 S	WE	FACTORS						
1	04/16/12	23:22	2	PDO/I		Straight & Level	Dry	Clear	Traffic Control Disregarded	West		Right Angle			77 41021108
2	06/20/12	12:40	2	PDO		Straight & Level	Dry	Clear	Turning Improperly	East		Head On			77 41021108
3	07/30/12	8:51	2	PDO		Straight & Level	Dry	Clear	Failure to Yeild Right-of-Way	East		Right Angle			77 41021108
4	10/30/12	18:20	1	PDO		Straight & Level	Wet	Cloudy	Animal's Action	East		Other			-
									Following Too Closely						
5	03/14/13	18:15	2	PDO/I		Straight & Level	Dry	Clear	Unsafe Speed	North		Overtaking			77 41021108
6	05/30/13	11:42	2	PDO/I		Straight & Grade	Dry	Clear	Failure to Yeild Right-of-Way	East		Right Angle			77 41021108
7	06/30/13	15:23	2	PDO		Straight & Grade	Dry	Clear	Failure to Yeild Right-of-Way	East		Right Angle			77 41021108
8	08/14/13	20:36	2	PDO/I		Straight & Level	Dry	Clear	Failure to Yeild Right-of-Way	East		Right Angle			77 41021108
9	08/29/13	16:03	2	PDO/I		Straight & Grade	Dry	Clear	Failure to Yeild Right-of-Way	East		Right Angle			 77 41021108
10	10/14/13	16:04	2	PDO		Straight & Level	Dry	Clear	Turning Improperly	East		Left Turn			 -
11	02/10/14	10:05	2	PDO/I		Straight & Hillcrest	Snow/Ice	Clear	Following Too Closely	South		Rear End due to	slowing for left turn		 77 41021108
12	03/21/14	18:49	2	I		Straight & Level	Dry	Clear	Failure to Yeild Right-of-Way	South		Head On			77 41021108
13	01/02/15	19:18	2	NR		Straight & Level	Dry	Cloudy	Failure to Keep Right	North		Side Swioe			77 41021108
								0.	Failure to Yeild Right-of-Way						
14	03/18/15	8:32	2	PDO		Straight & Grade	Dry	Clear	Driver Inattention	East		Right Angle			 -
15	07/20/15	17:55	2	PDO		Straight & Level	Dry	Cloudy	Failure to Yeild Right-of-Way	East		Right Angle			 77 41021108
16	08/05/15	0:10	2	PDO/I		Straight & Level	Dry	Cloudy	Failure to Yeild Right-of-Way	West		Right Angle			77 41021108
17	08/09/16	0:01	1	PDO/I		Straight & Hillcrest	Dry	Clear	Failure to Keep Right	South		Other			77 41021108
18	02/25/17	13:00	2	PDO		Straight & Level	Dry	Cloudy	Failure to Yeild Right-of-Way	East		Right Angle			77 41021108
19	07/04/17	15:11	1	PDO		Straight & Grade	Dry	Clear	Backing Unsafely	South-East		Making U Turn			77 41021108
20	09/25/17	23:26	1	PDO/I		Straight & Hillcrest	Dry	Clear	Animal's Action	South		Other			77 41021108
21	01/24/18	8:57	1	PDO		Straight & Level	Dry	Clear	Animal's Action	North		Other			77 41021108

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22	06/18/18	17:26	2	PDO		Straight & Grade	Dry	Cloudy	Failure to Yeild Right-of-Way Traffic Control Disregarded	West		Right Angle	77 41021108
23	06/09/18	5:45	1	PDO		Straight & Level	Dry	Clear	Animal's Action	West		Other	-
									Unsafe Speed				
24	11/15/18	16:13	2	PDO		Straight & Grade	Snow/Ice	5	Pavement Slippery	North		Rear End	77 41021108
25	07/03/19	16:24	1	NR		Straight & Level	Dry	Clear	Turning Improperly	South-East		Making U Turn	77 41021108
26	07/21/19	18:27	2	PDO		Straight & Hillcrest	Dry	Cloudy	Passing or Lane Usage Improper	North		Overtaking	77 41021108
27	07/06/20	12:37	3	PDO/I		Straight & Grade	Dry	Clear	Following Too Closely	South		Other	77 41021108
									Unsafe Speed				
28	12/26/20	14:19	2	PDO		Straight & Level	Snow/Ice		Pavement Slippery	North		Right Angle	77 41021108
29	09/22/21	13:47	2	F		Straight & Hillcrest	Wet	Rain	Failure to Yeild Right-of-Way Traffic Control Disregarded	West		Right Angle	77 41021108
30	11/07/21	12:38	1	PDO		Straight & Level	Dry	Clear	Animal's Action	South		Other	77 41021108
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## DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

MUNICIPALITY		TOWN OF	PEMBROKE	COUNTY	GENESEE	FILE			
INTERSECTION		ROUTE 77	e INDIAN FALLS RD						
PERIOD	YR	M0	FROM _	01 / 01 / 20	012 TO 04 / 03 / 2022	BY	LNS	DATE	04 / 08 / 2022



	SYME	BOLS		MANNER OF COLLISION					
←—	MOVING VEHICLE	←	PEDESTRIAN	←	REAR-END	→←	HEAD-ON		
← M-	MOTORCYCLE	← B-	BICYCLE	<u> </u>	SIDE-SWIPE	>K	LEFT-TURN		
<b>←→→→</b>	BACKING VEHICLE		FIXED OBJECT	<b>←</b> √√	OUT OF CONTROL	→\	RIGHT-ANGLE		
←	STOPPED VEHICLE	0	PERSONAL INJURY		SKIDDING				
	PARKED VEHICLE	•	FATAL INJURY	<b>← ○</b>	OVERTURNED				

# G HSM WORKSHEET

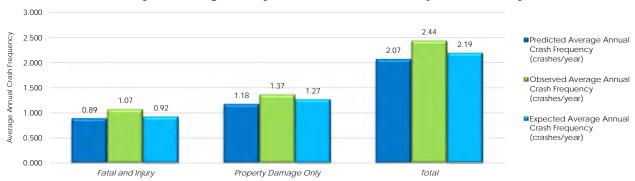
### **Project Safety Performance Summary Report**

Project Description NY 77 and Indian Falls Rd

Date 4/11/2022 Analysis Year 2022

Analysis Type Site Level Analysis
Facility Type(s) Rural Two-Lane Roads

### Summary of Average Safety Performance for the Project (crashes/year)



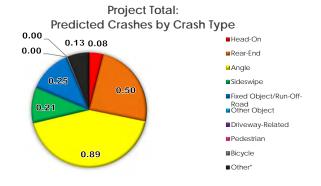
Project Totals	Fatal and Injury Crashes	Property Damage Only Crashes	Total Crashes
Predicted Average Annual Crash Frequency	0.89	1.18	2.07
Observed Average Annual Crash Frequency	1.07	1.37	2.44
Expected Average Annual Crash Frequency	0.92	1.27	2.19
Potential for Safety Improvement (PSI)	0.03	0.09	0.12

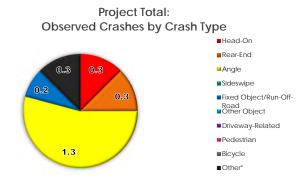
### **Total Project Summary**

<u>Segments</u>	Fatal and Injury	Property Damage Only	Total
Predicted Average Annual Crash Frequency (crashes/yr)	0.00	0.00	0.00
Observed Average Annual Crash Frequency (crashes/yr)	0.00	0.00	0.00
Expected Average Annual Crash Frequency (crashes/yr)	0.00	0.00	0.00

<u>Intersections</u>	Fatal and Injury	Property Damage Only	Total
Predicted Average Annual Crash Frequency (crashes/yr)	0.89	1.18	2.07
Observed Average Annual Crash Frequency (crashes/yr)	1.07	1.37	2.44
Expected Average Annual Crash Frequency (crashes/yr)	0.92	1.27	2.19

<u>Total</u>	Fatal and Injury	Property Damage Only	Total
Predicted Average Annual Crash Frequency (crashes/yr)	0.89	1.18	2.07
Observed Average Annual Crash Frequency (crashes/yr)	1.07	1.37	2.44
Expected Average Annual Crash Frequency (crashes/yr)	0.92	1.27	2.19





### **Project Safety Performance Summary Report**

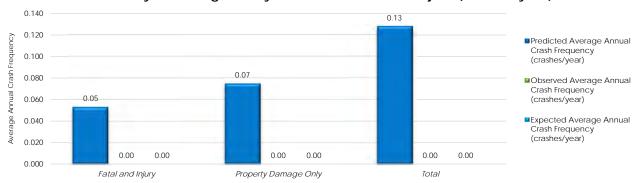
Project Description Indian Falls Rd and WNY National Cemetery Dr

Date 4/28/2022 Analysis Year 2022

Analysis Type Predicted Only (No Crash Data Analysis)

Facility Type(s) Rural Two-Lane Roads

### Summary of Average Safety Performance for the Project (crashes/year)

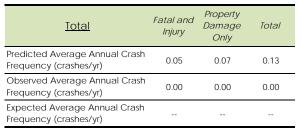


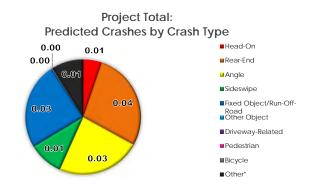
Project Totals	Fatal and Injury Crashes	Property Damage Only Crashes	Total Crashes
Predicted Average Annual Crash Frequency	0.05	0.07	0.13
Observed Average Annual Crash Frequency	0.00	0.00	0.00
Expected Average Annual Crash Frequency			
Potential for Safety Improvement (PSI)			

### **Total Project Summary**

<u>Segments</u>	Fatal and Injury	Property Damage Only	Total
Predicted Average Annual Crash Frequency (crashes/yr)	0.00	0.00	0.00
Observed Average Annual Crash Frequency (crashes/yr)	N/A	N/A	N/A
Expected Average Annual Crash Frequency (crashes/yr)			

<u>Intersections</u>	Fatal and Injury	Property Damage Only	Total
Predicted Average Annual Crash Frequency (crashes/yr)	0.05	0.07	0.13
Observed Average Annual Crash Frequency (crashes/yr)	N/A	N/A	N/A
Expected Average Annual Crash Frequency (crashes/yr)			





No Observed Crash Data Provided





## DEPARTMENT OF VETERANS AFFAIRS Office of Construction & Facilities Management Washington DC 20420

Objective: Western New York National Cemetery, Independent Traffic Study for Route 77 and Indian

Falls Road

Date: April 7, 2022 10:00 a.m. (EST)

**AGENDA** 

10:00

Topic 1: Introductions

VA / NYSDOT / Town of Pembroke Highway Superintendent / Genesee County Sheriff's

Department / Consultant Team (JG&A and LDG)

10:05

Topic 2: Background

Project History / Scope / Schedule

10:15

Topic 3 Technical Discussion

Status of requested items (FOIL System) - Study Area Crash Data, Ledge Rd. Study, Speed Study

on Rt.77

No passing zone consideration on Rt. 77 in study area (initiation process)

Expectations of study

10:35 NYSDOT/stakeholders improvement discussion (Warrants/Justification)

Topic 4 Stakeholder Discussion

NYSDOT

Town of Pembroke Genesee County

10:45

Topic 5 Closing Comments

Questions

Action items and due outs review

Next steps

### Attendees:

Name(s)	Affiliation
Glenn Elliott	VA CFM – Project Manager
Jim Metcalf	NCA - Director
Linda Ward	VA CFM – Contracting Officer
Christopher Reeve	NYSDOT – Regional Director
Matthew Oravec	NYSDOT - Regional Traffic Engineer
Zach Starke	NYSDOT - Regional Permits Group
Paul Spitzer	Regional Design Engineer
Gene Chabak	LDG
Wes Baker	LDG
Lauren Short	LDG
Patrick West	JG&A

### Introductions / Background

- Glenn Elliott (CFM) provided an overview of the purpose and scope of the project, his background with the previous studies, and the incidents that precipitated the need for this action.
- Jim Metcalfe (WNYNC) emphasized the importance for the report to consider the *demographic of people* in the area, as well as the state of mind people visiting the cemetery are in.

#### **Technical Discussion / Stakeholder Discussion**

- Regarding the previous study, Paul Spitzer (NYSDOT) added that they did not notice a pattern in crashes, but the study
  was done prior to the cemetery development. Reflective panels on posts were added after the operational study in 2015
  on Indian Falls Road at Route 77.
- Paul Spitzer (NYSDOT) spoke about the options out there to help the safety of the intersection. It was also noted that flashers typically decrease the crash rate by 7%.
- Gene Chabak (LDG) added that the data collection efforts have been completed and LDG is working through the
  analysis for all possible recommendations given the parameters. All efforts are following the FHWA Design Safety
  Manual. Additional information is still need from the DOT LDG put in a formal request using the FOIL system. Gene
  also mentioned that this could be used as a pilot project.
- Paul Spitzer (NYSDOT) said that NYSDOT would give LDG the crash data by April 8th.
- Gene Chabak (LDG) identified some of the possible improvements:
  - -Flashing warning devices along Route 77
  - -Speed reduction along Route 77
  - -Transverse rumble strips prior to the stop sign along Indian Falls Rd
  - -Flashing Intersection beacon requested the data for warranting the flasher at Ledge Rd
  - -Centerline and road edge rumble strips for any head on or side swipe crashes
  - -A signal is not warranted and therefore a roundabout probably isn't either, and a roundabout would have a bigger footprint.
- Paul Spitzer (NYSDOT) also added that sometimes a speed reduction has a negative effect and that there isn't passing zone along Route 77 at the Indian Falls Rd Intersection
- Paul Spitzer (NYSDOT) said that transverse rumble strips were added at another location in New York, but mentioned that they haven't experienced a negative or positive effect with most of the safety suggestions
- Paul Spitzer (NYSDOT) added that a roundabout warrant would be supported. NYSDOT's representatives assessed that many of the suggestions Gene Chabak (LDG) listed would enhance safety slightly, but none would remove impact only a roundabout would both calm traffic and serve as a safety measure. A warrant is not needed for the addition of a roundabout and capacity would not be an issue here. One key point that was discussed was many of the traffic features discussed in the past and present such as lights, rumble strips, and signs do not remove the potential impact associated with the speed being traveled with what is known as a right-angle impact. Vehicle making a left turn in an intersection with oncoming traffic from the left. Paul supported a traffic roundabout which forces slower vehicle speeds greatly reducing the severity of impact.
- Jim Metcalfe (WNYNC) made note that the cemetery will grow by 1,000/year and said to really consider the volume growth that will take place. He also thinks that the northbound right turn lane should be lengthened, and the speed limit reduced to 45mph to help ease the turning movements being made. Jim also voiced his support for a public meeting.

#### Closing / Due outs:

- Glenn Elliott thanked all parties for their participation as well as cooperative support.
- NYSDOT to provide all information to support the traffic analysis by April 8th.
- The DRAFT REPORT is due April 13th.
- A LIVE EDIT session will be scheduled for April 19th following a review period by the VA and NYSDOT.



ANDREW M. CUOMO Governor

MATTHEW J. DRISCOLL Commissioner

> KEVIN BUSH, P.E. Regional Director

June 6, 2016

Mr. Richard Bennett Fisher Associates 135 Calkins Road, Suite A Rochester, NY 14623

Project Tracking No. 56210

Re: VA Western New York National Cemetery Route 77 at Indian Falls Road Town of Pembroke, Genesee County Project Tracking No. 56210

Dear Mr. Bennett,

We have completed our review of the April 1, 2016 Traffic Impact Study for the referenced project. This project is located on the southeast quadrant of the Route 77 and Indian Falls Road intersection. The main access for this project is located on Indian Falls Road with a service access driveway for maintenance employees on Route 77.

We agree with the study's recommendation to install a northbound right turn lane on Route 77 at Indian Falls Road. This right turn lane should be 11 feet wide, with a 5 foot wide bicycle lane and 5 foot shoulder width. The length of the right turn lane should be 495 feet, which includes a 75 foot taper. However, we acknowledge that a shorter length may be appropriate based on physical constraints. In regards to a southbound left turn lane at this intersection, we agree that a southbound left turn lane is not recommended or required. We also agree that this intersection should operate with good levels of service under future conditions, with trips generated by this project.

We agree with providing a service access driveway for maintenance employees on Route 77, and with its location approximately 3,900 feet south of Indian Falls Road. This driveway should provide for one 12 foot wide lane entering and one 12 foot wide lane exiting.

A Highway Work Permit is required for all work within the State right-of-way including the proposed driveway and northbound right turn lane on Route 77. Please submit a completed PERM 33-COM (stage 2) along with 3 sets of detailed plans to Mr. Rich Lovelace, Regional Permit Engineer at our regional office: New York State Department of Transportation, 1530 Jefferson Road, Rochester, NY 14623.

RECEIVED

JUN 08 2016

Mr. Richard Bennett June 6, 2016 Page 2

This project has been assigned Project Tracking Number 56210. Please include this tracking number in the subject line of any further correspondence to expedite review and response. Incomplete submissions will be returned and may delay approval of your

Also, to further expedite our review, we recommend that you send a copy of detailed plans to Mr. Dan Staley, Assistant Resident Engineer at the following address:

> New York State Department of Transportation 5441 East Main Street Batavia, NY 14020

If there are any questions regarding our review, please contact Mr. Robert Duennebacke at (585) 272-3475. If there are questions about the content of information to be submitted, please contact Mr. Dan Stahley at (585) 343-0502.

Sincerely,

David C. Goehring, P.E.

Regional Traffic Engineer

DCG/RLD/bap

c: D. Stahley, Assistant Resident Engineer, Genesee County

J. Frank, Permit Group

R. Lovelace, Permit Group



Western New York National Cemetery 1254 Indian Falls Road Corfu, NY 14036 www.va.gov

March 4, 2020

Commissioner Marie Therese Dominguez, Esq. New York State Department of Transportation 50 Wolf Road Albany, NY 12232

Superintendent Thomas Hens Genesee County Highway Department 153 Cedar Street Batavia, NY 14020

Dear Commissioner Dominguez & Superintendent Hens:

The National Cemetery Administration of the U.S. Department of Veterans Affairs (VA) is proud to be constructing the seventh VA national cemetery in the State of New York in the Town of Pembroke (1254 Indian Falls Road, Corfu, NY 14036). The cemetery will serve the burial needs of over 96,000 Veterans and their families throughout Western New York for at least the next 70 years. We expect to begin burials later this year.

In our experience, similar VA national cemeteries to the one we are constructing in Pembroke attract more than 20,000 visitors annually. Consequently, I am writing to request:

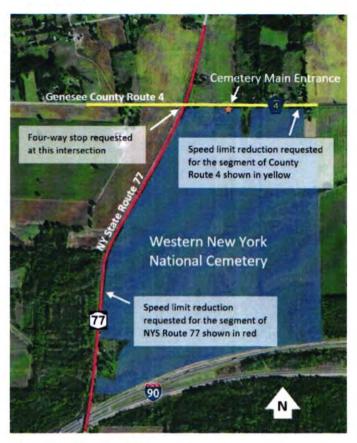
- A permanent speed limit reduction, from 55 MPH to 45 MPH or 40 MPH, on NY State Route 77 between 8042 Alleghany Road, Corfu, NY 14036 and Interstate 90 (NY State Route 77 is already 45 MPH south of Interstate 90 and 40 MPH north of 8042 Alleghany Road, Corfu, NY 14036);
- A permanent speed limit reduction, from 55 MPH to 45 MPH or 40 MPH, on Genesee County Route 4 between 1119 Gabbey Road, Corfu, NY 14036 and 1322 Indian Falls Road, Corfu, NY 14036; and,
- The installation of stop signs on NY State Route 77 at the intersection of Genesee County Route
  4 (this is now a two-way stop intersection, with stop signs posted for Genesee County Route 4
  traffic only).

The purpose of this request is to enhance safety for all motorists using NY State Route 77 and Genesee County Route 4 in the vicinity of Western New York National Cemetery, especially where these two roads intersect. Although the cemetery will not open for burials until late 2020, the site is already attracting a number of visitors and onlookers; for this reason, I request these changes be implemented in the very near-term.

The entrance to Western New York National Cemetery is on Genesee County Route 4, approximately 600 feet from the intersection of NY State Route 77. Traffic on NY State Route 77 does not stop at this intersection; combined with the configuration of NY State Route 77, the angle at which it intersects with Genesee County Route 4, and the high speed at which vehicles travel on both roadways, roadway safety improvements appear warranted and necessary.

The ongoing construction contract for Western New York National Cemetery calls for the installation of a dedicated turn lane for northbound traffic on NY State Route 77 at the intersection of Genesee County Route 4. However, this turn lane will not improve safety for motorists accessing NY State Route 77 from Genesee County Route 4. Alternatively, a four-way stop would ensure that motorists of all abilities and response times could more safely and reliably navigate this intersection and would eliminate the need for the planned turn lane.

We have already raised this matter with Pembroke Town Supervisor, Thomas Schneider, and have obtained his full support. Through Supervisor Schneider, we understand that concerns about the safety of the subject intersection have been raised in the past by first responders and other community members, even before Western New York National Cemetery was proposed. At its next meeting, the Pembroke Town



Board will entertain a resolution on the subject of my requested safety improvements.

Traffic accidents on roads adjacent to VA national cemeteries are common. Our cemeteries are often located in rural areas and surrounded by high-speed roadways, and our visitors are often of advanced age, unfamiliar with local roads, and/or are in mourning; all such factors have the potential to affect driver reaction times. On top of past safety concerns noted by Supervisor Schneider, we hope you will consider these factors in deciding on how best to improve the safety of NY State Route 77 and Genesee County Route 4, whether you implement my three requests or variations thereof.

Thank you for the opportunity to bring these concerns to your attention, and I welcome the opportunity to answer any questions you or your staff might have about my request. I can be reached by email at <a href="mailto:lames.Metcalfe@va.gov">lames.Metcalfe@va.gov</a> or on my personal cell at (717) 609-9090.

Respectfully submitted,

James R. Metcalfe II

cc:

James D. McDonough, Jr., Director, New York State Division of Veterans' Services

Thomas Schneider, Supervisor, Town of Pembroke, New York William A. Sheron, Jr., Sheriff, Genesee County Sheriff's Office

Mayet



### ANDREW M. CUOMO

### MARIE THERESE DOMINGUEZ Commissioner

March 26, 2020

James R. Metcalfe II
United States Department of Veterans Affairs
Western New York National Cemetery
1254 Indian Falls Road
Corfu, New York 14036

Dear Mr. Metcalfe:

Thank you for your correspondence regarding vehicle safety in the vicinity of the new national cemetery at 1254 Indian Falls Road, Corfu, NY.

New York State Department of Transportation professionals will conduct a review to determine if an all-way stop is warranted at Route 77 and County Road 4. NYSDOT professionals also will review Route 77 and County Road 4 in this vicinity to see if a reduction in speed limits would be appropriate. You will be notified of the findings and any resultant actions upon completion of the review.

Sincerely,

Kevin C. Bush, P.E. Regional Director

### KCB/PJS/AOQ/MRJ/ds

CC:

- J. McDonough, Jr., Director, New York State Division of Veterans' Services
- T. Sgt. G. Jankowiak, State Police Troop "A"
- J. Braley, P. E., Resident Engineer, Genesee/Orleans County
- W. Sheron, Jr. Genesee County Sheriff
- T. Hens, Genesee County Highway Superintendent
- T. Schneider, Supervisor, Town of Pembroke

Study: 04200040



### ANDREW M. CUOMO

MARIE THERESE DOMINGUEZ
Commissioner

KEVIN BUSH, P.E. Regional Director

July 15, 2020

James R. Metcalfe II United States Department of Veterans Affairs Western New York National Cemetery 1254 Indians Falls Road Corfu, NY 14036

Dear Mr. Metcalfe:

The New York State Department of Transportation (NYSDOT) has completed its review of Route 77 and County Road 4 in proximity to the new national cemetery at 1254 Indian Falls Road, Corfu, NY.

The intersection of Route 77 and County Road 4 was reviewed regarding the need for an all-way stop. Route 77 (between the NYS Thruway and Akron Road) and County Road 4 (between 1119 Gabbey Road and 1322 Indian Falls Road) were reviewed relative to the establishment of lower speed limits. The review included crash record analysis, review of available traffic volume data, observation of roadway characteristics, analysis of vehicle speed, and consultation with the State Police.

During this review, a representative from this office visited the site to evaluate current roadway characteristics and to analyze vehicle speed by use of radar. That representative also met with the Traffic Supervisor from the New York State Police at this location to seek his input about lowering speed limits. In consideration of the roadway characteristics, radar data, and the review by the State Police, it was determined that reductions of speed limit are not warranted at this time.

A six-year, six-month crash history was compiled. This allowed a link to the crash history of a previous study and to evaluate intersection modifications that were installed in 2013. Since the enhancements were installed, crashes have declined 35% to an average of 2.5 per year. When compared to similar locations in the state, this number of crashes would not be considered unusual.

Sight distances from County Road 4 to the north and south exceed 1000'. Sight distance to the westbound stop sign is approximately 940' and sight distance to the eastbound stop sign exceeds 1000'. These distances exceed minimum requirements and provide drivers with adequate visibility to maneuver through the intersection.

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Advanced route marker assemblies exist on all four intersection approaches and help warn drivers of the intersection. Additionally, stop-ahead warning signs and oversized stop signs with back-to-back "CROSS TRAFFIC DOES NOT STOP" warning plaques exist on both County Road 4 approaches. Intersection warning signs exist on both Route 77 approaches. All signs are placed according to current standards and are in serviceable condition; however, the two stop signs exhibit minor damage.

Due to the diminished traffic volumes associated with COVID-19, new counts that properly reflect conditions could not be obtained. Records available from 2015 were reviewed with respect to all-way stop warrants. This data shows volume on Route 77 is significantly higher than County Road 4. All-way stop controls are used when volumes at intersecting highways are equivalent. In addition, no other all-way stop warrants are met.

In consideration of the existing field conditions, it would be appropriate to renew both stop sign assemblies on County Road 4. Red reflective strips will be added to each stop sign-post to increase visibility. This work shall be completed by NYSDOT forces within the next month, as scheduling, weather and ordering allow.

At the time of the review, cemetery construction was ongoing. Upon completion, please contact me if you want a follow-up study to determine the functioning cemetery's effect on traffic volume and vehicle speed. Thank you for your interest in highway safety. Should you wish to further discuss the potential for a roundabout, or have any additional matters of concern, please feel free to contact my office at (585) 272-3310.

Sincerely,

Sur Kevin C. Bush, P.E.
Regional Director

### KCB/PJS/AOQ/MRJ/CAR/ds

CC: J. McDonough, Jr., Director, New York State Division of Veterans' Services

T.Sgt. G. Jankowiak, State Police Troop "A"

J. Braley, Resident Engineer, Genesee-Orleans

T. Hens, Highway Superintendent, Genesee County

W. Sheron, Jr., Genesee County Sheriff

T. Schneider, Supervisor, Town of Pembroke

File: 18.20-77 Study: 04200038, 04200039, 04200040

## **PREVIOUS STUDIES REVIEW**

### Route 77 at Ledge Road Improvement Study

This previously unsignalized intersection experienced a high frequency of crashes when compared to similar intersections. In 2019, it was determined that this intersection was a safety concern, and the department should consider alternatives.

### **Alternatives:**

**Low-cost upgrades** ("stop ahead" signs and "cross traffic does not stop" signs and a better-defined no-passing zone within the intersection limits) were performed by NYSDOT right way. Other low-cost improvements (flashers on stop signs, advanced warning signs and pavement marking modifications) were eliminated from the study due to the ineffectiveness of the upgrade.

**All-way stop controlled intersection** was expected to not be an effective solution for the safety of the intersection, since drivers could still violate the stop along Route 77. Adding a 4-way stop would also increase delay and potentially cause rear-end crashes.

**Signalized intersection without turn lanes** being installed at this intersection would likely increase delay and cause more rear-end crashes. This alternative would also not provide countermeasures to reduce crashes associated with northbound left turning vehicles.

**Signalized intersection with turn lanes** would help alleviate the crashes associated with northbound left turning vehicles, but it would lengthen the westbound and eastbound through movements, therefore harming the right-angle crashes even further. This alternative would also not sit well with the community noise concern of stopping and starting vehicles.

**Modern single lane roundabout** would reduce the frequency and severity of the crashes at this intersection. This alternative would impact right-of-way and the archaeological site.

**Flashing signalized intersections** are known to help reduce certain types of crashes, but right-angle crashes could still occur due to drivers disobeying the red flashing signal, however the flashing yellow along route 77 should make drivers more aware of the intersection. This option would also not require a right-of-way take.

### **Alternative Comparison:**

The construction cost of a roundabout in this location would be around \$1.88 M, while a flashing signalized intersection would cost around \$0.10 M. Even though a roundabout would have a higher reduction rate on crashes, the community likes the idea of a flashing signalized intersection better. The flashing signalized intersection would have no impact on the clear zone, but the roundabout would have to maintain the clear zone by relocating utility poles and flattening ditches.

#### 4-Way Stop Control/Speed Reduction Study

In March of 2020, the U.S. Department of Veteran affairs requested New York State Department of Transportation to review a possible speed limit reduction and an all-way stop control at the intersection of Route 77 and County Road 4 near the site of the national cemetery. The speed limit reduction would have reduced it from 55 mph to 45 mph or 40 mph on Route 77 and a speed limit reduction from 55 mph to 45 mph or 40 mph on Gabbey Road and Indian Falls Road. During its review, the New York State Department of Transportation analyzed crash records, traffic volumes, roadway characteristics and vehicle speeds. After analyzing radar data and crash records it was determined that a speed reduction was not warranted at the time. It was explained that drivers choose a comfortable driving speed based on the roadway's characteristics. Also, the NYSDOT determined that an all-way stop warrant was not met due to the difference in traffic volumes for current and expected conditions on Route 77 and County Road 4. According to current standards, the proper intersection warning signs exist on both Route 77 approaches and oversized stop signs with "Cross Traffic Does Not Stop" warning plaques exist on both Country Road 4 approaches.

# PUBLIC REVIEW COMMENTS

Comment Date	Comments and Concerns
5/10/2022 11:38	Being a resident of Gabbey Rd for over 40yrs I believe a roundabout would be the safest solution for this intersection
5/10/2022 13:05	There is clearly a need for safety here. Any and all suggestions to slow and alert oncoming traffic should be used. However, it would seem like a simple stoplight would work as well or better then a roundabout. I keep reading how wonderful they are but every time I encounter one they seem daunting and confusing. Not just me but I can see others feel that way too. I can't believe a signal light would be more expensive so why not pick the obvious choice.
5/10/2022 13:05	As a veteran the VA should install a traffic circle. I and many other veterans are concerned about visiting this site. The study speaks for itself build the circle.
5/10/2022 14:37	Route 77 is an extremely hazardous road with vehicles traveling well over the 55 mph speed limit.  A round-a-bout is viable solution.
5/11/2022 7:03	I had an accident there as well several years ago. The curve, south of the intersection on rte 77, makes it difficult to judge speed and distance when crossing the intersection from west to east. Thankfully, I only ended up nose down in the once deep ditch on the southeast corner.
5/12/2022 18:09	I am a Corfu resident and have lived on Akron Road near the intersection of Rt. 77 and Indian Falls Rd. for nearly 20 years. I am about a 2 minute drive from the cemetery and pass thorough this intersection multiple times a day: on my way to work, to pick my son up from school, to go grocery shopping, etc. This intersection is not dangerous and DOES NOT need a roundabout. Visibility is clear for about a mile in each direction when turning onto 77 from Indian Falls Rd., and visibility has even improved since the cemetery went in, because there used to be an old house and additional trees/shrubbery blocking sight lines there. There is no history of this being a dangerous intersection and the recent VA report confirmed that. What happened in the fall was a tragic accident but a roundabout is not the right answer here. Something like a flashing traffic light (yellow to traffic on 77, red for cars on Indian Falls, like intersections further north on 77) would be more appropriate.
5/13/2022 21:19	12 May 22 1) This "independent" study was edited by VA personnel and does not represent what the contractors submitted. 2) Consideration of "visitor demographic and mindset" was deleted from contractor report. 3) No consideration was given to the STAMP project, which will be built 4 miles north of the cemetery. 2010 STAMP Traffic study predicts an additional 900 vehicles per hour in the morning and afternoons. 4) The original contractor report said, "a roundabout, a potential permanent improvement, not only calms traffic, but would have a significant safety impact," this sentence was deleted from the VA report. 5) The VA report notes that a roundabout is projected to reduce accidents by 87%, but then the VA says; "The intersection is already operating at a good level of service and the installation of a roundabout would not significantly improve the overall performance of the intersection." WHAT? 87% reduction of accidents, but no significant improvement. Amazing.
5/13/2022 11:00	stop with the round abouts! put up a light and reduced speed
5/13/2022 11:24	I feel that a round about would be the safest way to go in this area
5/13/2022 20:46	A stoplight will be enough. A roundabout will negatively affect truck traffic. The one in Batavia is a perfect example - it was not designed with truck traffic in mind.  Maybe lower the grade so people can be seen coming over the hill, but not a round about.
5/13/2022 23:25	I came across the fatal accident there just seconds after it happened. I saw the victim in the passenger seat clearly. People need to pay attention at EVERY intersection. Maybe bigger signs or flashing lights as at the intersection at Ledge Rd. Defensive driving, watch out for the other guy is what I was taught in Driver's Education a long time ago.

Comment Date	Comments and Concerns
5/14/2022 18:29	I am concerned about the intersection at rt 77 and the road to the National cemetary. It is a busy main road and the side road is at the crest of the hill between 2 curves. I can attest to the dangers as I have escorted many funerals of veterans with my motorcycle. The main highway has very high speed traffic due to the country nature of the road. I would hope that we can come to an amicable solution to this situation.
5/14/2022 19:07	After hearing about the traffic problem at the cemetery and some engineers want to put a round about is crazy. They have to think about the truckers trying to make the turns with a 53 foot trailer and causing a lot of tire and rim damage. I've worked at several trucking companies for a lot of years and have seen what can happen to tires and rims and the cost. Lets face it at the cost now days they can't afford it. The state has to be smart about this.
5/14/2022 21:40	IMHO, if DOT extended the 40 mph speed limit from Indian Falls to exit 48A, (Approx. 1 mile) the problem would be solved. Then again with any government entity involved, things will be difficult.
5/15/2022 6:06	I like the traffic circle concept if it is: -identified to approaching to approaching traffic from all directions -is wide enough for ALL farm equipment to continue using the highway -doesn't hinder tractor trailers/commercial vehicles - contains a memorial to the farmers and native americans who have made this country safe, free and secure -is essentially a part of the cemetery -is well lit -is winter friendly  Overcoming the american aversion to circles is the biggest issueI had it but now find they are much better for traffic flow and safety.  I own a bakery and already see a positive economic impact from the cemetery being here!
5/15/2022 12:05	I have read the report on this intersection. It seems to me that the intersection is in compliance and needs no changes.  I have been through that intersection many times as a Patriot Guard Rider. While traffic on Rt. 77 is fast moving, there is a clear view far up the road. There must be better ways to spend money that in changing out this intersection seems safe for average drivers.
5/15/2022 22:49	Lower speed limit from Thruway to Indian Falls to 45 mph. Reconfigure Indian Falls Rd, Rt. 77 intersection so that the roads meet at 90 degree angles. Install flashing yellow lights. Four way stops will slow traffic too much as will a round about.
5/16/2022 10:06	Our concern is for anyone going in or out of the cemetery. This is a place that should be well protected and highly respected along with the surrounding areas. Proven to not be safe already. Please do something about it.
5/16/2022 13:44	All traffic entering this dangerous intersection must be slowed so all drivers, pedestrians and bicyclists can see each other to avert accidents. The best way to do that is with a traffic circle.
5/16/2022 21:31	This report fails to expressly address the demographic and mindset issue, and I'm insulted that NCA spokesperson Les' Melnyk and CFM project manager Glenn Elliott claimed that this was taken into consideration in the study. If so, there would be a section dedicated to it, so don't lie to the public and think you're going to get away with it. Genesee County has the oldest population of any county in New York State.
5/16/2022 21:34	I'm concerned because the report does not address the traffic that will be generated by the STAMP campus just four miles north of the cemetery. Please ask the Genesee County Economic Development Corp for a copy of the 2010 traffic study. The average annual increase of 1.5 percent that VA applied in this study is invalid - you will understand when you see the STAMP study.
5/16/2022 21:36	I strongly support a roundabout with an appropriate truck apron made of concrete or painted asphalt to ensure ease of maneuvering the intersection. I visit the cemetery a few times a year and I'm very concerned about my safety and that of other motorists.
5/16/2022 21:43	Please immediately install the recommended safety measures like the larger signs, flashing lights, rumble strips on the shoulder and centerline, etc. These lower cost measures will go a long way to making the intersection safer for everyone in the near term.

Comment Date	Comments and Concerns
5/16/2022 21:52	If a traffic circle is not installed, please include alternative traffic calming measures that force vehicles to slow down, such as a chicane or two north and south of the intersection on Route 77. You should also consider narrowing the drive lanes with a painted median. I also recommend reviewing the recommendations in this manual: https://www.austintexas.gov/sites/default/files/files/Transportation/LATM/ATD%20Speed%20Management%20Toolkit_v21.pdf
5/17/2022 20:09	Why can't you put stop signs or a traffic light at the entrance so its safer to enter or depart.
5/17/2022 22:44	In reference to the dangers at the Indian Falls Rd. and Rt 77 intersection.  The study made many references about the past and present traffic concerning the intersection. But as with most studies it can only reference past patterns and use.  What I am concerned about is the future use of that intersection, that cannot be predicted and or analyzed with any real accuracy. With the increased use of the WNYNC National Cemetery, which is a certainty considering Veteran demographics. I feel that enhanced Stop signs on Indian Falls road and intersection warning lights on Rt 77 could prevent future accidents and fatalities for our Veterans transiting the area. As we age we need all the help we can get to warn us of potential hazards and be alert. The public should also be made aware to take caution and slow down.
5/18/2022 9:01	I believe action needs to be taken to remediate the dangerous conditions at the intersection of Rt. 77 and Indian Falls Rd. I don't believe a round-about is the best way to proceed, and am in agreement with the reasons so well spelled out by the VFW Legislative Chair. Larger stop signs with blinking lights and rumble strips on Indian Falls Road do nothing to require extra caution and speed reduction for the traffic on Rt. 77. I would prefer stop a light that is triggered by traffic leaving the cemetery on Indian Falls Rd.
5/18/2022 13:55	We should have a lower speed limit in that area. I would recommend 40 MPH. Additionally, a flashing caution light would be very helpful. During funerals, a LE Officer should control the intersection. I don't think another study is required because it's a waste of tax dollars. A CE could solve the problem in 5 minutes or less.
5/19/2022 9:58	I have been following all the articles and news reports about the intersection near the WNY National Cemetery since the unfortunate and untimely deaths of two grieving veterans who had just left a memorial service for their friend. When this horrible incident occurred, it brought back intense memories of my very own, scary, near-miss experience at this very same intersection. I'd like to share what happened to me because I truly hope my account will help any potential decision to change the roadway dynamics you see, a couple months previous (July 19, 2021) I was almost one of the 2.4 accidents that occur yearly at that intersection. The love of my life, Paul David Fedorsak, left us, (way too soon!) and we made plans to lay him to rest in the WNY National Cemetery. With a distinguished career as a 28 year Air Force Veteran, we made sure he had all the military honors he earned. Our friend (and funeral director) Les Wedekindt offered to drive his hearse with Paul's remains, from the funeral home in Kenmore to the cemetery, along with me to accompany him. We also met up with the Patriot Guard, who proudly proceeded us there. The sunny day provided us with an absolutely beautiful ceremony, which was attended by all of Paul's loved ones. After many tears (and not enough hugs) we all began leaving the cemetery grounds. As Les approached Rt 77 from the cemetery, he intended to make a left turn to head back to Interstate 90. The view of the oncoming traffic from the left (from the south Rt.77) was not clear to him because of a curve and a slight dip of the road. Les began to make his left turn onto Rt 77 and because of my angle in the passenger seat, I yelled to him that a car was QUICKLY approaching (going Northon Rt 77). THANKFULLY, the powerful V8 engine of the hearse pulled us swiftly out of the path of the oncoming yehicle and he exclaimed how very graafeful he was that I had seen the car coming. We both breathed a sigh of relief and continued on for home. After hearing about the facts surrounding the fatal acc

Comment Date	Comments and Concerns
5/18/2022 11:21	Good Morning, Let me start by stating that we own property on Indian Falls Road across from the new National Cemetery. I recently read that there is an ongoing study regarding the future of the corner of Route 77and the Indian Falls/ Gabby Road intersection.  A "round about" is one of the items being thought about for the intersection. In our opinion NOT a good idea. First of all Route77 in a main state highway which sees many, many trucks and tractor trailers coming off of the NYS thruway heading north and many, many trucks and tractor trailers heading south toward the NYS thruway. Most of these vehicles are moving along at- at least 55 MPH coming up the small incline and navigating the curve that is just prior to the incline. Now put a "round about" in the mix.  A "round about" could be more of a disaster then a simple North/ South caution light with a stop light on the East/ West - Indian Falls/ Gabby Road. Similar to the system that is at the corner of Route 77 and Ledge Road.  No matter what the final decision will be there will always be someone who does not pay attention or obey the traffic signs. As in the recent lawsuit which is totally without merit that has been brought to light in the area.  My sincere condolences to the families of the individuals who were killed in the accident on the Route 77 -Indian Falls Road corner which has brought this entire study into existence but as drivers there is a responsibility on their part to be alert to traffic around them, obey traffic laws, have their vehicle under control at all times. Unfortunately, not all drivers do these things resulting in accidents like this.  Thank you for allowing me to verbalize my thoughts regarding this issue and I sincerely hope that a wise solution to the issue is found.

Comment Date	Comments and Concerns
5/18/2022 10:49	Please put a round about it the intersection at your new New York cemetery. It will Dave lives. Thank you.
5/17/2022 15:45	There have already been 2 deaths at the intersection of Route 77 and Indian Falls Rd yet nobody seems to care!  I traveled Route 77 for many years while living in Medina and this is a very busy 2 lane road not far from the interstate 90, with a lot of semi traffic.  Funeral procession traffic in and out of the cemetery moves at a slower pace and we are just in the infancy stages of this new cemetery.  Traffic studies only show two deaths so it is not an issue??? Is this how little a value we place on our veterans and their loved ones? As stated above, this cemetery is in its infancy. How many more deaths do we need for any action?
5/17/2022 6:17	There is absolutely no need for a roundabout at this intersection. What is needed is to extend to the 40MPH speed limit that is to the north and south of the intersection. Then, patrol it vigorously with speed traps, particularly during the day. Hell, Corfu cops are hidden in every driveway of the village of Corfu all day every day. Send them up 77 for a few hours M-F during the day. Simple, and cost effective.
5/16/2022 23:49	Enforce a speed zone of 40 mph or less on SR 77 between Route 5 in Pembroke, NY and the town of Basom, NY to slow down traffic. The towns of Indian Falls and Basom are already zoned at 40 mph.
5/16/2022 14:29	1.The intersection of Rt 77 and Indian Falls Rd/Gabbey Rd (CR#4) has long been discussed at the Genesee County Traffic Safety Board. Jim Uebelhoer, who has since passed, was the representative to the Board from Pembroke and he had responded to several major accidents at this intersection. He advocated for NYSDOT to make improvements to this intersection before additional fatalities occurred. Much of this concern was prior to the development of the National Cemetery. NYSDOT responded to these concerns with incremental improvements on signage and traffic studies, which were referenced in the presentation. Mr Uebelhoer's concerns would be further compounded by the addition of the National Cemetery.  2. Lithink there are several factors which need to be considered with this intersection:  a. Age of drivers  b. Emotional Impact of funerals on drivers  c. Drivers not from the area/unfamiliar with intersection  d. Alignment/seasonality of sun for west-facing drivers  e. Psychological/contextual sense that the intersection is a "Four Way" stop even though it is clearly marked with "Cross Traffic Does Not Stop"  f. Effect of vehicles in the right turn lane on site distance/visibility to the south  g. Alignment/geometry of the intersection  3. Lam supportive of the use of roundabouts, but they are a political lightning rod for many. There have been three roundabouts proposed in Genesee County in my career. The first one has been a success at Rt 33/Rt 98 intersection in the City of Batavia. The second was proposed in the Town of Bethany at Rt 20/East Rd (known locally as Suicide Corners). This roundabout was opposed by both the Town of Bethany and the County as it was poorly thought out by NYSDOT and did not address the removal of the hill to the west of the intersection. Carl Hyde addressed this roundabout during his comments this morning. In this case, signage and lighting improvements were successful in reducing crashes. The third roundabout was recently proposed in the Town of Alabama at Rt 77 and Ledge Rd, about 2 mi
5/21/2022 9:33	Extend Indian Falls 40 mph zone to cover National Cemetery. Place a large sign on route 77 north of thruway entrance saying National Veterans cemetery ahead. Reduce Speed!!! Put rumble strips on Indian Falls road on both sides of route 77.
5/16/2022 0:00	Reduce speed form thruway past that area. More signs on 77. Maybe the flashing lights on the 2 roads like you first did on 77 & Lodge and 20 + East Rd. Going to add more time to our truck routes our truck are not even set up for plowing that. The new turning lane on 77 made it worse.
5/16/2022 0:00	As per the meeting I feel that an on demand light with increased signage would greatly improve the traffic and possibility of accidents there. Also speed reduction as people coming off the thruway have a lead foot still. Reducing the speed limit would increase the chance of getting hit while exiting the cemetery.
5/16/2022 0:00	As many precuations as feasable, in the vicinity, 5 miles, 2 miles, 1 mile of the VA National Cemetery. Blinking caution lights, red lights, more signage. Also on thruway near exit for viewity 48A, a warning, speed control signs. P.S. an announcement periodically on local channels 2, 4, and 7 for caution when entering the area of the VA National Cemetery, so the public is reminded to use caution and safety in mind.

Comment Date	Comments and Concerns
5/16/2022 0:00	Move 45 mph from 1/2 mile to the north to 1 mile farther south on State Rd 77. Go with items as descibed for the diagram on page 32. A round about in the area would be a waste of taxpayers dollars. This same study was done in the town of Bethany, NY with a roundabout. The state went with better lighting, larger signs & lighted stop signs. Nothing will correct or eliminate human error. Making a hazard will help reduce the risk. Q: SEction ATR 5 - Pages 1-3 say speed limit 35 in the top right, so is this proposed or posted for State Rd 77? All the speeds listed on those pages are from 48 mph to 67 mph. With the turning lane in place makes visibility to the south of Indian Falls Rd traveling west difficult.
5/16/2022 0:00	Something needs to be done at this intersection. If a roundabout isn't practical, I would think you could invest in a large sign coming from both directions within a mile of the cemetery that comes over the road, indicating the national cemetery is ahead. Reduce your speed, please.
5/16/2022 0:00	As a ride captain for the Patriot Guard Riders of NY, I am a frequent visitor at the WNY National Cemetery, usually we are escorting funeral processions. Many times we are dealing with large, heavy, and fast traffic coming off the truway and truck stops. We try to get police escort when possible but not always. We need new flashing signage and a lower speed limit. I don't feel a roundabout would help and may be more dangerous. I was there for the double fatality and we don't need any more of those.
5/16/2022 0:00	Lower speed limit to 40 from thruway straight thru Indian Chuch. Traffic signal. No need for a roundabout. It will cause more problems than help.
5/14/2022 0:00	Do a nice ceremonial circle that commemorates the Native Americans and farmers of WNY. Make it big enough for farm equipment and tractor trailers. Put a speed limit on 77 for the area at 35 mph. make it winter friendly. Make it maintenance free. The cemetery is a big economic advantage for the area.
5/16/2022 0:00	Main problem going North and South on 77 is blind spot on turn off to the WNY National Cemetery. Reduce speeeds to the cemetery need to be setup on RTE 77 and Caution when leaving the cemetery and turning South on 77 there is a dip in the road and the blind spot causes a problem especially on a motorcycle.
5/16/2022 0:00	There is a serious issue with increased speed due to the country nature of the main highway (77) and no traffic control until the 90. Also, the curves on both sides contribute to blind spots or decreased visibility. Possible solutions (in my option). 1. Decreased speed limit on both directions of the side road. 2. More envorcement of decreased limits. 3. additional signage before the intersection. 4. a 4-way stop with deceased speed. 5. a signal w/ ground loops on the side road to trigger signal. 6. a combination of all the above
5/16/2022 0:00	Reduce speed between the NYS-90 and the hamlet of Indian Falls. The town is concerned with the man hours the plowing of the roundabout will take and that the current town equipment may not be sufficient to plow the roundabout in a timely manner. The town would be in support of providing warnings about "cross trafic" not stopping before proceeding with a roundabout. Square up the intersection of 77 and Indian Falls.
5/14/2022 0:00	Better signage, reduce speed, install a traffic signal
5/15/2022 0:00	Indian Falls road and route 77 at WNY National Cemetery needs a caution light to slow traffic down. We lost two veterans who performed services for past deceased veterans. People are distraught after services. We need to have this flashing light to save future lives. Thank you!
5/14/2022 0:00	I disagree with the DOT findings. A roundabout is not beneficial to this intersection. An intersection with stop light and reduced speed and better signage would be a much better way to solve problems there.
5/15/2022 0:00	What's the true size recommended for this roundabout? Semi trucks and trailers need clearance. What will be the posted speed limit be? How many lanes will the roundabout be? My suggestion for speed would be 35 mph. I would recommend the roundabout be 2 lanes wide. However, my main concern is most Americans don't know how to use a roundabout so, how would DOT implement proper usage of a roundabout?
5/15/2022 0:00	No turn about!
5/15/2022 0:00	I do not think a roundabout is a good thing.
5/15/2022 0:00	A roundabout would not be the best option. Reduced speed limits woul dhelp with seeing potential conflicting traffic. Also better signage warning of that stop.
5/15/2022 0:00	After the double fatality at the national cemetery controls are needed. I am against a round about as the folks who will be using it will be driving on roadway at least 55 mph, but in reality it is usually 65-70 or more. Very dangerous, especially since the lack of visibility of traffic heading north bound is what contributed to the accident in the first place.

Comment Date	Comments and Concerns
5/16/2022 0:00	Why is there a bicycle lane at the intersection (northbound) and nowhere else on NYS Route 77 & Indian falls road? Why weren't the stop signs and line on IndianFalls road moved "BACK" when the construction ended? On the Bicycle lane - it's between the driving lane and turning lane - again WHY?
5/20/2022 0:00	First of all, as a 100% Disabled American Veteran, I think the horrible accident at the national cemetery in Penbroke NY could and should have been prevented. The government and the department of the VA manage by crisis. If it is not broken do not fix it. First of all the numbers for traffic flow for the most recent years because of covid can not show the real traffic increase. Gas sales during covid were way down. Meaning fewer cars on the road.  Secondly, the intersection is not a true 90° which nationwide DOT has been replacing non 90° intersections with 90° intersections for years worst cases first and has been very successful at reducing accidents. In this case, oncoming traffic is moving very fast. This would be a big help for visibility.  Third, The idea of around about in theory is a good idea. Not taking into consideration that is one of the worst snow belts in Western NY. And viability is very bad when it snow. And last year that area got over a hundred inches. So some sort of lights will need to be installed so no one drives into the roundabout. This is common sense. Fourth, If you are going to have to assist the roundabout with lights to prevent more accidents. Save the money and just put lights in.  Fifth If you're going to square up the road and or lower the speed limit. In my thinking, the light at the intersection is the cheapest and best long-term solution, as the cemetery is filling up with deceased Veterans as we speak. The traffic is going to increase and the light is going to be the cheapest solution in the long run.  Sixth, The motion or weighted activation of traffic lights makes the most sense. Reconstruction to the intersection is not cheap. And this way you may not have to change the speed limit. And replacing the signs has an expense.  Seventh, Lowering the speed limit has potential but you still should square up the intersection for better visibility.  Eight, Doing nothing would be criminal. (Being told of a bad situation and doing nothing is a crime) and I for one, would have a hard
5/20/2022 0:00	I am a licensed Funeral Director who has been to the Western New York National Cemetery in a professional and also a personal capacity.  I strongly urge you to place enhanced traffic control measures up to and including a roundabout at the intersection of Rt. 77 and Indian Falls Road. The cemetery there is a place of reverence and honor where many people visit not only during peak traffic hours but also on off times and weekends. Many are elderly and visibility exiting the cemetery and attempting to turn on or off Rt. 77 is limited.  I have experienced personally individuals driving in excess of the speed limit on Rt. 77. Not only is this extremely hazardous to those approaching the cemetery in funeral procession by any direction, grieving individuals unfamiliar with the area and traffic patterns are placed at unacceptable risk. The noise level in the cemetery from speeding trucks and vehicles is increased and the existing hazards associated with the intersection will only increase as the cemetery grows over time.  Would it not be a prudent and proactive position to honor those laid to rest there and to protect their loved ones who visit by addressing this situation before another tragedy takes place?  Thank you for your time and attention to this matter.
5/20/2022 5:16	WHEN THE RIGHT TURN LANE FROM ROUTE 77 ONTO INDIAN FALLS ROAD WAS ESTABLISHED, IT CREATED A HAZARD FOR CARS TURNING ONTO ROUTE 77 FROM INDIAN FALLS ROAD. ITS LOCATION BLOCKS VISION OF TRAFFIC APPROACHING THE INTERSECTION FROM THE SOUTH. IT SHOULD HAVE BEEN LOCATED AT LEAST ONE LANE FURTHER TO THE EAST FROM ITS PRESENT LOCATION.  ROUTE 77 FROM THE INTERSECTION SOUTH FOR SEVERAL HUNDRED FEET IS A HILLCREST THAT DOES NOT GIVE CLEAR VISION UNTIL ABOUT 5 TO 6 SECONDS PRIOR TO APPROACHING AND ENTERING THE INTERSECTION FROM THE SOUTH. THE HILLCREST SHOULD BE LEVELED FOR CLEAR VISION TO THE SOUTH.  I HAVE LIVED IN THE AREA MY ENTIRE ADULT LIFE AND FIND THE INTERSECTION MORE DANGEROUS NOW THAN PRIOR TO YOUR IMPROVEMENTS. I HAVE TAKEN SEVERAL VIDEOS OF THE TRAFFIC FLOW AND FIND POOR, CLEAR VISION LOOKING SOUTH FROM THE INTERSECTION. THESE VIDEOS WERE TAKEN AT EYE LEVEL WHILE SEATED IN MY AUTOMOBLE.
5/10/2022 6:55	I use Indian Falls Rd occasionally. I find that extra caution is required when crossing 77 going west or when heading south on 77.  My solution is a detour for folks leaving the cemetery. Go east on Indian Falls, north on Little Falls Road to the much safer intersection with 77 there.
5/14/2022 21:45	IMHO, if NYS DOT would extend the 40 mph speed limit from Indian Falls to Exit 48A, problem would be solved.
5/13/2022 7:13	Sirs: Quite simply the intersection of Route 77 and Indian Falls Road need to have a Solar operated signal device with a motion control that can change the signal green for persons to enter Route 77 when leaving the national cemetery via Indian Falls Road

Comment Date	Comments and Concerns
5/10/2022 14:05	I believe the smartest thing to do is reduce the speed limit, it's 40 MPH half way down the hill [northbound] entering Indian Falls and only goes to 55 [southbound] at the same spot. That combined with re-lining the road to be a no passing zone will probably do as much as anything else. The "cross traffic does not stop" would also help the elderly coming out of the cemetery.
5/10/2022 7:32	I am in full support of a roundabout at the intersection of Rt 77 and Indian Falls Road. It should have been done right from the start.
5/22/2022 11:00	Dropping the speed limit to 40 MPH 500 yrds before the northbound intersection will be a big help for eliminating accidents. Extending the 40 MPH speed limit on the southbound side past the intersection should be a easy fix
5/22/2022 22:39	I agree with the installation of a round about, slows traffic in all directions, but allows continuous traffic flow. Thank you for your concern for efforts.
5/23/2022 0:05	Roundabout
5/23/2022 6:38	After reading the report and being a local citizen keeping in mind the factors of all the types of people mentioned using the cemetery, the local farmers and citizens I feel that the least effective proposal is the roundabout it can be very confusing and it wouldn't be easy for most farmers to get through with their equipment. Second least effective proposal is the flashing light, again very confusing for aging folks or possibly grieving ones not thinking clearly. I feel larger signage and rumble strips would be most effective, the noise would bring you back to alert if needed and large signs for all to see better. Just a local girl that's thinking about all and travels a lot by motorcycle and car, so I think about traffic a bit. Just saying Good luck and God Bless America and our Veterans!
5/23/2022 9:45	This upcoming Memorial Day weekend will be the busiest of the year at the WNYNC. I will be there for the funeral of a family member who was a decorated Korean War veteran. But, will all those attending this funeral, let alone all those visiting the cemetery this busy weekend, be able to arrive safely back home without becoming a part of another accident at this dangerous intersection? Therefore, I propose the following steps to reduce accidents at this intersection.  1. Immediately! Make this intersection a 4 way stop with a large STOP AHEAD painted on the 4 roads at 500 feet before the intersection and 300 feet before the intersection.  2. Begin the process of installing a roundabout at this intersection with a goal of having it functional by September 1, 2023.  3. Please do not use the excuse that this is a complicated process. Painting words on roads and installing stop signs are not complicated and neither is a roundabout (a multi-step process). Death is complicated!
5/23/2022 12:34	I'm a school bus driver that uses that intersection 4 times daily and I like the idea of a roundabout at the corner. I have witnessed yield instead of stops at Gabbey Rd to Indian Falls Rd multiple times and there is a lot of speeding through Indian Falls leading up to that intersection. The round about would slow traffic speed at that intersection. My two cents for what it is worth.
5/23/2022 18:49	I travel this intersection quite frequently as I use the Thruway a lot and live in Oakfield. I believe there should be a flashing light at that intersection and that when a funeral is going on it should be a working traffic light. Signage should make those aware that you need caution when flashing and that a full-service light will be in effect when there is need. On first look it seems like it is a wide-open view coming off of Indian Falls Rd onto RT 77. However, you are not taking into account the speed that people are traveling. Someone can easily look once, see nothing, look the other way and by the time they look back, it isn't safe to cross. At the very least, a flashing light needs to be there and that is a relatively inexpensive fix.
5/23/2022 19:13	I am member of the Honor Guard at the cemetery and live nearby the location of the intersection, I feel a round about is insane. Put a traffic light in or enforce the speed limit. I dislike when folks in Ivory towers make decision that have no clue what really happens. No roundabout No No NO
5/23/2022 19:22	Roundabouts are not the answer, traffic lights and turn lanes are what most everyone is familiar with. The existing roundabout in the neighboring areas a hazard because people still don't understand how to use them and they've made them all to small to be functional like the ones overseas that are in many foreign countries. Maybe if our transportation people in government saw how they do in these countries we might be able to some day make roundabouts functional here.
5/18/2022 18:32	How many more veterans and loved ones need to lose their lives for peaple to understand that the intersection is a must for the national cemetary. Sometimes i wonder why the peaple that can make the change dont care unless the problem at hand hits close to home, then it seems that things happen quickly. Why must we as veterans have to wait for such a drastic measure when it is not neccessary. Please listen to our voices. Thankyou

Comment Date	Comments and Concerns
5/25/2022 7:01	Another crash occurred on May 25, 2022. Please adjust your 2.44 crashes per year number. https://www.thedailynewsonline.com/top_story/another-accident-near-safety-study-intersection-in-pembroke/article_9c7f19f5-8387-5cc4-8199-bffbe604de30.html
5/25/2022 13:47	Intersection should have a flashing caution light (77) and flashing stop (red, Indian falls and Gabbey) light, STOP painted on the road on Indian Falls Rd, and flashing Stop signs on Indian Falls/Gabbey Rd. Turning lane onto Indian falls from 77 needs to be extended further south on 77 for National Cemetery traffic. Speed limit of 45mph should extend past Indian falls (town).
5/25/2022 18:57	First, the VA CHOSE to avoid all this by not addressing the warnings raised. Someone should be fired, ie. Clyde Marsh. The intersection does NOT need a traffic circle! Just the whiteout conditions in the winter make them dangerous. It DOES need reduced speed, on-demand traffic lights, and better signs. Just like down route 77 to the south where Six Flags Darien Lake amusement park is. Simple! Why make a mountain out of a mole hole? I was going to write that this would be a quicker solution than the traffic circle before there are more accidents, BUT there was one yesterday, 5/24/2022. Again, it was caused by a car heading West and a truck heading North. Doing the lights, and signs, and reducing the speed will be much cheaper and you get to keep the leftovers (\$), which, I suspect was the VA's issue all along since you "cleaned up" the report to the VA's advantage. Maps, graphs, and numbers to support your wants don't add up to the common sense needed here.
5/26/2022 14:26	The New York State Division of Veterans' Services (NYS DVS) is a State Executive agency dedicated to assisting and supporting veterans, service members, and their families from the moment they take their oath of service until their dignified final resting place. With this mission in mind, NYS DVS supports the effort to review potential traffic safety enhancements recommended by the Western New York National Cemetery (WNYNC) Traffic Analysis and Safety Study. This study analyzed the intersection of Indian Falls Road and Route 77 in Genesee County, New York, a section of road that includes traffic into and out of a federal veterans cemetery. It is important to NYS DVS that veterans, service members, and anyone wishing to pay their respects are able to continue to travel to and from the cemetery safely.
5/25/2022 14:13	I live on Indian Falls Rd. A round about will be a big mistake. Whom ever put in that dang turning lane made things worse. If someone is turning from that turning lane you cannot see anyone coming from the south. There is a small hill that blocks your view at times. If you have a funeral processional coming from the north do you really think anyone coming from the south will give them the right of way. Especially trucks. Just put up a flashing light like at Ledge and 77
5/23/2022 16:51	Hello, I wanted to comment on the proposed safety changes at the Veterans cemetery outside Indian Falls, NY. I regularly drive past the cemetery on the way to my camp from April to the end of November. Route 77 is typically busy, but very little traffic if none coming off the side roads. I don't know how many funerals there are, but every time I drive by, there is not much happening at the cemetery. My suggestion instead of a roundabout would be, slow the speed limit, install a signal that would trip with traffic on the side roads, or have a flashing light when there is a funeral. It is terrible that two people lost their lives, but to throw money at a roundabout is not the answer.
5/26/2022 14:27	I attended the 16 May 2022 meeting and was impressed with the study – minor caveat was perhaps less traffic due to COVID?  I have lived in Pembroke for more than 35 years and am very familiar with that intersection – it is especially dangerous during winter storms with the white-out conditions.  How about duplicate signage - as listed under "Potential Enhancements" on Rt 77 and Indian Falls. Two sets of the larger signs and flashing lights, etc. set at distances apart. Drivers cross the over T-Way and speed up – they need to be slowed down or at least alerted to potential traffic ahead. Many people who attend the services are not familiar with the roads and there are no conflicting signs, such as for stores. This makes whatever signs and lights much more attention-getting.  Does anyone actually "see" STOP on the roadway?  The "CROSS TRAFFIC DOES NOT STOP" signs farther north on Rt 77 for Ledge Road seem to be effective.  I've driven more than 50 years - a round-about is successful in higher traffic areas as found in cities usually under slower speeds. Keeping this clear in the winter would be problematic. Making it large enough for semi's and farm vehicles would be huge!  Would Genesee County be able to have assign traffic deputies? They do so for Six Flags / Darien Lake concert traffic. Is there adequate signage directing traffic for people coming off the T-Way headed to the cemetery? "Please watch for traffic ahead".  Lengthen the turning lanes and better signage! We locals know; the out-of-towners are caught short and over-react.

Comment Date	Comments and Concerns
5/26/2022 13:41	Reference email from Sen. Schumer signed I write concerning the Department of Veterans Affairs (VA) Western New York National Cemetery Traffic Analysis and Safety Study)' to urge the VA and the New York State Department of Transportation (NYSDOT) to immediately implement safety measures identified in this report to make the dangerous intersection, New York State Route 77 at Indian Falls Road (Genesee County RT 4) in Pembroke, NY, safe for the traveling public. including veterans and their familites visiting the new Western New York National Veterans Cemetery. Specifically, I support the VA and DOT collaborating to install a permanent roundabout since the Study concluded it would provide the single greatest level of safety for motorists. Furthermore, I urge the VA and NYSDOT to immediately install the interim safety features identified in the Study including elimination of the existing departure passing zones at the Indian Falls Road intersection, installation of a flashing beacon at the intersection, addition of rumble strips, and installation of additional and upgraded flashing signing and pavement markings. The Study confirmed that the permanent roundabout would be the single most effective safety measure to prevent and reduce motor vehicle accidents at this dangerous intersection. Of all of the identified safety measures, the roundabout ranked highest with a Crash Modification Factor (CMF) score of .13 for injury related crashes which the Study concluded the roundabout provides additional benefits including reductions of dangerous traffic speeds, crash severity, potential for head-on, right angle, and left run crashes while allowing for continuous movement of traffic, improving truck turning movements, and facilitating the flow of funeral traffic. The VA and NYSDOT must move to enact these safety measures to prevent most accidents at this dangerous intersection which has experienced 25 motor vehicle accidents over the past decade and even another crash just this week on May 26, 2022. Nearly half of these
5/26/2022 10:10	Mr McNerney, I am writing to you to convey my views for the traffic issues at the WNY National cemetery in Pembroke. The current speed limit drops down to 45 mph just before entering the town of Indian Falls. For the financial concerns that have been discussed I believe the best option is to extend the 45 mph speed limit to 1/4 mile prior to the intersection of rt 77 and Indian Falls road. And, signs prior to that point announcing the slower speed giving the drivers on rt 77 North enough time to slow down to the posted speed. Also, adding better stop signs to both sides of Indian Falls road should get drivers attention quicker.
5/26/2022 8:47	I am writing this email in regards to the traffic study that's being done on the corner of Indian Falls Road, Gabbey Road and Route 77 where the New York State Veterans Cemetery is located. I hope it is not too late as I just got the email address this morning.  First I would like you to know that I have lived on Indian Falls Road my entire adult life, over 50 years now. My husband and I raised our family of three children, who are now all adults with their own children, most of which are also driving and who use that intersection as well.  Over the years there have been numerous accidents on that corner. Most of which were due to driver error as in this case. I do not believe a roundabout at this intersection will solve the issue. It may, in fact, make it more treacherous for those of us who are local. Installing flashing lights, warning signs, speed bumps may helphowever, if a driver is not paying attention, then guess what, they will not heed those warnings.  I truly believe we need to invest in better education regarding driving privileges'. Teach our kids to be more responsible, do not rely on someone else to "wave" you by. It may be the last person who you trust. Offer written tests for license renewals every 10 years or so and prepare those tests to reflect questions that would be pertinent to prevent the accidents that are most prevalent at that time.  There isn't much that takes the place of experience, but in today's fast paced, electronically run society; not to mention the legalization of marijuana; we are all taking a much bigger risk just getting into our cars to go to the grocery storeno matter where the intersection is.  Taking five seconds to check both ways before pulling out from a stop sign has saved countless lives for those of us who do it.  Thank you for listening and May God Bless All of those who have protected us and kept our Nation free.

Comment Date	Comments and Concerns
5/26/2022 4:13	I am writing you because I was involved in an accident here, on my bday a few years ago. I was travelling away from my home on Little Falls/77 to the Pembroke high school via route 77. It was winter time. (FYI: During winter the area of rt. 77 is the worst I have ever seen for snow drifting.) A pickup truck was travelling at a legal rate of speed, but did not see the stop sign due to winter conditions and barreled through the intersection. I was able to get away unscathed. But, if I had faltered for even a second he would have hit me straight on. This intersection needs a blinking yellow. With a blinking red facing Indian Falls/Gabbey. In the LEAST, A blinking red 'STOP SIGN AHEAD' warning on those roads. Another very important point to add, as I am living at 7989 Alleghany Rd (corner Little Falls and 77) for a DECADE: The semis speed through this area at VERY HIGH rates of speed. They take shortcuts through to avoid weigh stations and skip the thruway. It is worse at night, but needs said. Also, even though our speed limit is posted at 40 mph here. It is usually never followed, and rarely enforced. When and if police pull over vehicles it is mostly targeted towards reservation contraband. It would be extremely beneficial to have a device at the cemetary, not just for cemetary traffic- but, also for the valley of Indian Falls. It would aid in slowing down traffic before it hits the 40 mph zone. Thank You
5/25/2022 20:42	I am writing to you regarding the Western New York National Cemetery traffic analysis and safety study in Corfu NY. Regarding the two intersections of Rte 77 (Allegheny Rd) and Indian Falls Rd. I am a resident of Indian Falls Rd. I am familiar with this intersection, having lived here for over 20 years and crossing it every day. Please do not put a round-a-bout there. It would be disastrous for truck traffic heading north from the thruway exit, or vice versa, not to mention local traffic. In my opinion, a flashing yellow light on Rte 77 along with warning signs such as "Slow Down, National Cemetery Ahead" and on Indian Falls Rd, and Gabby Rd, blinking red light along with sign such as "Cross Traffic Does Not Stop". Take notice of what they did at the intersection of Rte 77 and Ledge Rd, which is just north of the said intersection. That is all that needs done, and it can be done cost effectively and quickly
5/25/2022 13:30	I live on Gabbey Rd, opposite Indian Falls Rd at the intersection being studied. While I welcome the VA Cemetery, I would remind you that it was a farmer's field not too long ago. Rt 77 is one of a few major N/S arteries left in the region which coupled with business growth in Medina, STAMP development in Alabama, and increased Rez traffic for gas relief, it is already under tremendous traffic pressure. I am sure you are aware, but the Ledge Rd intersection continues to struggle. I find it quite disappointing that traffic planning is always an after-thought. and it is costing the community in lives. Worse yet, the go-to traffic solutions only penalize the community more. While Albany is content to tic a box off their political agenda list, the community out here is equally content to return the VAC and STAMP back to farm land.  Still, I appreciate that at least the VA is looking to correct this mess before it gets worse. Thanks.  Given the traffic control options outlined in The Daily News, here is my 2 cents:  I agree, you should eliminate the existing departure/passing lane on Rt 77. Cars on Indian Falls cannot see around cars in that turning lane nor can they interpret if the oncoming vehicle is turning. However, the VA could consider an enter-only entrance with turning/passing lane on Rt 77 before the intersection. This would allow primary traffic from the thruway to enter the VAC safely without interfering with thru-traffic. It would also effectively half the traffic at the intersection as that would be only those exiting the VAC.  With that, a traffic light of some form is inevitable. The flashing light and larger Stop/Cross Traffic signs at Ledge isn't really helping. There is just too much traffic on Rt 77 going too fast now for this kind of traffic solution to be effective. In fact, even the flashing light adds confusion as drivers approaching the red-flashing light side assume that the Rt 77 traffic also has the same red blinking light and so the intersection should be treated as an all-stop. No, if y

Comment Date	Comments and Concerns
5/25/2022 13:18	This was my initial comment this morning on the Batavia Daily News FB post about the accident.  Wowwww. People need to seriously pay attention to the road if they're driving. This intersection is completely, COMPLETELY OPEN This stop for me on Indian Falls road is a daily stop for me on my way to and home from work. Never have had any issues or even close calls. yeah, if you're back too far from the stop sign on Indian Falls road YES there is a hill in view of traffic on the cemetery's corner, can't see enough of traffic? Move closer to the intersection BEFORE pulling onto 77 or crossing over. ITS THAT SIMPLE  We really need to start re-evaluating the people who are driving and especially those whoever are involved in these accidents No matter what you do to "fix these "issues"." It's people's complete disregard to the laws and rules of the road while driving. There is no excuse to why if you're driving on a straight road that runs through an intersection that you don't have to stop but the other roads have a stop, if you're truly paying full attention to driving down the road and looking forward(not on our phones or messing around in your vehicle) like we're taught growing up trying to get our licenses, you should be easily aware (no matter the circumstances) of a vehicle pulling out in front of you, or vise versa, where you're the one looking "both ways before crossing the street", shouldn't be causing any kind of confusion and/or accidents at all.
5/25/2022 12:54	Dear Sir, I am writing in regards to the possible road "improvements" at the corner of Rt.77 and the Indian Falls/Gabbey road intersection near the WNY Va Cemetery in Pembroke (Corfu) New York. There is many suggestions that have been proposed, of which, the worst would be a roundabout at that location. That area does have a lot of truck traffic on Rt. 77, more when the STAMP Mega Site gets up and running. Talking with the Town Highway Super, he stated that at that location, it would be very difficult to plow in the winter. That area does have white out conditions at times.  The right turn lane that was installed on the East side of Rt 77, should be removed- it is very difficult to see traffic from the South in the thru lane now.  New stop and direction signs and larger caution signs (cross traffic does not stop) might be helpful.  Before the cemetery work started, the hill shoulder on east side of 77 looking south off Indian Falls made it harder to see northbound traffic, Thanks for removing most of the hill in your work, that was a great improvement.  P.S. I have my "reservation" to be buried there, hopefully quite a few years from now.  Thanks for letting us put suggestions regarding this intersection.
5/25/2022 12:20	I don't know anything about traffic analysis or safety studies. I am observant and my thoughts are why not make the Indian Falls rd the entrance and have the exit on 77 in-between thoses two big trees on the east side of 77. There is enough view from both north and south directions for people to see it's flat no incline in either direction.