### 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.

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 to the right.

### **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	-	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.

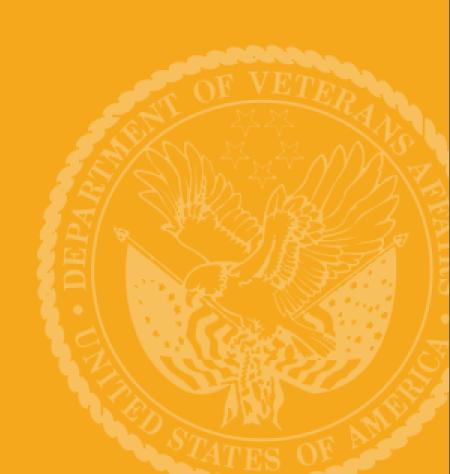
### Installing the NB Right Turn Lane

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.

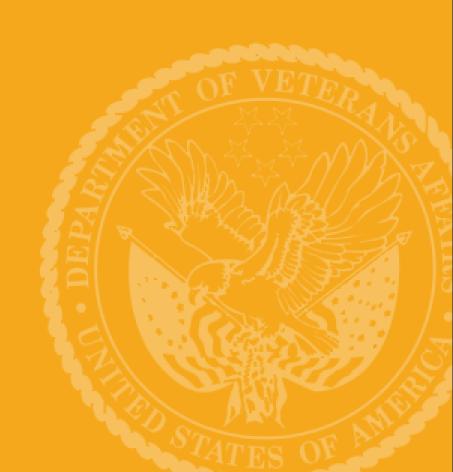
Figure 1 Study Context



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. 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 AM
PM 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 85<sup>th</sup> 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	Indian Falls Rd EB: West of Rt. 77	Indian Falls Rd WB: East of Rt. 77	Rt. 77 NB: South of Indian Falls Rd	Rt. 77 SB: North of Indian Falls Rd
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

<sup>\*</sup>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.











# 4 SIS JYNY



### **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.

Figure 8 Rt. 77 & Indian Falls Rd TMC

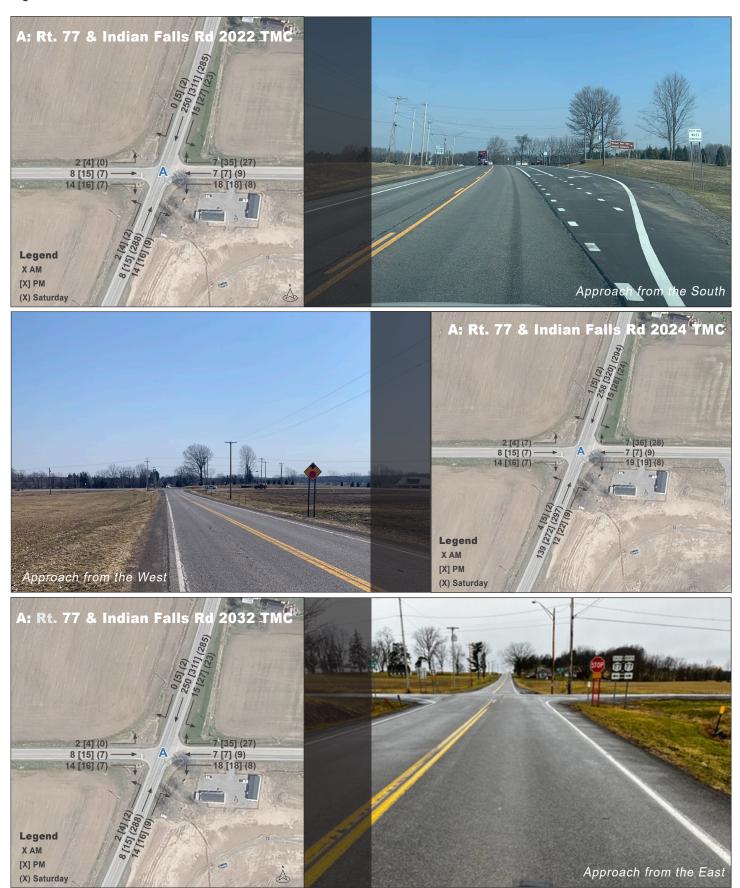
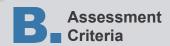


Figure 9 WNYNC Driveway & Indian Falls Rd TMC





### **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.

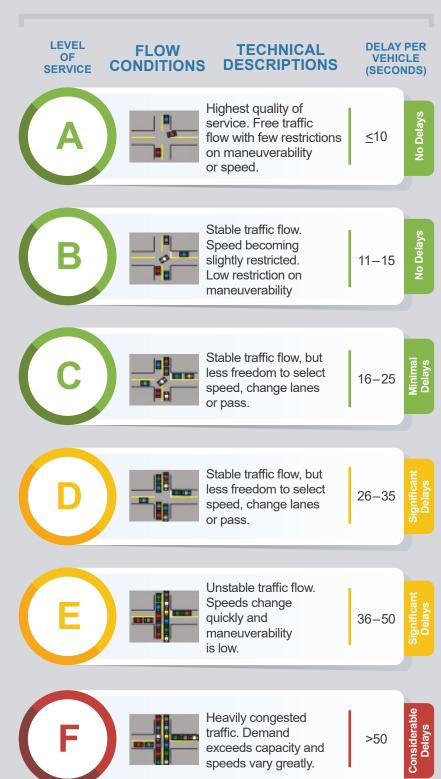
### **Site Operation**

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		
Lane 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	Α	А	Α	Α	А	Α
2: Indian Falls Rd &	Delay	0	0	0	0.9	0.9	1	0	0	0	_	_	_
WNYNC Driveway	LOS	Α	А	А	Α	Α	Α	Α	Α	Α	_	_	_
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		Α	Α		Α	Α		Α	Α		Α	Α

Lama Cuasun	Annyoooh	E	astbou	nd	W	estbou	nd	No	rthbou	ınd	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	А	А	Α
2: Indian Falls Rd &	Delay	0	0	0	0	0	0	9.1	9.1	9.2	_	_	_
WNYNC Driveway	LOS	Α	А	Α	Α	А	Α	Α	Α	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		А	Α		Α	А		Α	А		А	Α

Lana Craun	Annrasah	E	astbou	nd	W	Westbound			Northbound			Southbound		
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	Α	Α	Α	Α	Α	
2: Indian Falls Rd &	Delay	0	0	0	0	0	0	8.9	8.9	9	_	_	_	
WNYNC Driveway	LOS	Α	А	А	А	Α	Α	Α	Α	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		А	А		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

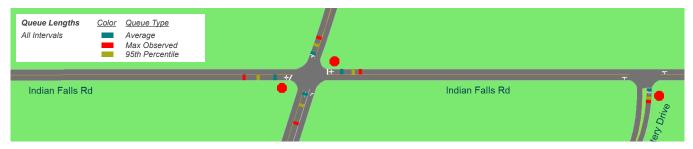


Table 6 AM LOS Two Way Stop Control

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		
App	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.

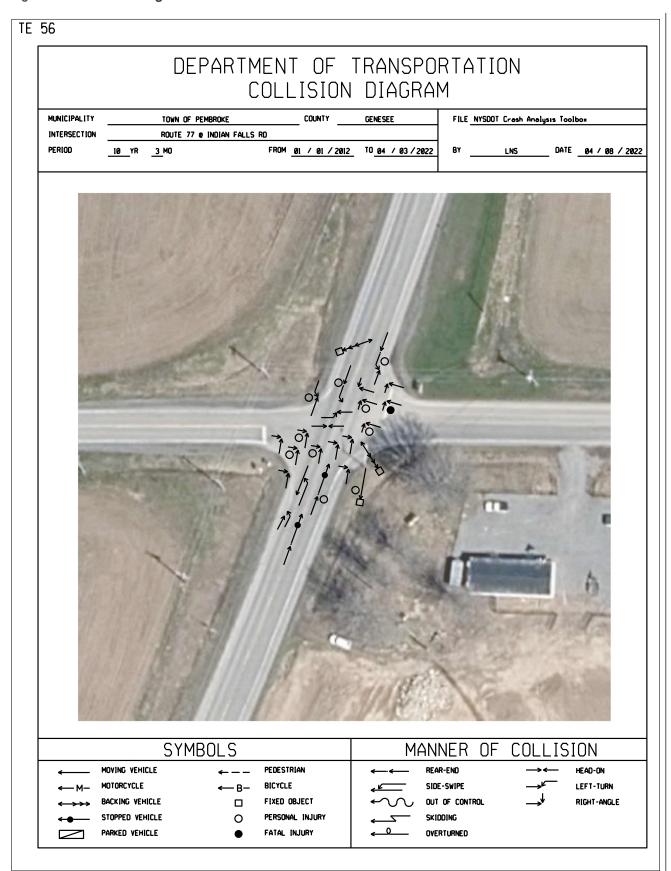
The crash history summaries for the study area are included in **Appendix F. Figure 12** on page 23 illustrates these crashes in a graphical representation.

Table 9 Rt. 77 & Indian Falls Rd Crash History

	Rt. 77 and Indian Falls Rd											
Year	2012	2013	2014	2015	2016	2017	2018	2019	202	)*	2021	Grand Total
ill to	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 <u>w/ CMF Applied</u> (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 w/ CMF Applied (crashes / yr)	0.67	0.88	1.55
Change From Predicted Average Annual Crash Frequency (crashes / yr)	- 0.22	- 0.30	- 0.52

<sup>\*</sup>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

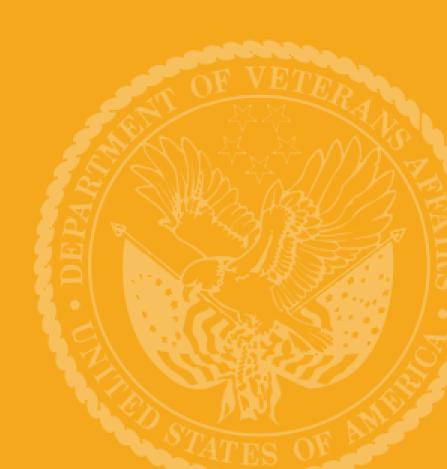
The selection of this CMF is relevant to a two-way stop-controlled intersection in a rural area for all crash types. While there is a CMF associated with all crash severities, this CMF focuses on the greater effect that a roundabout can have on the most severe crash types. The effects of the counter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

### 



### 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.

### 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:

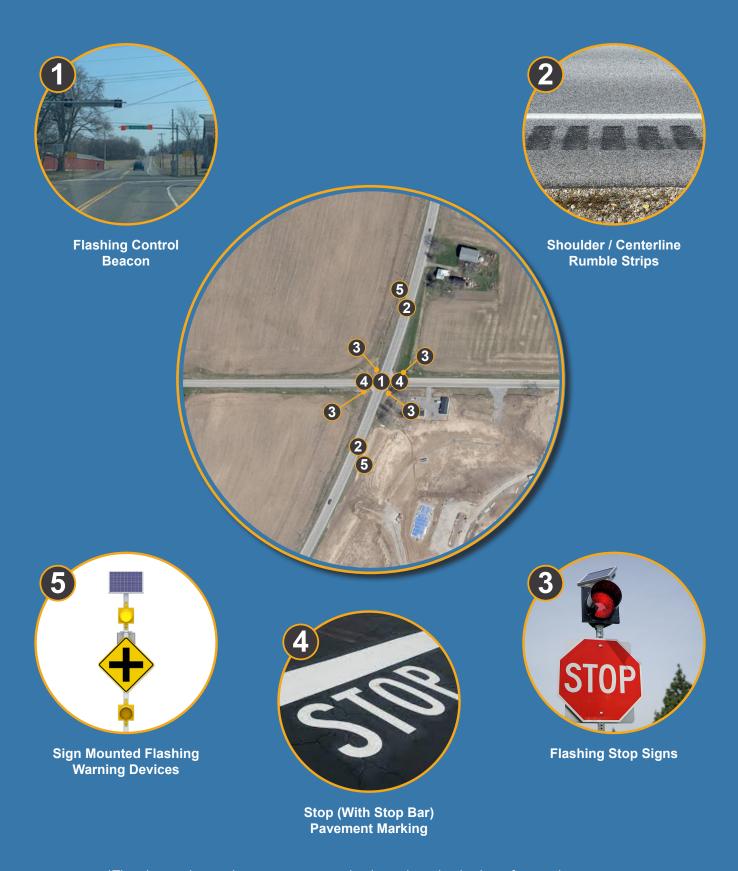
- Remove the existing departure passing zones following the Indian Falls Rd intersection:
  - Potentially eliminates motorists on Rt.77 from passing within the vicinity of the intersection
- Install a flashing intersection control beacon OR alternatively install sign-mounted flashing devices along Rt. 77 (intersection warning) & Indian Falls Rd (stop sign):
  - This would increase the visibility of the intersection along each approach
  - · Increased visibility 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



<sup>\*</sup>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
\*Aerial is up to date as of 4/9/2020

EXISTING RIGHT-OF-BAY LINE

EXISTING RIGHT-OF-BAY LINE

EXISTING RIGHT-OF-BAY LINE

## APPENDICES

 Year

 Base
 2022

 Opening
 2024
 2

 Design
 2032
 10



Passenger Cars and Heavy Vehicles

Str					Driveway				•					an Falls R					an Falls				Totals	
Orien	tation		N	orthbou	nd			S	outhbou	nd			l l	Eastboun	d			V	Vestboui	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
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	lorthbou	nd			S	outhbour	nd			E	Eastboun	d				<b>Vestbou</b>	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	

2 10

Year

Base 2022

Opening 2024

Design 2032

										INTE	RSECTIO	N PEAK	HOUR										
	Time Cemetery Hills Driveway -													an Falls F					an Falls F			Tot	tals
Begin	End		N	orthbour	ıd			S	outhbour	ıd			E	Eastboun	d			٧	Vestboun	d			
7:15	9   ·				Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour	
Vo	ume	0	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
Adj	usted	0	0	0	0	0	0	0	0	0	0	0	33	6	0	39	4	32	0	0	36	0	75
	HF												0.63	0.50		0.75	0.50	0.67			0.75		0.82
Н	V%	0%	0%	0%		0%	0%	0%	0%		0%	0%	6%	0%		5%	0%	13%	0%		11%		

			NETWORK PEAK																				
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Begin	End		N	orthbour	ıd			S	outhbour	าd			E	astbound	t			V	Vestboun	ıd			uio
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	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
Pl													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	ITERSEC'	TION PEA	K HOUR										
Tir	-		Cemete	ry Hills D	riveway				•				Indi	an Falls F	Road			Indi	an Falls F	Road		To	tals
Begin	End		N	orthbour				S	outhbou	nd			E	Eastboun				٧	Vestbour			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	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	NTERSECT	TION PEA	K HOUR										
Ti	me		Cemete	ry Hills D	riveway				•				Indi	an Falls R	load			Indi	ian Falls I	Road		Ta	tals
Begin	End		N	lorthbour	nd			S	outhbou	nd				Eastboun	d			١	Nestbour	nd		10	ais
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
	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

	eet		Allegha	any Road	(NY 77)					(NY 77)				bbey Ro					ian Falls l				Totals	
Orien	tation		N	orthbou	nd			S	outhbou	nd			E	astboun	d			٧	Nestbour	ıd			lotais	
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	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	0	52	U	2	1	U	3	1	3	4	U	8	104	353	-
To	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	<b>Vestbou</b>	nd			TOLAIS	
Begin	End	LT	TH	RT	Peds	Total	LT	LT TH RT Peds Total L						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	Time         Alleghany Road (NY 77)         Alleghany Road (NY 80)           Begin         End         Northbound         Southbound													abbey Ro					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	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	usted	4	135	12	0	151	15	250	1	0	266	2	8	14	0	24	18	7	7	0	32	0	473
	HF	0.33	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\	<b>V</b> %	75%	16%	8%		17%	7%	5%	100%		6%	50%	13%	0%		8%	6%	0%	0%		3%		

										NE	TWORK	PEAK HO	UR										
Ti Begin	me End			any Road orthbour					any Road outhbour					abbey Roa astbound					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	usted	4	135	12	0	151	15	250	1	0	266	2	8	14	0	24	18	7	7	0	32	0	473
PI		0.33	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%		

										2024 IN	ITERSEC'	TION PEA	K HOUR										
Tir	me		Allegha	ny Road	(NY 77)			Allegha	any Road	(NY 77)			Ga	abbey Ro	ad			Ind	ian Falls f	Road		To	tals
Begin	End		N	orthbour	nd			S	outhbou	nd			E	Eastboun				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	TERSECT	TION PEA	K HOUR										
Time Begin   En	d			ny Road orthboun					any Road outhbou	· ,				abbey Ro astboun					an Falls I Vestbour			To	tals
7:00 8:0	0	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volume	Т	5	155	14	0	174	17	288	1	0	306	2	9	16	0	28	21	8	8	0	37	0	544
HV Volume	:	3	25	1	0	30	1	15	1	0	17	1	1	0	0	2	1	0	0	0	1	0	51
Adjusted		5	155	14	0	174	17	288	1	0	306	2	9	16	0	28	21	8	8	0	37	0	544

LDG

Passenger Cars and Heavy Vehicles

Str	eet		Cemete	ry Hills [	riveway				-				Indi	an Falls R	Road			Indi	ian Falls I	Road			Totals	
Orien	tation		N	orthbou	nd			S	outhbou	nd			E	Eastboun	d			١	Nestbour	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
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	

Year Base 2022

2 10

Opening 2024

Design 2032

Stre Orient				ry Hills E orthbou	Oriveway nd			s	- outhbou	nd				an Falls R astboun					an Falls Vestbou				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	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	



									INTE	RSECTIO	N PEAK	HOUR										
Time Begin   End			ry Hills D orthboun				s	- outhbour	nd				an Falls R Eastbound					ian Falls f Nestbour			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
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%		

Year

2 10

Base 2022

Opening 2024

Design 2032

		NETWORK PEAK H																					
Ti Begin	Time Cemetery Hills Driveway - Begin   End Northbound Southbound													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
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
Adju	usted	6	0	3	0	9	0	0	0	0	0	0	65	2	0	67	0	58	0	0	58	0	134
Р	HF	0.30		0.38		0.38							0.81	0.50		0.84		0.91			0.91		0.86
H	<b>V</b> %	0%	0%	0%		0%	0%	0%	0%		0%	0%	3%	0%		3%	0%	5%	0%		5%		

										2024 IN	ITERSECT	TION PEA	K HOUR										
Tin	ne			ry Hills D					•				Indi	an Falls F	Road			Indi	an Falls F	Road		To	tals
Begin	End		N	lorthbour	nd			S	outhbou					Eastboun				٧	Vestboun			10	
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	lume	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	NTERSECT	TION PEA	K HOUR										
Tir	me		Cemete	ery Hills D	riveway				•				India	an Falls R	load			Ind	ian Falls I	Road		To	tals
Begin	End		N	lorthbour	nd			S	outhbou	nd			E	astboun	d			1	Nestbour	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	ume	7	0	3	0	10	0	0	0	0	0	0	75	2	0	77	0	67	0	0	67	0	154
HV Vo		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	0	6
Adju	sted	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

 Year

 Base
 2022

 Opening
 2024
 2

 Design
 2032
 10



Passenger Cars and Heavy Vehicles

Counted by:

LDG

Str			Allegha	ny Road	(NY 77)			Allegha	any Road	(NY 77)			G	abbey Ro	ad			Indi	ian Falls l	Road			Totals	
Orien	tation		N-	orthbou	nd			S	outhbou	nd			E	Eastboun	d			١	Nestbour	ıd			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	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	outhbou	nd			E	Eastboun	d			١	Nestbou	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	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%		

										NE	TWORK	PEAK HC	UR										
Tii Begin														abbey Roa					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
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 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
PI		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\	<b>V</b> %	0%	5%	0%		4%	0%	10%	0%		9%	0%	0%	38%		17%	6%	0%	6%		5%		

										2024 IN	ITERSEC <sup>-</sup>	TION PEA	K HOUR										
Tir	ne		Allegha	ny Road	(NY 77)			Allegha	any Road	(NY 77)			Ga	abbey Ro	ad			Ind	ian Falls F	Road		То	tals
Begin	End		N	orthbour	nd			S	outhbou	nd			E	Eastboun				1	Nestboun	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	TERSECT	TION PEA	K HOUR										
Tir Begin	me End			any Road orthbour					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 Design 2032

2

10



Passenger Cars and Heavy Vehicles

Counted by:

LDG

Str					Driveway				•				India	an Falls F	Road			Ind	ian Falls I	Road			Totals	
Orien	tation		N	orthbou	nd			S	outhbou	nd			E	astboun	d			1	Nestbour	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
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	0	U	U	U	U	U	U	U	5	2	U	7	U	10	U	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	

Str	nicies Oi	,	Comoto	ry Hills I	lrivowov.							_	lndi	an Falls F	Pood			Ind	ian Falls	Dood				
																							Totals	
Orien	tation		N	orthbou	nd			S	outhbou	nd			ŀ	Eastboun	d			1	Nestbou	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
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	-
Tol	als	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5	3	1

										INTE	RSECTIO	N PEAK	HOUR										
	me			ry Hills D										an Falls R					an Falls I			To	tals
Begin	End		N	lorthboun	a			5	outhbou	na			t t	Eastboun	α		l	V	Vestbour	ıa			
12:30	13:30	L	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Vol	ume	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
Adju	usted	2	0	2	0	4	0	0	0	0	0	0	36	5	0	41	0	38	0	0	38	0	83
	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										
Time Begin   End			ry Hills D orthbour				s	- outhbour	ıd				an Falls R astboun					an Falls F Vestboun			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
Volume	4	0	0	0	4	0	0	0	0	0	0	32	4	0	36	0	39	0	0	39	0	79
HV Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		1
Adjusted	4	0	0	0	4	0	0	0	0	0	0	32	4	0	36	0	39	0	0	39	0	79
PHF	0.33				0.33							0.80	0.33		0.82		0.81			0.81		0.90
HV%	0%	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	0%	3%	0%		3%		

										2024 IN	ITERSECT	TION PEA	K HOUR										
Tir Begin	ne End			ry Hills D orthbour			- Indian Falls Road Indian Falls Road Southbound Eastbound Westbound						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	ıme	4	0	0	0	4	0	0	0	0	0	0	33	4	0	37	0	40	0	0	40	0	81
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	sted	4	0	0	0	4	0	0	0	0	0	0	33	4	0	37	0	40	0	0	40	0	81

									2032 IN	ITERSECT	TION PEA	K HOUR										
Time			ry Hills D									Indi	an Falls F	Road			Indi	an Falls I	Road		To	tals
Begin   End		N	orthbour	nd			S	outhbou	nd				Eastboun	d			١	Vestbour	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
Volume	5	0	0	0	5	0	0	0	0	0	0	37	5	0	41	0	45	0	0	45	0	91
HV Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		1
Adjusted	5	U	U	U	5	U	U	U	U	0	U	37	5	U	41	U	45	0	U	45	0	91

TRAFFIC COUNT SUMMARY PERFORMED BY LARSON DESIGN GROUP
Pembroke Factors

Municipality: Pembroke Intersection: NY 77 @ Indian

LDG

NY 77 @ Indian Falls Rd Sat 3/19/22 No

| Season | Northbound | 1.000 | Southbound | 1.000 | Eastbound | 1.000 | Westbound | 1.000 |

 Year

 Base
 2022

 Opening
 2024

 Design
 2032



Passenger Cars and Heavy Vehicles

Date:

Job No:

Client Code:

Counted by:

Str	eet		Allegha	ny Road	(NY 77)			Allegha	ny Road	(NY 77)			Ga	abbey Ro	ad			Ind	an Falls I	Road			Totals	
Orien	tation		N	orthbou	nd			S	outhbou	nd			E	astboun	d			1	Nestbour	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	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	U	U	U	1	4	1	5	U	10	135	585	-
To	tals	11	1011	31	0	1053	83	1046	8	0	1137	5	29	28	0	62	41	30	88	0	159	2411	667	

Heavy Vehicles Only Alleghany Road (NY 77) Alleghany Road (NY 77) Gabbey Road Indian Falls Road Street Totals Orientation Northbound Southbound Eastbound Westbound Total Total RT Peds Total 15 Min Hour Begin | End LT RT Peds LT RT Peds Total LT RT Peds LT Peak 10:15 10:30 10:30 10:45 . 10:45 11:00 . 11:00 11:15 . 11:15 11:30 n -11:30 11:45 11:45 12:00 PEAK 12:00 12:15 PEAK 12:15 12:30 PEAK 12:30 12:45 PEAK 12:45 13:00 13:00 13:15 . 13:15 13:30 -13:30 13:45 n n 13:45 14:00 

										INTE	RSECTIO	N PEAK	HOUR							RT Ped T 27 0 0 0			
Ti Begin	ime   End			any Road orthbour					any Road outhbour	, ,				abbey Ro Eastboun					an Falls F Vestboun			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
Vo	lume	2	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
Adj	usted	2	288	9	0	299	23	285	2	0	310	0	7	7	0	14	8	9	27	0	44	0	667
P	HF	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
Н	V%	0%	2%	0%		2%	0%	2%	50%		2%	0%	0%	0%		0%	13%	0%	0%		2%		

										NE	TWORK	PEAK HO	UR										
Time Begin   E	End			ny Road orthboun					any Road outhbour					abbey Ro Eastboun					an Falls F Vestboun			To	tals
	2:45	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volume	е	2	288	9	0	299	23	285	2	0	310	0	7	7	0	14	8	9	27	0	44	0	667
HV Volun	me	0	5	0	0	5	0	6	1	0	7	0	0	0	0	0	1	0	0	0	1		13
Adjuste	d	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	TERSECT	TION PEA	K HOUR										
Tiı Begin	me End			any Road orthbour									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
Vol	ume	2	297	9	0	308	24	294	2	0	319	0	7	7	0	14	8	9	28	0	45	0	687
HV Vo	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	ne		Allegha	any Road	(NY 77)			Allegha	any Road	(NY 77)			Ga	abbey Ro							To	tals	
Begin	End		N	orthbour	nd		Alleghany Road (NY 77) Gabbey Road Indian Falls Road Southbound Eastbound Westbound						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	ıme	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	0	6	0	0	6	0	7	1	0	8	0	0	0	0	0	1	0	0	0	1		15
Adju	sted	2	331	10	0	344	26	328	2	0	357	U	8	8	0	16	9	10	31	0	51	0	767

Municipality:	Pembroke	Y PERFORMED BY LARSON DESIG	Factors
Intersection:	Tembrone		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

	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	

	TRAFFIC COUNT SUMMARY	PERFORMED BY LARSON DESIGNATION OF THE PROPERTY OF THE PROPERT	GN 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	Street Orientation Northbound																						Totals	
Orien	tation		N	orthbour	nd			S	outhbou	nd			E	Eastboun	d			٧	Vestbour	ıd			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	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	-
To	tals	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	
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
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	-
To	tals	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		Street																				T-4-1-	
Orien	tation		N	orthbou	nd			S	outhbou	nd				astboun	ıd			٧	<b>Vestbour</b>	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	0	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				Totals	
Orien	tation		N	orthbou	nd			S	outhbou	nd			ı	Eastboun	ıd			١	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	

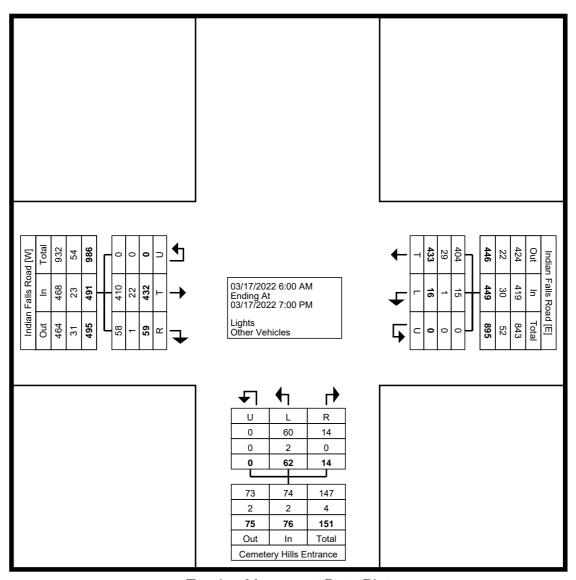
# B TMC AND ATR SUMMARIES



				Tu	rning I	Movem	ent Da	ata					
		Cemetery Hi	lls Entrance		J	Indian Fa				Indian Fa	alls Road		
Ctart Time		Northb	oound			Easth	oound			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





**Turning Movement Data Plot** 

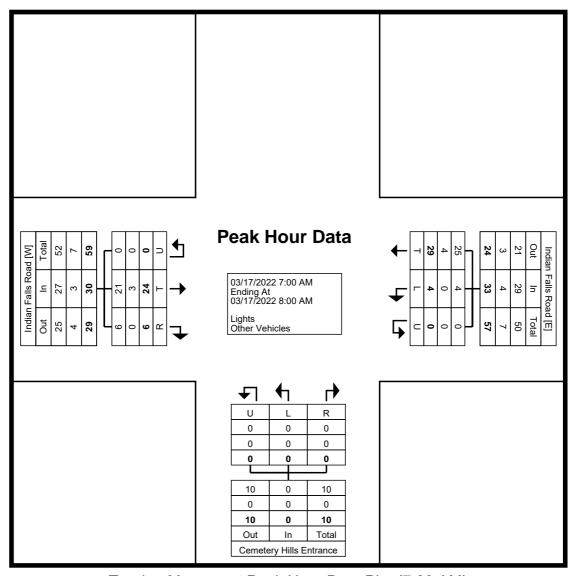


Count Name: NY Cemetery TIS Site Code: Start Date: 03/17/2022 Page No: 4

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





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

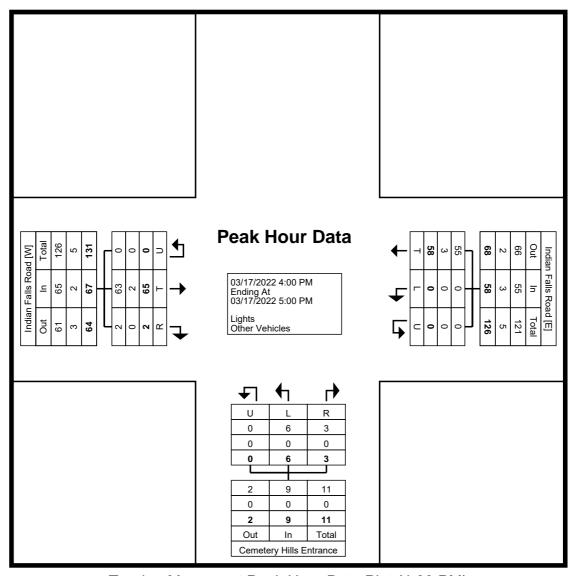


Count Name: NY Cemetery TIS Site Code: Start Date: 03/17/2022 Page No: 6

Turning Movement Peak Hour Data (4:00 PM)

	i			•				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





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



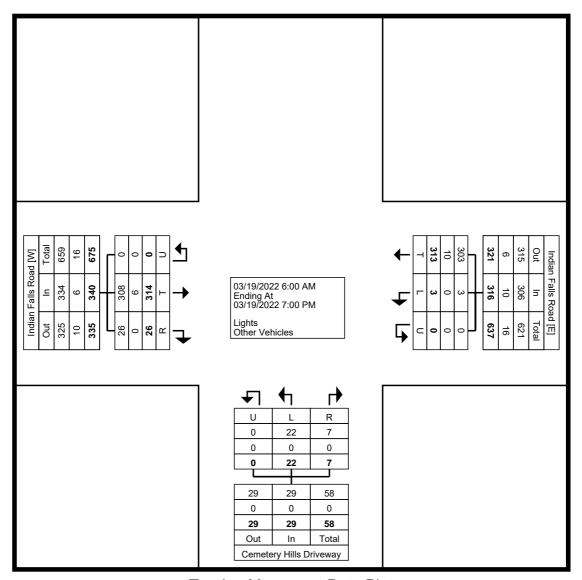
Count Name: NY Cemetery TIS Site Code: Start Date: 03/19/2022 Page No: 1

Turning Movement Data

	-			Tu	rning l	Movem	ient Da	ata					
		Cemetery H	ills Driveway		_		alls Road			Indian F	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
3:15 PM 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		0	7	0	7	17
3:45 PM Hourly Total	0	0	0	0	34	0	0	10 34	0	38	0	38	72
4:00 PM	0	0	0	0	5	0	0	5	0	3	0	3	8
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





**Turning Movement Data Plot** 

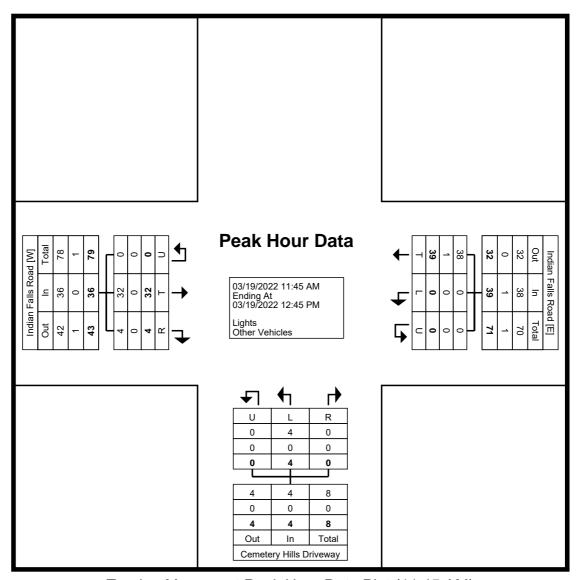


Count Name: NY Cemetery TIS Site Code: Start Date: 03/19/2022 Page No: 4

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





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



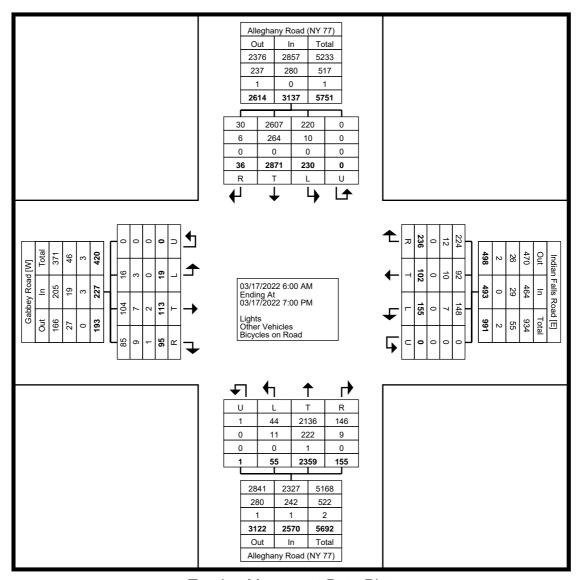
Count Name: NY Cemetery TIS Site Code: Start Date: 03/17/2022 Page No: 1

**Turning Movement Data** 

							I	urni	ng M	ove	men	t Da	ta										
		Allegha	ny Road	(NY 77)			Allegha	ny Road	d (NY 77)		Gabbey Road						Indian Falls Road						
		N	lorthbou	nd			S	outhbou	ınd			1	Eastbour	nd		Westbound							
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	<del>'</del>	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





**Turning Movement Data Plot** 

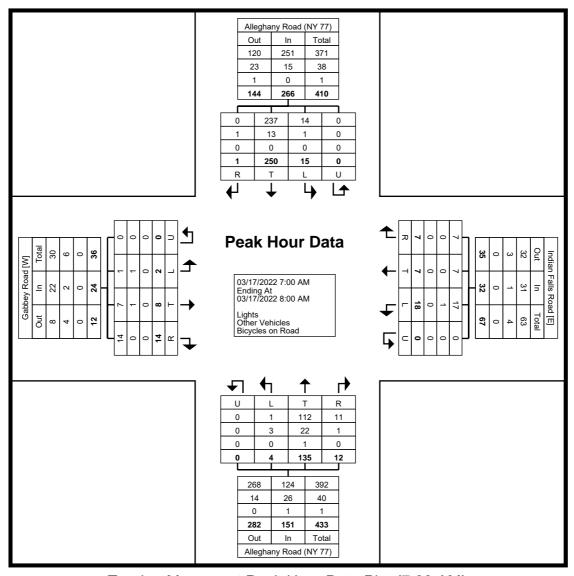


Count Name: NY Cemetery TIS Site Code: Start Date: 03/17/2022 Page No: 4

Turning Movement Peak Hour Data (7:00 AM)

	l	Allegha	nv Road	(NY 77)		Alleghany Road (NY 77)						Ga	abbey Ro	oad	,						
		·	lorthbour	, ,			Ü	outhbou	,				Eastbour								
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru		U-Turn	App. Total	Left	Thru		U-Turn	App. Total	Left	Thru	Vestbour Right	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





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



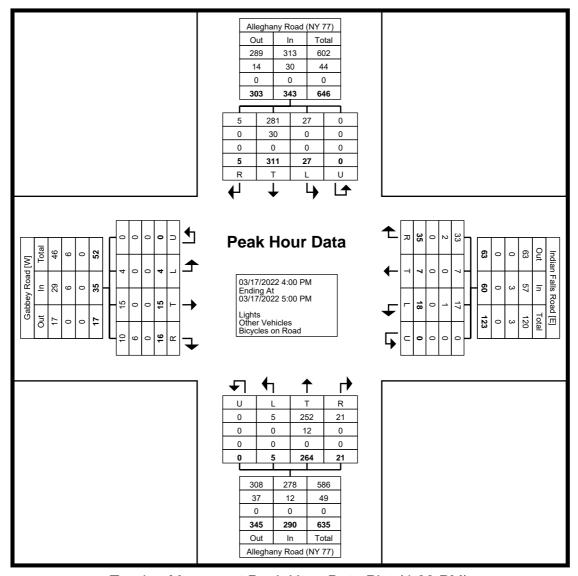
Count Name: NY Cemetery TIS Site Code: Start Date: 03/17/2022 Page No: 6

Turning Movement Peak Hour Data (4:00 PM)

		•	ny Road Iorthbour	(NY 77) nd			Ü	ny Road outhbou	(NY 77) nd				abbey Ro Eastbour		,			an Falls I Vestbour			
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

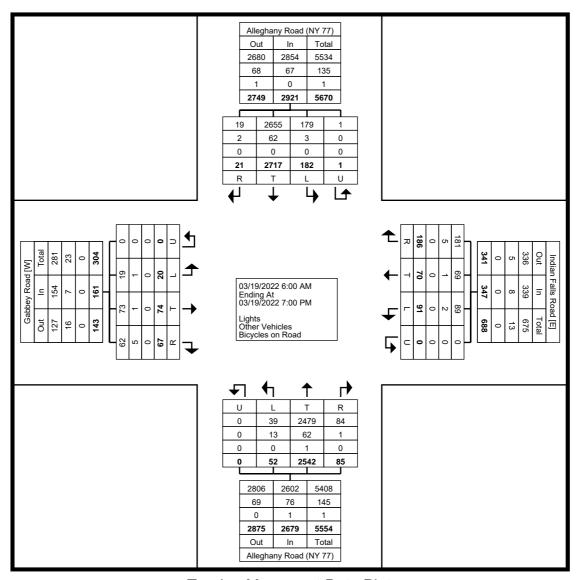
Turning Movement Data

							T	urni	ng M	ove	men <sup>·</sup>	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	<del>'</del>	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** 



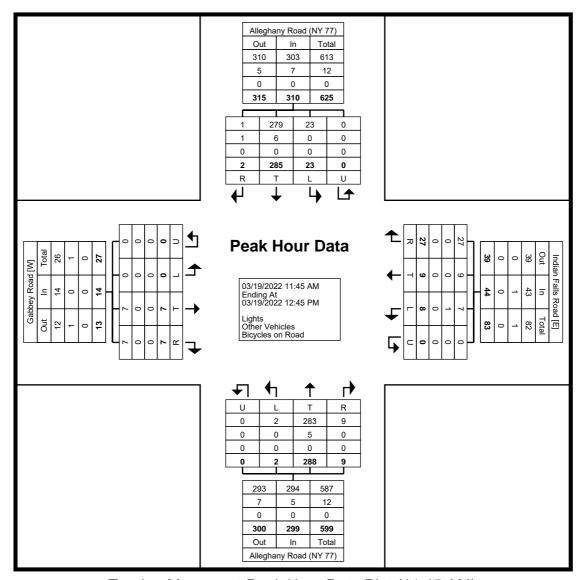
Count Name: NY Cemetery TIS Site Code: Start Date: 03/19/2022 Page No: 4

Turning Movement Peak Hour Data (11:45 AM)

						;···•					,		- ( .			1					
		Allegha	ny Road	(NY 77)			Allegha	ny Road	(NY 77)			Ga	abbey 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

**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
City: Corfu
County: National Cemetary AADT Factor: 1 Speed Limit: 35

Hours: 72.00

Period (min): 15	State: NY	aı y		
Date				Roadway
And Time Range	Period Volume	Average Speed	Roadway Temperature	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	

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

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

Hours: 72.00 Period (min): 15

Period (min): 15	State: NY			
Date				Roadway
And Time Range	Period Volume	Average	Roadway Temperature	Surface Wet/Dry
Time Range	l volume	Speed	remperature	weubry
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] [09:00 PM-09:15 PM]	3	43 MPH	54 F	<b></b>
[09:00 PM-09:15 PM] [09:15 PM-09:30 PM]	6	48 MPH 47 MPH	54 F	
-	2		54 F	<b></b>
[09:30 PM-09:45 PM]	5	50 MPH	52 F	<del></del>
[09:45 PM-10:00 PM]	2	47 MPH	52 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

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]	2	50 MPH	50 F	
[10:15 PM-10:30 PM]	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	
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	
[07:00 AM-07:15 AM]	5	43 MPH	41 F	
[07:15 AM-07:30 AM]	5 13	52 MPH 40 MPH	41 F	
[07:30 AM-07:45 AM] [07:45 AM-08:00 AM]	13 9		41 F 43 F	
[07.45 AM-08.00 AM] [08:00 AM-08:15 AM]	5	44 MPH 39 MPH	45 F 45 F	<del></del>
[08:00 AM-08:13 AM] [08:15 AM-08:30 AM]	6	40 MPH	46 F	
[00.13 Alvi-00.30 Alvi]	O	40 WII 11	401	

Location: Indian Hills & Cemetary Driveway **Device ID: 406381** 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

Period (min): 15	State: NY			
Date And	Period	Average	Roadway	Roadway Surface
Time Range	Volume	Speed	Temperature	Wet/Dry
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] [06:15 PM-06:30 PM]	9	43 MPH	66 F	
-		46 MPH	64 F	
[06:30 PM-06:45 PM] [06:45 PM-07:00 PM]	11 14	46 MPH 47 MPH	63 F 63 F	
[07:00 PM-07:15 PM]	12	47 MPH 48 MPH	61 F	<b></b>
[07:15 PM-07:13 PM]	7	50 MPH	59 F	
[U1.13 FW-U1.30 PW]	1	30 IVIPH	J9 F	<del></del>

**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

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]	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** 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

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]	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	66 F	
[04:15 PM-04:30 PM]	7	45 MPH	63 F	
[04:30 PM-04:45 PM]	5	44 MPH	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				
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 Lane: WB **AADT Count:** 0 Operator:

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 Speed Limit: 35 Hours: 72.00

Period (min): 15	State: NY	inotal y		
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	39 F	
[12:15 AM-12:30 AM]	0	0 MPH	37 F	
[12:30 AM-12:45 AM]	0	0 MPH	37 F	
[12:45 AM-01:00 AM]	0	0 MPH	37 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	36 F	
[02:30 AM-02:45 AM]	0	0 MPH	36 F	
[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	
[04:00 AM-04:15 AM]	0	0 MPH	34 F	
[04:15 AM-04:30 AM]	0	0 MPH	34 F	
[04:30 AM-04:45 AM]	0	0 MPH	36 F	
[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	
[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	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	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	45 F	
[08:30 AM-08:45 AM]	0	0 MPH	48 F	
[08:45 AM-09:00 AM]	0	0 MPH	50 F	
[09:00 AM-09:15 AM]	0	0 MPH	54 F	
[09:15 AM-09:30 AM]	0	0 MPH	59 F	
[09:30 AM-09:45 AM]	0	0 MPH	64 F	
[09:45 AM-10:00 AM]	0	0 MPH	68 F	
[10:00 AM-10:15 AM]	0	0 MPH	72 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	
[10.40 AW-11.00 AW]	V	O IVII 11	021	

**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			Б	Roadway
And Time Range	Period Volume	Average Speed	Roadway Temperature	Surface Wet/Dry
I illie Kalige	l voidille	l Speed	remperature	weddiy
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	<del></del>
[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 0 MPH	46 F	
[08:30 PM-08:45 PM]	0		45 F	
[08:45 PM-09:00 PM]	0	0 MPH	45 F	
[09:00 PM-09:15 PM] [09:15 PM-09:30 PM]	0	0 MPH 0 MPH	45 F 43 F	
	0			
[09:30 PM-09:45 PM] [09:45 PM-10:00 PM]		0 MPH	43 F	<del></del>
[U9:45 PINI-TU:UU PINI]	0	0 MPH	43 F	

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

Lane: WB **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 And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Time Range	Volume	Орсец	remperature	Weading
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	
				Dogo: 2

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

Period (min): 15	State: NY	Cometary		
Date			<b>D</b>	Roadway
And   Time Range	Period Volume	Average Speed	Roadway Temperature	Surface Wet/Dry
	- 5.5	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
Fri,03/18/2022	•	0.4517	50 F	
[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	
[09:15 AM-09:30 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	
[10:15 AM-10:30 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] [12:30 PM-12:45 PM]		0 MPH	99 F	<b></b>
[12:30 PM-12:45 PM] [12:45 PM-01:00 PM]	0	0 MPH 0 MPH	99 F	
	0		100 F	
[01:00 PM-01:15 PM]		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] [02:00 PM-02:15 PM]	0	0 MPH 0 MPH	106 F 104 F	<b></b>
[02:15 PM-02:15 PM] [02:15 PM-02:30 PM]	0	0 MPH		<b></b>
[02:15 PM-02:30 PM] [02:30 PM-02:45 PM]	0	0 MPH	100 F 100 F	<del></del>
[02:45 PM-03:00 PM]	0	0 MPH	99 F	
[02.45 PM-03.00 PM] [03:00 PM-03:15 PM]	0	0 MPH	99 F 95 F	<del></del>
[03:00 PM-03:15 PM] [03:15 PM-03:30 PM]	0	0 MPH	95 F 91 F	
[03:15 PM-03:30 PM] [03:30 PM-03:45 PM]	0	0 MPH	88 F	
[03:30 PM-03:45 PM] [03:45 PM-04:00 PM]	0	0 MPH	84 F	<del></del>
[03.45 PM-04.00 PM] [04:00 PM-04:15 PM]	0	0 MPH	84 F	
[04:15 PM-04:30 PM]	0	0 MPH	84 F	
[04:15 PM-04:30 PM] [04:30 PM-04:45 PM]	0	0 MPH	81 F	
[04:30 FM-04:43 FM] [04:45 PM-05:00 PM]	0	0 MPH	77 F	
[04:43 FM-03:00 FM] [05:00 PM-05:15 PM]	0	0 MPH	77 F	
[05:00 PM-05:13 PM] [05:15 PM-05:30 PM]	0	0 MPH	72 F 70 F	
[05:13 PM-05:45 PM] [05:30 PM-05:45 PM]	0	0 MPH	66 F	
[05:45 PM-06:00 PM]	0	0 MPH	63 F	
[05:43 FM-06:00 FM] [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	
[00.43 PM-07:00 PM] [07:00 PM-07:15 PM]	0	0 MPH	52 F	
[07:00 PM-07:13 PM] [07:15 PM-07:30 PM]	0	0 MPH	50 F	
[07.13 FIVI-07.30 FIVI]	0	OWIPH	30 F	<del></del>

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

Lane: WB AADT Count: 0 Operator: 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 Speed Limit: 35 Hours: 72.00

Period (min): 15	State: NY			
Da An Time Rang	d Period	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Fri,03/18/202	2			
[07:30 PM-07:45 PM	1] 0	0 MPH	50 F	
[07:45 PM-08:00 PM	1] 0	0 MPH	48 F	
[08:00 PM-08:15 PM	1] 0	0 MPH	48 F	
[08:15 PM-08:30 PM	1] 0	0 MPH	48 F	

0	0 MPH	50 F	
0	0 MPH	48 F	
0	0 MPH	48 F	
0	0 MPH	48 F	
0	0 MPH	46 F	
0	0 MPH	46 F	
0	0 MPH	46 F	
0	0 MPH	45 F	
0	0 MPH	45 F	
0	0 MPH	45 F	
0	0 MPH	45 F	
0	0 MPH	45 F	
0	0 MPH	45 F	
0	0 MPH	45 F	
0	0 MPH	45 F	
0	0 MPH	45 F	
0	0 MPH	45 F	
0	0 MPH	43 F	
0	MPH	59 F	
0	0 MPH	43 F	
0	0 MPH	43 F	
0	0 MPH	43 F	
0	0 MPH	43 F	
0	0 MPH	43 F	
0	0 MPH	43 F	
0	0 MPH	45 F	
0	0 MPH	45 F	
0	0 MPH	45 F	
0	0 MPH	45 F	
	0 MPH	45 F	
	0 MPH	46 F	
	0 MPH	46 F	
	0 MPH	46 F	
0	0 MPH	45 F	
	0 MPH	45 F	
	0 MPH	45 F	
0	0 MPH	43 F	
		0         0 MPH           0	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	County: National State: NY	Cemetary		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface 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	

03/21/2022 10:44 PM Page: 6

0 MPH

57 F

[04:45 PM-05:00 PM]

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

Operator:

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

Hours: 72 00
County: National Cemetary

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
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 AADT Count: 244 Operator:

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	Comotary		
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	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 AADT Factor: 1 Street: Indian Hill EB City: Corfu
County: National Cemetary
State: NY Speed Limit: 35

Hours: 72.00 Period (min): 15

Date				Roadway
And	Period	Average	Roadway	Surface
Time Range	Volume	Speed	Temperature	Wet/Dry

And Time Range	Period Volume	Average Speed	Roadway Temperature	Surface 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] [04:15 PM-04:30 PM]	7 11	60 MPH 49 MPH	91 F 90 F	<del></del>
[04:13 PM-04:30 PM] [04:30 PM-04:45 PM]	7	50 MPH	90 F 84 F	<b></b>
[04:45 PM-05:00 PM]	9	46 MPH	79 F	<b></b>
[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	

03/21/2022 10:36 PM 2 Page:

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

Lane: EB **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 Speed Limit: 35 Hours: 72.00

Period (min): 15	State: NY	

Period (min): 15	State: NY			
Date				Roadway
And Time Range	Period	Average	Roadway Temperature	Surface Wet/Dry
i ime kange	Volume	Speed	remperature	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]	2	48 MPH	41 F	
[07:00 AM-07:15 AM]	5	55 MPH	41 F	
[07:15 AM-07:30 AM]	7	49 MPH	41 F	
[07:30 AM-07:45 AM] [07:45 AM-08:00 AM]	4	57 MPH	41 F	
	6	47 MPH 53 MPH	43 F	
[08:00 AM-08:15 AM] [08:15 AM-08:30 AM]	4 5	53 MPH 47 MPH	45 F 46 F	<b></b>
[UO. 13 AIVI-UO.3U AIVI]	5	4/ IVIFП	40 F	

03/21/2022 10:36 PM 3 Page:

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			
Date				Roadway
And	Period	Average	Roadway	Surface
Time Range	Volume	Speed	Temperature	Wet/Dry
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	

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

 Operator:
 Lane:
 EB
 AADT Count:
 244

 Begin:
 03/17/2022
 12:00 AM
 Street:
 Indian Hill EB
 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	County: National Cemeta State: NY	ary		
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] [02:00 AM-02:15 AM]	0 0	0 MPH 0 MPH	46 F 46 F	<del></del>
[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 ANA 00.00 ANA]	^	OMBLI	45 5	

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0 MPH

45 F

[05:45 AM-06:00 AM]

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			
Date	B	<b>A</b>	Dante	Roadway
And Time Range	Period Volume	Average Speed	Roadway Temperature	Surface Wet/Dry
Tille Kalige	Volume	Speed	remperature	wedibiy
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	
•				

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

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

Sat,03/19/2022

03/17/2022 12:00 AM 03/20/2022 12:00 AM

Period (min): 15 State: NY Roadway Date Period And Average Roadway Surface Time Range Volume Temperature Wet/Dry Speed 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 3 47 MPH [05:30 PM-05:45 PM] 54 F [05:45 PM-06:00 PM] 4 54 MPH 54 F 48 MPH 54 F [06:00 PM-06:15 PM] 1 [06:15 PM-06:30 PM] 1 48 MPH 52 F 50 F [06:30 PM-06:45 PM] 1 52 MPH [06:45 PM-07:00 PM] 3 **48 MPH** 50 F 48 F [07:00 PM-07:15 PM] 3 **49 MPH** [07:15 PM-07:30 PM] 1 52 MPH 48 F 7 46 F [07:30 PM-07:45 PM] 50 MPH [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 48 MPH 45 F [09:00 PM-09:15 PM] 1 [09:15 PM-09:30 PM] 1 52 MPH 45 F 2 45 F [09:30 PM-09:45 PM] 50 MPH 0 45 F [09:45 PM-10:00 PM] 0 MPH [10:00 PM-10:15 PM] 49 MPH 45 F 3 [10:15 PM-10:30 PM] 2 50 MPH 43 F 0 43 F [10:30 PM-10:45 PM] 0 MPH 0 43 F [10:45 PM-11:00 PM] 0 MPH 0 0 MPH 43 F [11:00 PM-11:15 PM] [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

03/21/2022 10:36 PM Page: 7

200

731

51 MPH

50 MPH

52 F

57 F

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

**Device ID: 406380** Location: SR 77 & Indian Hills Raw Count: 1,638 **AADT Count:** 546

Lane: WB Operator: Street: Indian Hills WB

**Begin:** 03/17/2022 12:00 AM **End:** 03/20/2022 12:00 AM AADT Factor: 1 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 Speed Limit: 35

City: Corfu 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	

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-07:45 AM]	13	29 MPH	43 F	
[07:30 AM-07:45 AM]	8	25 MPH	45 F	
[07:45 AM-08:00 AM]	11	28 MPH	45 F	
[08:00 AM-08:15 AM]	7	27 MPH	46 F	
[08:15 AM-08:30 AM]	7	26 MPH	50 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
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 Speed Limit: 35

City: Corfu
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

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]	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	

**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 Street: SR 77 NB AADT Factor: 1

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	Jan		
Date		_		Roadway
And Time Range	Period Volume	Average Speed	Roadway Temperature	Surface Wet/Dry
			F	
Thu,03/17/2022	4	OF MDII	45.5	
[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: 406377Location: SR 77 & Indian HillsRaw Count: 9,992Operator:Lane: NBAADT Count: 3,331

 Begin: 03/17/2022 12:00 AM
 Street: SR 77 NB
 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	Join Stary		
Date	Danied	Avances	Boodway	Roadway
And Time Range	Period Volume	Average Speed	Roadway Temperature	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	
[09:45 PM-10:00 PM]	9	62 MPH	54 F	

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

**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
County: National Cemetary Speed Limit: 35 Hours: 72.00

Period (min): 15	State: NY	J J		
Date	<b>5</b> · ·	_	<b>D</b>	Roadway
And Time Range	Period Volume	Average Speed	Roadway Temperature	Surface Wet/Dry
		1		
Thu,03/17/2022	10	C4 MDLL	F0 F	
[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] [11:30 PM-11:45 PM]	9	61 MPH	52 F 50 F	
		61 MPH		<b></b>
[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	

03/21/2022 10:26 PM 3 Page:

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 Street: SR 77 NB AADT Factor: 1 City: Corfu
County: National Cemetary Speed Limit: 35 Hours: 72.00

[07:15 PM-07:30 PM]

Period (min): 15	State: NY	Cemetaly		
Date And	Period	Average	Roadway	Roadway Surface
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	

03/21/2022 10:26 PM Page: 4

55 MPH

59 F

31

**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** 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 Street: SR 77 NB AADT Factor: 1 City: Corfu
County: National Cemetary Speed Limit: 35 Hours: 72.00

[04:45 PM-05:00 PM]

Period (min): 15	State: NY	Jennetal y		
Date	[	_ [		Roadway
And Time Range	Period Volume	Average Speed	Roadway Temperature	Surface Wet/Dry
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	

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60 MPH

59 F

53

Device ID: 406377Location: SR 77 & Indian HillsRaw Count: 9,992Operator:Lane: NBAADT Count: 3,331

Hours: 72.00 Period (min): 15	County: National Cei State: NY	metary		
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	

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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	, in otal y		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface 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	<del></del>
[03:45 AM-04:00 AM]	4	53 MPH	41 F	<del></del>
[04:00 AM-04:15 AM]	5	52 MPH	41 F	
[04:00 AM-04:13 AM]	6	50 MPH	43 F	<b></b>
[04:13 AM-04:35 AM]	15	54 MPH	43 F	<b></b>
[04:45 AM-05:00 AM]	15	52 MPH	43 F	
[05:00 AM-05:15 AM]	12	55 MPH	43 F	<b></b>
[05:00 AM-05:13 AM]	22	51 MPH	43 F	<b></b>
[05:13 AM-05:45 AM]	17		43 F	<b></b>
		55 MPH	43 F	<b></b>
[05:45 AM-06:00 AM]	23 45	52 MPH	43 F	<b></b>
[06:00 AM-06:15 AM]		50 MPH		<b></b>
[06:15 AM-06:30 AM]	34	51 MPH	43 F	
[06:30 AM-06:45 AM]	36 45	52 MPH	43 F 43 F	
[06:45 AM-07:00 AM]		47 MPH		<b></b>
[07:00 AM-07:15 AM]	54 77	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	46 MPH	59 F	
[09:45 AM-10:00 AM]	51	51 MPH	61 F	
[10:00 AM-10:15 AM]	54	49 MPH	63 F	
[10:15 AM-10:30 AM]	54	46 MPH	64 F	
[10:30 AM-10:45 AM]	58	53 MPH	68 F	
[10:45 AM-11:00 AM]	53	48 MPH	70 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 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	Period	Average	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	50 MPH	66 F	
[07:15 PM-07:30 PM]	30	50 MPH	63 F	
[07:30 PM-07:45 PM]	23	52 MPH	61 F	
[07:45 PM-08:00 PM]	25	51 MPH	61 F	
[08:00 PM-08:15 PM]	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	

**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

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]	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-07:30 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	

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

Period (min): 15	County: National Cemet 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	
107.45 DM 07.00 DM	40	40 MDLI	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

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				
[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	
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	

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 Pange	Period	Average	Roadway Temperature	Surface Wot/Dry
Time Range	Volume	Speed	remperature	Wet/Dry
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	

# C SYNCHRO REPORTS

Intersection												
Int Delay, s/veh	1.7											
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,	, # -	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	/linor2			Minor1			Major1		ľ	Major2		
Conflicting Flow All	486	484	279	483	471	150	279	0	0	163	0	0
Stage 1	313	313	-	158	158	-	-	-	-	-	-	-
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	-	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	421	467	765	487	494	902	959	-	-	1386	-	-
Stage 1	607	638	-	835	771	-	-	-	-	-	-	-
Stage 2	729	737	-	679	661	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
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	t	NBL	NBT	NBR I	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		959	-	_	590	524	1386	-	-			
HCM Lane V/C Ratio		0.005	-	-		0.068		-	-			
HCM Control Delay (s)		8.8	0	_	11.4	12.4	7.6	0	-			
HCM Lane LOS		A	A	-	В	В	A	A	-			
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		LDK	WDL		NDL W	NDK
Traffic Vol, veh/h	<b>1→</b> 24	6	1	<b>र्व</b> 29		0
Future Vol, veh/h	24		4	29	0	0
		6	4		0	
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	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	68	68	68	68	68	68
Heavy Vehicles, %	13	0	0	14	0	0
Mvmt Flow	35	9	6	43	0	0
Major/Minor N	1ajor1	N	/lajor2	N	/linor1	
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	_	_	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	-	-	1577	-	909	1037
		-	1377	-	988	1037
Stage 1	-	-	-			
Stage 2	-	-	-	-	973	-
Platoon blocked, %	-	-	1577	-	005	1007
Mov Cap-1 Maneuver	-	-	1577	-	905	1037
Mov Cap-2 Maneuver	-	-	-	-	905	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	969	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.9		0	
HCM LOS	U		0.7		A	
HOW LOS						
Minor Lane/Major Mvmt	: I	VBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		-	-	-	1577	-
HCM Lane V/C Ratio		-	-	-	0.004	-
HCM Control Delay (s)		0	-	-	7.3	0
HCM Lane LOS		Α	-	-	Α	Α
HCM 95th %tile Q(veh)		-	-	-	0	-
,						

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			सी	7		4	
Traffic Vol, veh/h	4	15	16	18	7	35	5	264	21	27	311	5
Future Vol, veh/h	4	15	16	18	7	35	5	264	21	27	311	5
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	4	15	16	19	7	36	5	272	22	28	321	5
Major/Minor N	Minor2			Minor1		ı	Major1			Major2		
Conflicting Flow All	695	684	324	677	664	272	326	0	0	294	0	0
Stage 1	380	380		282	282	212	320	U	U	294	U	U
J	315	304	-	395	382	-	-	-	-	-	-	-
Stage 2 Critical Hdwy	7.1	6.5	6.58	7.16	6.5	6.26	4.1	-	-	4.1	-	-
<b>3</b>	6.1	5.5	0.08	6.16	5.5	0.20	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2			3.642			3.354	2.2	-	-	2.2	-	-
Follow-up Hdwy	3.5	274		3.554	384		1245	-	-	1279	-	-
Pot Cap-1 Maneuver	359 646	374	641	361		757	1245	-	-	12/9	-	-
Stage 1		617 667	-	716	681	-	-	-	-	-	-	-
Stage 2 Platoon blocked, %	700	00/	-	622	616	-	-	-	-	-	-	-
	220	362	6.11	ววา	372	757	1245	-	-	1279	-	-
Mov Cap 2 Manager	328	362	641	332 332	372	757	1240	-	-	1219	-	-
Mov Cap-2 Maneuver	328 643	600	-	712	678	-	-	-	-	-	-	-
Stage 1	656	664	-	574	599		-	-	-	-		-
Stage 2	000	004	-	5/4	599	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13.8			13.2			0.1			0.6		
HCM LOS	В			В								
Minor Lane/Major Mvm	ıt	NBL	NBT	NBR I	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1245		-	445	503	1279					
HCM Lane V/C Ratio		0.004	_		0.081	0.123	0.022	_	_			
HCM Control Delay (s)		7.9	0		13.8	13.2	7.9	0	_			
HCM Lane LOS		Α	A	_	В	13.2 B	Α	A	-			
HCM 95th %tile Q(veh)		0	-	-	0.3	0.4	0.1	-	-			
1101VI 73111 701116 Q(VEII)		U	-	_	0.5	0.4	0.1	_				

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<b>1</b>	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	<b>3</b> 2	4	0	<del>વ</del>	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	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	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	310p	310p	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	<b>Z</b> 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	<b>}</b>		1	4	<b>Y</b>	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	[D		MD		NID	
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	<b>♣</b> 15	16	19	<b>↔</b> 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		-	0	-
Veh in Median Storage Grade, %	2,# -	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	nt	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		Α	A	-	В	В	Α	A	-			
HCM 95th %tile Q(veh)	)	0	-	-	0.3	0.4	0.1	-	-			
/ / 2(1011)					0.0	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											
ini Delay, Siven												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			सी	7		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		ı	Minor1			Major1		N	Major2		
Conflicting Flow All	694	679	307	677	671	309	308	0	0	318	0	0
Stage 1	357	357	307	313	313	307	300	U	U	310	U	-
Stage 2	337	322	-	364	358	-	-	-	-	-	-	-
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	4.1		_	4.1	_	_
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.5		-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	3.5	3.3	2.2			2.2	_	_
Pot Cap-1 Maneuver	360	376	738	352	380	736	1264	-	-	1253	-	-
Stage 1	665	632	730	675	661	730	1204		_	1200	-	_
Stage 2	681	655	-	633	631	<u>-</u>		-	<u>-</u>	_	-	- -
Platoon blocked, %	001	000		000	031						-	-
Mov Cap-1 Maneuver	332	366	738	337	370	736	1264	_	_	1253	_	
Mov Cap-1 Maneuver	332	366	- 730	337	370	- 750	1207		_	1233	_	
Stage 1	664	617		674	660				_			_
Stage 2	643	654	_	604	616	_	_		_			_
Jiugo Z	UTJ	007		707	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 I	EBLn1V	VBLn1	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		Α	A	_	В	В	Α	A	_			
HCM 95th %tile Q(veh)		0	-	_	0.1	0.3	0.1	-	_			
110m 70m 70mc Q(VCII)		0			0.1	0.0	0.1					

Intersection						
Int Delay, s/veh	0.4					
	EBT	EBR	WBL	WBT	NBL	NBR
		EBK	WBL			NBK
Lane Configurations Traffic Vol, veh/h	<b>}</b>	1	Λ	4	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 I 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	1	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	-
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	-
Stage 2	_	_	_	-	984	-
Platoon blocked, %	_	_		_	704	
Mov Cap-1 Maneuver	_		1581	_	924	1038
Mov Cap-2 Maneuver	-	-	1301	-	924	1030
		-	-		989	-
Stage 1	-	-	-	-		
Stage 2	-	-	-	-	984	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		8.9	
HCM LOS					Α	
Minor Long/Maior Mary		JDI1	EDT	EDD	WDI	WDT
Minor Lane/Major Mvmt	ľ	VBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		924	-	-	1581	-
LICALL one VIC Detic		0.005	-	-	-	-
HCM Lane V/C Ratio						
HCM Control Delay (s)		8.9	-	-	0	-
		8.9 A 0	-	-	A 0	- -

Intersection				
Intersection Delay, s/veh	4.9			
Intersection LOS	А			
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	₽			ન	¥	
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		Minor1	
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	_
Stage 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 Cantrol Dalace (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	А	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	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
				0.4
Control Delay, s/veh	5.4	4.5	5.4	6.1
Control Delay, s/veh LOS 95th %tile Queue, veh	5.4 A	4.5 A	5.4 A	6.1 A

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	7.2.1	.,,,,	4	7		4	02.1
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	/lajor2		
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		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	VBLn1	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	_	C	В	A	A	_			
HCM 95th %tile Q(veh)		0	-	-	0.4	0.6	0.1	-	_			
70 700 2(1011)					3.1	5.5	311					

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
		LDK	WDL		NDL W	NDK
Lane Configurations Traffic Vol, veh/h	<b>Љ</b> 75	2	Λ	<b>र्स</b> 67		3
Future Vol, veh/h	75 75		0	67	7	3
		2	0			
Conflicting Peds, #/hr	0	0	0	0	O Cton	O Cton
Sign Control	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	lajor1	N	Najor2	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	_	_		_	5.4	-
Critical Hdwy Stg 2	_	_	_	_	5.4	_
Follow-up Hdwy	_	_	2.2	_	3.5	3.3
Pot Cap-1 Maneuver	_	<del>-</del>	1519	_	829	976
Stage 1	-	-	1317	-	940	7/0
Stage 2	-	-	-	-	950	-
Platoon blocked, %	-	-	-		950	-
	-	-	1510	-	റാറ	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					A	
110111 200					,,	
Minor Lane/Major Mvmt	<u> </u>	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	E	B	WB	NB	SB	
Entry Lanes		1	1	1	1	
Conflicting Circle Lanes		1	1	1	1	
Adj Approach Flow, veh/h		16	51	357	371	
Demand Flow Rate, veh/h		16	52	364	379	
Vehicles Circulating, veh/h		36	354	35	22	
Vehicles Exiting, veh/h	•	15	45	367	384	
Ped Vol Crossing Leg, #/h		0	0	0	0	
Ped Cap Adj	1.00	00	1.000	1.000	1.000	
Approach Delay, s/veh	4	.0	4.3	5.2	5.2	
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	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	4.0	51		357	371	
• •	16					
Cap Entry, veh/h	931	943		1306	1321	
Cap Entry, veh/h V/C Ratio	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	<b>4</b>	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
					-
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					-
					90
					0
41	6	0	50	6	0
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	_	_			_
	_				3.3
	_				1032
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	_			770	
	-	1572		011	1032
	-	1073			1032
	-	-			
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EB		WB		NB	
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				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**



#### 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:

> 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

N-Bound

S-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: 1 Lane		
Minor Street:	1 Lane	

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

Combination of Conditions A and B Necessary?\*:

No

<sup>\*</sup>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								
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)			Vehicles per hour on higher-volume minor street approach (one direction only)				
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								
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor street approach (one direction only)			
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 I	Number of Unique Hours Met
	On Figure 4C-2
	0

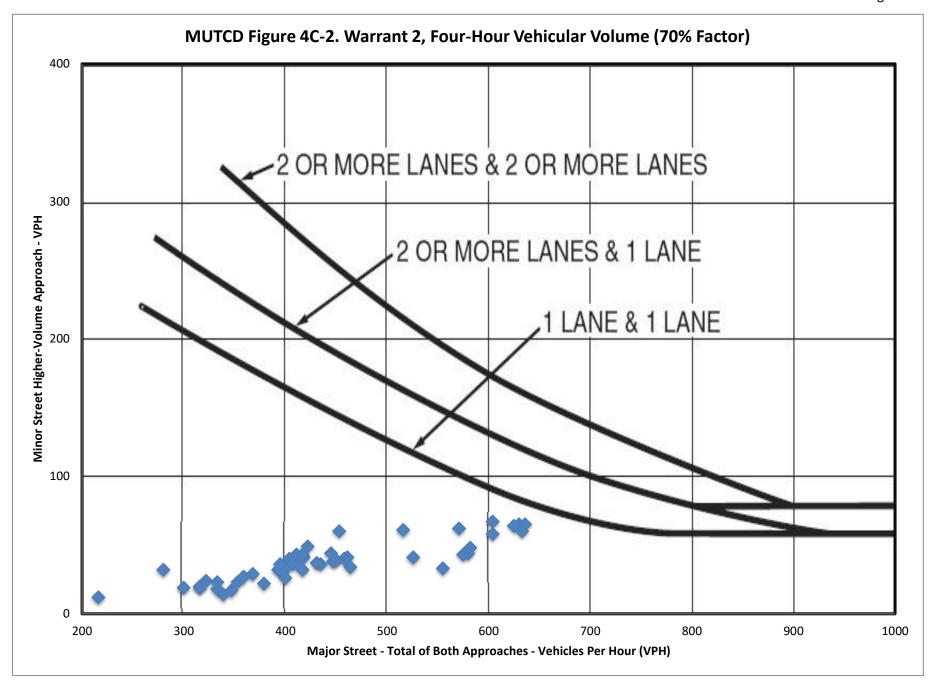
Built-up Isolated Community With Less Than 10,000 Population or Above 40 MPH	Yes
on Major Street?	res

Hourly Vehicular Volume					
Hour Interval	Major Street Combined	Highest Minor Street Approach	Harris Billand		
Beginning At	Vehicles Per Hour (VPH)	Vehicles Per Hour (VPH)	Hour 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			
7:15 AM	398	31			
7:30 AM	379	22			
7:45 AM	353	23			
8:00 AM	339	14			
8:15 AM	347	17			
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	359	32			
10:00 AM	397	32			
10:00 AM	393	33			
	412				
10:30 AM	412	37 40			
10:45 AM					
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?  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	N/A			
moving lanes?  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?	'			
*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 wetr				
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					

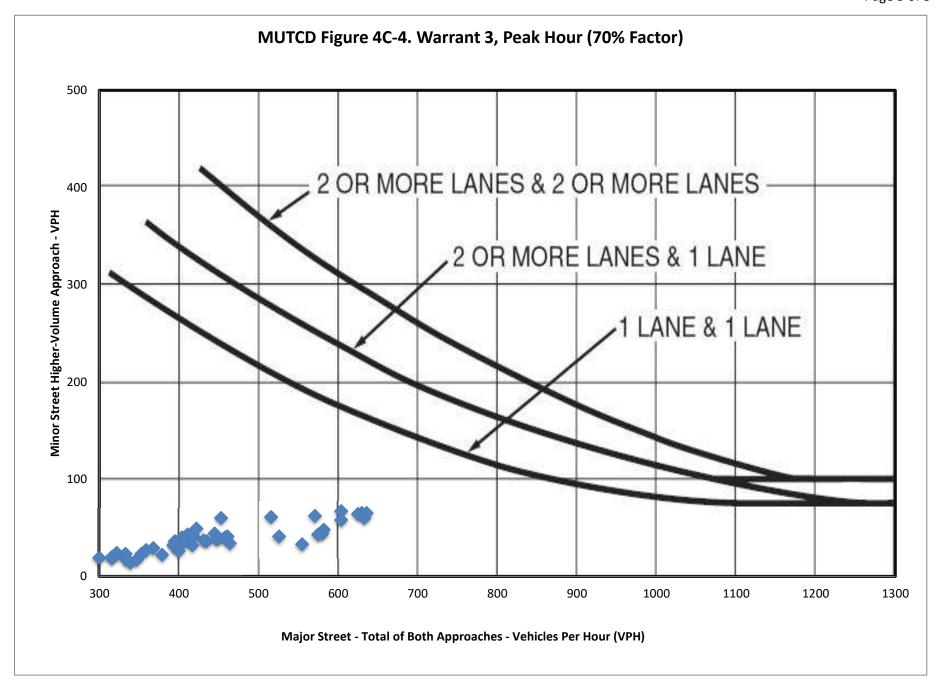


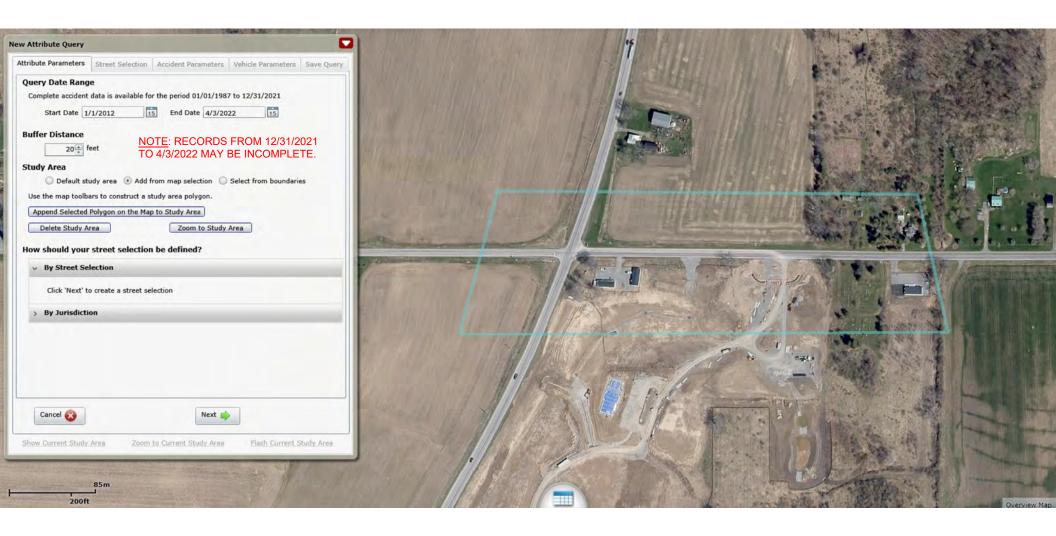
Hourly Vehicular Volume						
Hour Interval Major Street Combined Highest Minor Street Approach Hour Met?						
Beginning At	Vehicles Per Hour (VPH)	Vehicles Per Hour (VPH)	Hour Wetr			
8:15 AM	347	17				



Hourly Vehicular Volume						
Hour Interval Major Street Combined Highest Minor Street Approach						
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				
		0				
10:45 PM	0					







## **NYSDOT QRA ACCIDENT VERBAL DESCRIPTION**

				Print Date	4/4/2022	Print Time	9:24:25AM
Query Number/Name	Query Type	Query SubType		<u> </u>	Accident Date Range		
<u>70055</u> 77cem	AttributeQuery	None		1/1/2012 12:00:0	OOAM To	4/3/2022 12:00:00	)AM
Case Number	Accident Date	Region/County	Municipality/Type	<u>Street</u>		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	ed/Bike
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	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	6		
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weig	<u>aht</u>	<b>Drivers Age</b>	<u>Sex</u>
Number 1	4	WEST	GOING STRAIGHT AHEAD	2594		18	М
	Vehicle Type	State of Registration	Citation Issued	School Bus Inve	olved	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	TRAFFIC CONTROL DEVICES DISREGARDED					

					1 mile Bato		7 11110	
	<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered We	<u>ight</u>	<b>Drivers Age</b>	Sex
	Number 2	2	NORTH	GOING STRAIGHT AHEAD	3992		36	М
		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					
2	\							
_	7 Case Number 34339893	Accident Date 20-June-2012	Region/County GENESEE	Municipality/Type Pembroke Town	Street ALLEGHANY RD		<b>Reference Ma</b> 77 41021108	<u>rker</u>
	Road Surface	Road Cond	<u>Weather</u>	<b>TrafficControls</b>	<b>Location Ped/Bike</b>		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	i
	2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	0		
	Vehicle	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered We	<u>ight</u>	<b>Drivers Age</b>	<u>Sex</u>
	Number 1	1	WEST	SLOWED OR STOPPING	3550		51	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					

4/4/2022

**Print Date** 

**Print Time** 

9:24:25AM

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	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			
3					
<u>Case Number</u> 34393732	Accident Date 30-July-2012	Region/County GENESEE	Municipality/Type Pembroke Town	Street ALLEGHANY RD	Reference Marker 77 41021108
Road Surface	Road Cond	<u>Weather</u>	<b>TrafficControls</b>	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
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		FAST			17 M

GOING STRAIGHT

**Citation Issued** 

AHEAD

Y

4353

Ν

**School Bus Involved** 

EAST

NY

**State of Registration** 

**Apparent Factor** 

FAILURE TO YIELD RIGHT OF WAY

**Vehicle Type** 

CAR/VAN/PICKUP

**Apparent Factor** 

1

**Sequence Number** 

**Property Damage** 

17

N

Μ

3				Print Date 4/4/2022	Print Time 9:24:25AM
3	2	NOT APPLICABLE			
Vehicle	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 Involved	Property Damage
	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 Marker
Road Surface	Road Cond	<u>Weather</u>	<u>TrafficControls</u>	Location Ped/Bike	Action of Ped/Bike
WET	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
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
<b>Number</b> 1	2	EAST	GOING STRAIGHT AHEAD	3478	33 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** 



Time 9:24:25AM

1					
	4	. `			

1

2

**Sequence Number** 

1

2

ANIMAL'S ACTION

**NOT APPLICABLE** 

NOT APPLICABLE

NOT APPLICABLE

Case Number **Accident Date** Region/County Municipality/Type Street **Reference Marker** 77 41021108 34695648 14-March-2013 GENESEE Pembroke ALLEGHANY RD Town **Road Cond** Weather **Action of Ped/Bike Road Surface TrafficControls Location Ped/Bike** STRAIGHT AND LEVEL CLEAR NOT APPLICABLE NONE DRY NOT APPLICABLE **Accident Class Type of Accident Ext of Injuries** Number of **Manner of Collision Fatality** Injury **Vehicles** 2 PROPERTY DAMAGE COLLISION WITH **POSSIBI** 0 **OVERTAKING** MOTOR VEHICLE AND INJURY Vehicle **Number of Occupants Dir of Travel Pre-Accd Action Registered Weight Drivers Age** <u>Sex</u> Number 3 NORTH 56 STOPPED IN TRAFFIC 3524 Μ **State of Registration Vehicle Type Property Damage Citation Issued School Bus Involved** NY Ν CAR/VAN/PICKUP N Ν **Apparent Factor Apparent Factor** 

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>	<b>Drivers Age</b>	Sex
	Number 2	2	NORTH	GOING STRAIGHT AHEAD	2868		51	М
		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								
O	<u>Case Number</u> 34796452	Accident Date 30-May-2013	Region/County GENESEE	Municipality/Type Pembroke Town	Street [Route] 77		<b>Reference N</b> 77 41021108	<u>larker</u>
	Road Surface	Road Cond	<u>Weather</u>	<b>TrafficControls</b>	Location Ped/Bik	ation Ped/Bike		ed/Bike
	DRY	STRAIGHT/ GRADE	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 Injurio	<u>es</u>
	2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBI	
	<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weig	<u>ht</u>	<b>Drivers Age</b>	Sex
	Number	1	EAST	STARTING IN TRAFFIC	0		51	F
	1	Vehicle Type	State of Registration	Citation Issued	School Bus Invo	lved	Property Da	mage_
		CAR/VAN/PICKUP	NY	Y	N		N	
		Apparent Factor Sequence Number	Apparent Factor					
		1	FAILURE TO YIELD RIGHT OF	WAY				
		2	NOT APPLICABLE					

<b>6</b> _					Print Date	4/4/2022	Print Time	9:24:25AM
	<u>hicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weigl	<u>ht</u>	<b>Drivers Age</b>	<u>Sex</u>
	ımber <sup>2</sup>	1	NORTH	GOING STRAIGHT AHEAD	4379		49	M
		Vehicle Type	State of Registration	Citation Issued	School Bus Invol	lved	<b>Property Damage</b>	
		CAR/VAN/PICKUP	NY	N	N		N	
		Apparent Factor Sequence Number	Apparent Factor					
		1	NOT APPLICABLE					
		2	NOT APPLICABLE					
7								
	se Number	Accident Date 30-June-2013	Region/County GENESEE	Municipality/Type Pembroke Town	Street [Route] 77		Reference Ma 77 41021108	arker
348:				Pembroke		<u>(e</u>		
348:	ead Surface	30-June-2013	GENESEE	Pembroke Town	[Route] 77	<u>ce</u>	77 41021108	l/Bike
348: <b>Ro</b> DRY	ead 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 Pec	<mark>l/Bike</mark> LE
348: <b>Ro</b> DRY	ead Surface Y	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 Pec NOT APPLICABLE	<mark>l/Bike</mark> LE
Ro DRY Nu Vel 2	ead Surface Y	30-June-2013  Road Cond  STRAIGHT/ GRADE  Accident Class	Weather CLOUDY  Type of Accident  COLLISION WITH	Pembroke Town  TrafficControls  STOP SIGN  Manner of Collision	[Route] 77  Location Ped/Bik  NOT APPLICABLE  Fatality	<b>Injury</b> 0	77 41021108  Action of Pec NOT APPLICABLE	<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>ht</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	<u>amage</u>
	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	Street [Route] 77		Reference Marker 77 41021108	
Road Surface	Road Cond	<u>Weather</u>	<u>TrafficControls</u>	Location Ped/Bil	<u>ke</u>	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 Injuri	<u>es</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2		
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weig	<u>ht</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	<u>ımage</u>
	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 Damage
	CAR/VAN/PICKUP	NY	N	N	N
	Apparent Factor Sequence Number	Apparent Factor			
	1	NOT APPLICABLE			
	2	NOT APPLICABLE			

9 Case 349091	Number	Accident Date 29-August-2013	Region/County GENESEE	Municipality/Type Pembroke Town	Street [Route] 77		Reference Marker 77 41021108
Road	d Surface	Road Cond STRAIGHT/ GRADE	Weather CLEAR	TrafficControls STOP SIGN	Location Ped/Bike NOT APPLICABLE		Action of Ped/Bike  NOT APPLICABLE
Num Vehic	<u>ber of</u> cles	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					<b>Print Date</b> 4/4/202	2 Print Time	9:24:25AM
7	<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	<b>Drivers Age</b>	Sex
	Number 1	4	EAST	GOING STRAIGHT AHEAD	4191	31	F
		Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Da	mage
	4	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 Age	Sex
	Number  1 2	1	NORTH	GOING STRAIGHT AHEAD	5171	87	М
		Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Da	mage
		CAR/VAN/PICKUP	NY	N	N	N	
		Apparent Factor Sequence Number	Apparent Factor				
		1	NOT APPLICABLE				
		2	NOT APPLICABLE				

Case Number 34967403	Accident Date 14-October-2013	Region/County GENESEE	Municipality/Type Pembroke Town	Print Date Street INDIAN FALLS RE	4/4/2022	Print Time Reference M	9:24:25AM <u>arker</u>
Road Surface	Road Cond	<u>Weather</u>	<b>TrafficControls</b>	<b>Location Ped/B</b>	<u>sike</u>	Action of Pe	d/Bike
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE		NOT APPLICAB	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	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>ght</u>	<b>Drivers Age</b>	<u>Sex</u>
Number 1	1	EAST	MAKING LEFT TURN	4027		58	F
	Vehicle Type	State of Registration	Citation Issued	School Bus Inv	olved	Property Dar	<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>ght</u>	<b>Drivers Age</b>	<u>Sex</u>
Number 2	1	WEST	STOPPED IN TRAFFIC	3371		17	F
	Vehicle Type	State of Registration	<b>Citation Issued</b>	School Bus Inv	olved	Property Dar	<u>nage</u>
	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		<b>Reference Ma</b> 77 41021108	<u>rker</u>
	Road Surface SNOW/ICE	Road Cond STRAIGHT AT HILLCREST	<u>Weather</u> CLEAR	TrafficControls  NONE	Location Ped/Bi			
- 1	Number of Vehicles	Accident Class PROPERTY DAMAGE	Type of Accident  COLLISION WITH	Manner of Collision REAR END	Fatality 0	<u>Injury</u>	Ext of Injuries	<u> </u>
	<u>Vehicle</u> Number	AND INJURY  Number of Occupants	MOTOR VEHICLE  Dir of Travel	Pre-Accd Action	Registered Weig		Drivers Age	<u>Sex</u>
	1	2 Vehicle Type	State of Registration	MAKING LEFT TURN  Citation Issued	2676 School Bus Involved		Property Damage	
		CAR/VAN/PICKUP  Apparent Factor	NY  Apparent Factor	N	N		N	
		Sequence Number  1	NOT APPLICABLE					
		2	NOT APPLICABLE					
	<u>Vehicle</u> Number	Number of Occupants	Dir of Travel SOUTH	Pre-Accd Action  GOING STRAIGHT	Registered Weig	<u>aht</u>	Drivers Age 82	<u>Sex</u> M
	2	Vehicle Type	State of Registration	AHEAD  Citation Issued	School Bus Invo	olved	Property Dam	<u>iage</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	<b>Street</b> ALLEGHANY R	ZD	<b>Reference Ma</b> 77 41021108	<u>rker</u>		
Road Surface	Road Cond	<u>Weather</u>	<b>TrafficControls</b>	Location Ped	d/Bike	Action of Ped	/Bike		
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	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	<u>.</u>		
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>	<b>Drivers Age</b>	<u>Sex</u>		
Number 1	2	SOUTH	MAKING LEFT TURN	4328		17	F		
	Vehicle Type	State of Registration	Citation Issued	School Bus I	Involved	<b>Property Dam</b>	age_		
	CAR/VAN/PICKUP	NY	Y	N		N			
	Apparent Factor Sequence Number	Apparent Factor							
	1	FAILURE TO YIELD RIGHT OF WAY							
	2	NOT APPLICABLE							
Vehicle	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered V	<u>Veight</u>	<b>Drivers Age</b>	<u>Sex</u>		
Number 2	1	NORTH	GOING STRAIGHT AHEAD	3112		53	F		
	Vehicle Type	State of Registration	Citation Issued	School Bus I	Involved	<b>Property Dam</b>	age_		
	CAR/VAN/PICKUP	NY	N	N		N			
	Apparent Factor Sequence Number	Apparent Factor							
	1	NOT APPLICABLE							

12

12 Print Date 4/4/2022 Print Time 9:24:25AM

	2	NOT APPLICABLE
	2	NOTALLEGABLE
<b>13</b> `		
•		

Case Number 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>	<b>TrafficControls</b>	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	Drivers Age Sex
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	<b>Accident Date</b>	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>	<b>TrafficControls</b>	Location Pe	d/Bike	Action of Ped	/Bike
DRY	STRAIGHT/ GRADE	CLEAR	STOP SIGN	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	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0		
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered V	<u>Veight</u>	<b>Drivers Age</b>	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	Number of Occupants  1  Vehicle Type  TRUCK  Apparent Factor  Sequence Number	Dir of Travel NORTH  State of Registration NY  Apparent Factor	Pre-Accd Action  GOING STRAIGHT AHEAD  Citation Issued  N	Print Date 4/4/2022  Registered Weight  9900  School Bus Involved  N	Print Time 9:24:25AM  Drivers Age Sex  21 M  Property Damage  N
	1 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>	<b>TrafficControls</b>	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 C	DF 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	<b>Property Damage</b>	
	CAR/VAN/PICKUP	NY	N	N	N	
	Apparent Factor Sequence Number	Apparent Factor				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				
<b>16</b>						
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>	<b>TrafficControls</b>	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 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	
<b>Number</b> 1	2	WEST	GOING STRAIGHT AHEAD	3228	23 M	
	Vehicle Type	State of Registration	Citation Issued	<b>School Bus Involved</b>	<b>Property Damage</b>	
	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	Sex
Number 2	1	NORTH	GOING STRAIGHT AHEAD	3752	53	F
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	Property Damag	<u>16</u>
	CAR/VAN/PICKUP	NY	N	N	N	
	Apparent Factor Sequence Number	Apparent Factor				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				
17)						
<u>Case Number</u> 36347863	Accident Date 09-August-2016	Region/County GENESEE	Municipality/Type Pembroke Town	Street INDIAN FALLS RD	Reference Mark 77 41021108	<u>er</u>

<u>Case Number</u> 36347863	Accident Date 09-August-2016	Region/County GENESEE	Municipality/Type Pembroke Town	Street INDIAN FALLS RD		Reference Man 77 41021108	<u>rker</u>
Road Surface	Road Cond STRAIGHT AT HILLCREST	Weather CLEAR	TrafficControls  NO PASSING ZONE	Location Ped/Bil	<u>ke</u>	Action of Ped/	
Number of	Accident Class	Type of Accident	Manner of Collision		<u>Injury</u>	Ext of Injuries	
Vehicles 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 Weig	<u>ht</u>	Drivers Age	<u>Sex</u>
Number 1	1	SOUTH	GOING STRAIGHT AHEAD	3597		30	F
	Vehicle Type	State of Registration	Citation Issued	School Bus Invo	lved	Property Dam	age_
	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 Ma 77 41021108	<u>arker</u>
Road Surface DRY	Road Cond STRAIGHT AND LEVEL	Weather CLOUDY	TrafficControls STOP SIGN	Location Ped/Bik	<u>(e</u>	Action of Peo	
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	RIGHT ANGLE	0	0		
<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	GOING STRAIGHT AHEAD	7000		42	M
	Vehicle Type	State of Registration	Citation Issued	School Bus Invo	lved	Property Dan	<u>nage</u>
	CAR/VAN/PICKUP	NY	Y	N		N	
	Apparent Factor Sequence Number	Apparent Factor					

FAILURE TO YIELD RIGHT OF WAY

NOT APPLICABLE

1

18 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 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					
Case Number 36797362	Accident Date 04-July-2017	Region/County GENESEE	Municipality/Type Pembroke Town	Street [Route] 77	Reference Marker 77 41021108
Road Surface	Road Cond	Weather	<b>TrafficControls</b>	Location Ped/Bike	Action of Ped/Bike
DRY	STRAIGHT/ GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE
Number of Vehicles	Accident Class  PROPERTY DAMAGE	Type of Accident  COLL. W/LIGHT	Manner of Collision  OTHER	Fatality Injury	Ext of Injuries
		SUPPORT/UTILITY	· · · · · · · · · · · · · · · · · · ·	, , , , , , , , , , , , , , , , , , ,	
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	<u>Drivers Age</u> <u>Sex</u>
Number	1	SOUTH-EAST	MAKING U TURN	0	26 M
1	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	Finit finite 7.24.23/AM
<u>Case Number</u> 36906125	Accident Date 25-September-2017	Region/County GENESEE	Municipality/Type Pembroke Town	<u>Street</u> ALLEGHANY RD	Reference Marker 77 41021108
Road Surface	Road Cond	Weather	<u>TrafficControls</u>	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	Fatality Injury	Ext of Injuries
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 Weight	<u>Drivers Age</u> <u>Sex</u>
Number	1	SOUTH	GOING STRAIGHT AHEAD	3347	54 F
	Vehicle Type	State of Registration	Citation Issued	School Bus Involved	<b>Property Damage</b>
	CAR/VAN/PICKUP	NY	N	N	N
	Apparent Factor Sequence Number	Apparent Factor			
	1	ANIMAL'S ACTION			
	2	NOT APPLICABLE			
Case Number	Accident Date	Region/County	Municipality/Type	Street	Reference Marker
37111774	24-January-2018	GENESEE	Pembroke Town	[Route] 77	77 41021108
Road Surface	Road Cond	Weather	<u>TrafficControls</u>	Location Ped/Bike	Action of Ped/Bike
DRY	STRAIGHT AND LEVEL	CLEAR	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

OTHER

0

0

PROPERTY DAMAGE

COLLISION WITH DEER

**Print Date** 

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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>	<b>TrafficControls</b>	<b>Location Ped/Bike</b>	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 1	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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22				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	<b>Property Damage</b>
	TRUCK	TN	N	N	N
	Apparent Factor Sequence Number	Apparent Factor			
	1	NOT APPLICABLE			
	2	NOT APPLICABLE			
.3					
<b>Case Number</b> 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	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weight	Drivers Age Sex
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			

NOT ENTERED

**Sequence Number** 

**23** Print Date 4/4/2022 Print Time 9:24:25AM

NOT ENTERED

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





1 NOT APPLICABLE

2 NOT APPLICABLE

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_	_	_

25 )					
<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>	<b>TrafficControls</b>	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	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			

<b>26</b> )				Print Date	4/4/2022	<b>Print Time</b>	9:24:25AM
<u>Case Number</u> 38002926	Accident Date 21-July-2019	Region/County GENESEE	Municipality/Type Pembroke Town	Street [Route] 77		Reference N 77 41021108	<u>Narker</u>
Road Surface	Road Cond	<u>Weather</u>	<b>TrafficControls</b>	<b>Location Ped/E</b>	<u> Bike</u>	Action of Pe	ed/Bike
DRY	CURVE AND HILLCREST	CLOUDY	NO PASSING ZONE	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	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0		
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered We	<u>ight</u>	<b>Drivers Age</b>	Sex
Number 1	3	NORTH	OVERTAKING	4035		28	F
	Vehicle Type	State of Registration	Citation Issued	School Bus Inv	olved	Property Da	<u>image</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>	<b>Drivers Age</b>	Sex
Number 2	3	NORTH	MAKING LEFT TURN	2762		34	F
	Vehicle Type	State of Registration	Citation Issued	School Bus Inv	olved	Property Da	<u>image</u>
	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
Case Number 38473708	Accident Date 06-July-2020	Region/County GENESEE	Municipality/Type Pembroke Town	Street [Route] 77		Reference Ma 77 41021108	<u>arker</u>
Road Surface DRY	Road Cond STRAIGHT/ GRADE	<u>Weather</u> CLEAR	TrafficControls  NO PASSING ZONE	Location Ped/Bi	ike	Action of Peo	
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 Invo	olved	Property Dan	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>aht</u>	<b>Drivers Age</b>	<u>Sex</u>
Number 2	1	SOUTH	STOPPED IN TRAFFIC	2837		27	M
2	Vehicle Type	State of Registration	Citation Issued	School Bus Invo	olved	Property Dan	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	<b>Property Damage</b>
		CAR/VAN/PICKUP	NY	Y	N	N
		Apparent Factor Sequence Number	Apparent Factor			

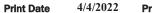
UNSAFE SPEED

1

4/4/2022

**Print Date** 

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

Casa Number	Assident Data	Decien/County	Manajain alitu/Tuma	Ctuant		Deference Me	ulco u
<u>Sase Number</u> 9048604	Accident Date 22-September-2021	Region/County GENESEE	Municipality/Type Pembroke Town	Street [Route] 77		77 41021108	<u>rker</u>
oad Surface	Road Cond	<u>Weather</u>	<b>TrafficControls</b>	Location Per	d/Bike	Action of Ped	/Bike
VET	STRAIGHT AT HILLCREST	RAIN	STOP SIGN	NOT APPLICAE	BLE	NOT APPLICABL	ĽΕ
lumber of /ehicles	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u>	<u>Injury</u>	Ext of Injuries	<u>i</u>
2	FATAL	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	2	0		
<u>/ehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered V	<u>Veight</u>	<b>Drivers Age</b>	Sex
lumber 1	2	WEST	GOING STRAIGHT AHEAD	2742		69	M
	Vehicle Type	State of Registration	Citation Issued	School Bus	Involved	<b>Property Dam</b>	age_
	CAR/VAN/PICKUP	NY	N	N		N	
	Apparent Factor Sequence Number	Apparent Factor					

29				Print Date	4/4/2022	Print Time	9:24:25AM
20	1	TRAFFIC CONTROL DEVICE	ES DISREGARDED				
	2	FAILURE TO YIELD RIGHT (	OF WAY				
<u>Vehicle</u>	Number of Occupants	Dir of Travel	Pre-Accd Action	Registered Weig	<u>ht</u>	Drivers Age	<u>Sex</u>
Number 2	2	NORTH	GOING STRAIGHT AHEAD	0		30	М
	Vehicle Type	State of Registration	Citation Issued	School Bus Invo	lved	Property Da	amage_
	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>	<b>TrafficControls</b>	Location Pe	d/Bike	Action of Ped/Bike
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICAL	BLE	NOT APPLICABLE
Number of	Accident Class	Type of Accident	Manner of Collision	<u>Fatality</u>	<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

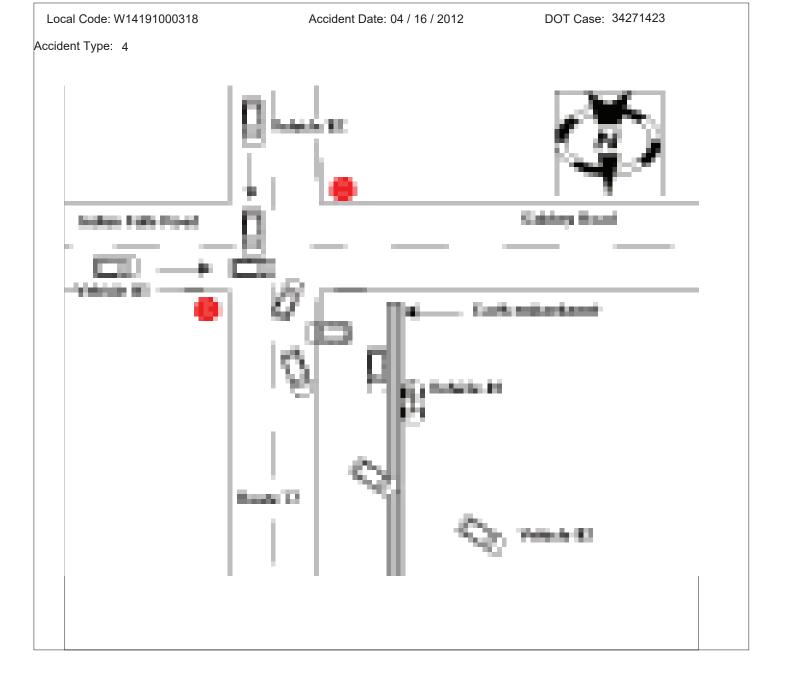
\$\Begin{align\*} \Pi & \text{31,501} & \Pi & \text{51,501} & \Pi & \text{51,501} & \text{52,500} \end{align\*} S1,501-\$2,500 -DI Over \$2,500 ☑ Over \$2,500 ACCIDENT DIAGRAM: Circle one of the 9 diagrams (numbered 0-8) if it full full #2 Sideswipe (same direction) Describe damage to vehicle 2 VEHICLE 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 2NTown 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.

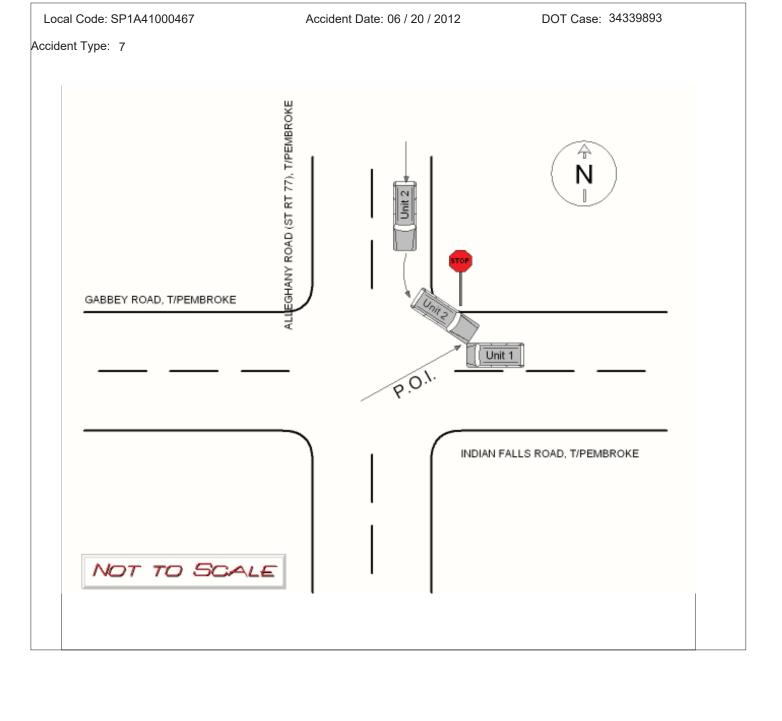
An accident report is not considered complete and filled unless it is signed, and if not signed may result in the suspension of your driver's license,

Print Name of Drive

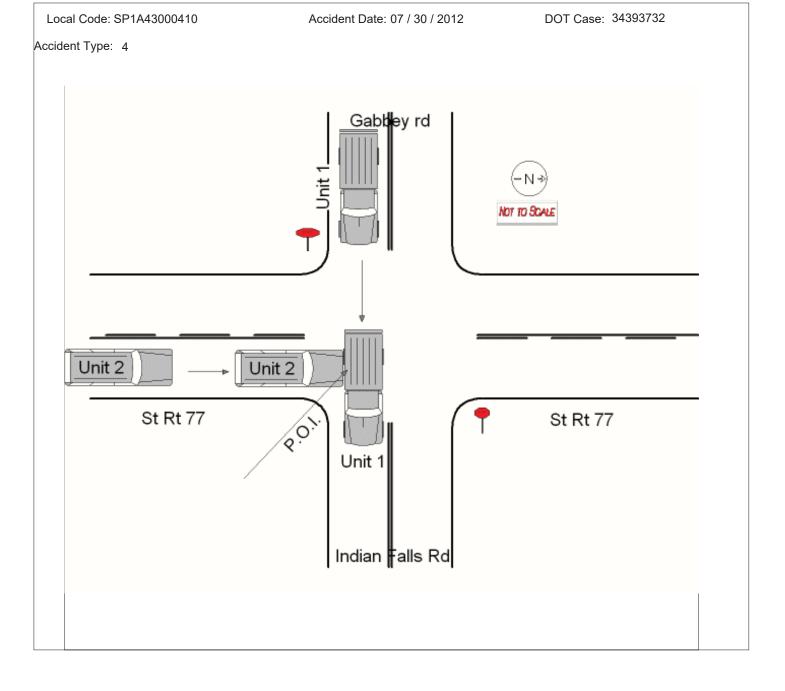
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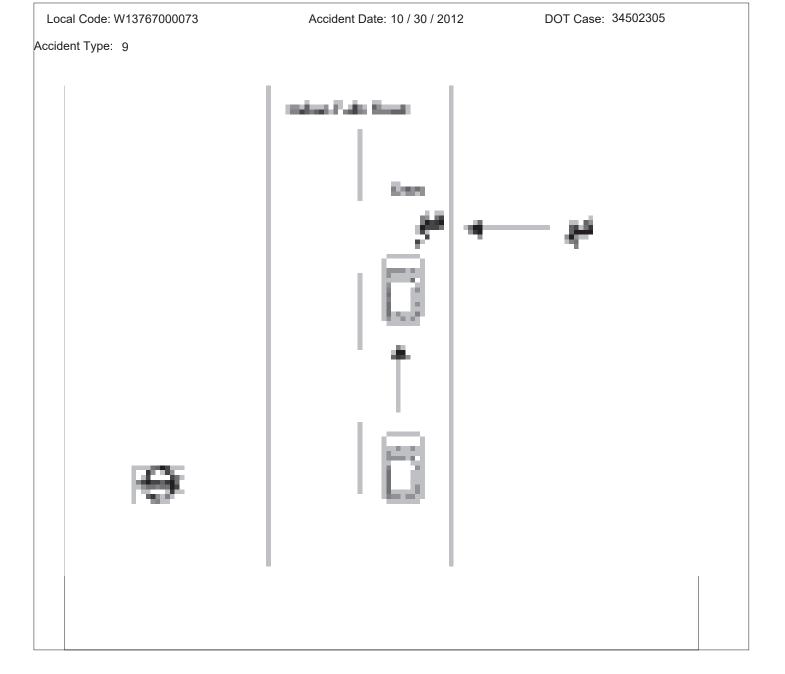
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Page of F Local Codes SP1A43000410 4689083	<sup>2</sup> ages	New York State Departm POLICE ACCID MV-104/ DMV C	DENT REPORT DOT Case: 34393732 A (7/01)	7
Accident Date Month Day Year 07 / 30 / 2012	Thorn .	No. of Vehicles	No. Injured No. Killed Not Investigated at Scene Left Scene Police Ph  O O Accident Reconstructed   Yes [	
VEHICLE 1 - Driver License ID Number Driver Nameexactly as printed on license	VEHICLE 1	State of Lic.	VEHICLE 2 BICYCLIST PEDESTRIAN OTHER PEDESTR  VEHICLE 2 - Driver License ID Number  Driver Nameexactly as printed on license	ettic. -2'
Address (Include Number & St	reet)	Apt. No. State Zip Code	Address (Include Number & Street)  City or Town State 7to Code	ot. No.
Date of Birth  Name-exactly as printed on re	Sex Unlicensed	No. of Occupants 1 Public Property Damaged Sex Date of Birth	Date of Birth  Sex Unlicensed No. of Occupants 1 Public Property Damage  No. of Occupants 1 Public Property Damage  Date of Birth  Date of Birth	d L
Address (Include Number & Str	eet)	Apt. No. Haz. Released Mat Code	Address (Include Number & Street)  Apt. No. Haz. Rel Mat Code  City or Town	leased 3
Plate Number Sta  Ticket/Arrest Number(s) 1A4306RHSP,		Vehicle Type Ins. Code 2002 PICK 240		24 413
VEHICLE 1 DAI  Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes  Vehicle By RON & NEV To RON & NEV  VEHICLE DAMAGE COI 1 - 13, SEE DIAGRAM O  14, UNDERCARRIAGE 15, TRAILER 16, OVERTURNED  Reference Marker Co  7 7 7	es wide; ong: ong: verweight permit; verdimension permit.  MAGE CODES  1 2 6 6 6 3 4 5 5 7 2  VTS  VTS  VTS  VTS  VTS  VTS  OING: N RIGHT.  E 17. DEMOLISHED 18. NO DAMAGE 19. OTHER  ordinates (if available) itude/Northing:	Check if involved vehicle is:  more than 95 inches wide;  more than 34 feet long;  operated with an overweigh operated with an overdimen  VEHICLE 2 DAMAGE CO  Box 1 - Point of Impact Box 2 - Most Damage 2 Enter up to three more Damage Codes 1 3  Vehicle RBN & NEWTS Towed:  Towe	Sign permit.  1. 3. 0  Overtaking Right Turn  1. 2  2. 0. 4. 5  ACCIDENT DIAGRAM  4 Right Angle  6 7  8 9. Cost of repairs to any one vehicle will be more than \$1000.  Unknown/Unable to Determine 12 Yes No curred:  Curred:  City Village 13 Town of PEMBRÖKE, TOWN OF	1
4 : 4 : 0 : 0	ngitude/Easting:	at 1) intersecting street GABBE or 2) GABBE OR 2) GABBE	Y RD (Route Number or Street Name)	
CONTINUE EAST ONT	/ELING EAST ON GABB TO INDIAN FALLS ROAD D. WITNESS 1 OBSERVE RSECTION	. VEHICLE 1 DID NOT YIELD D VEHICLE 1 STOP FOR TH	(Milepost, Nearest Intersecting Route Number or Street Name)  PED FOR THE STOP SIGN THEN ENTERED THE INTERSECTION TO DESCRIPTION FOR VEHICLE 2 WHICH WAS TRAVELING NORTH ON ST RT 77. NO IF STOP SIGN THEN PULL IN FRONT OF VEHICLE 2 WHILE ATTEMPT OF VEHICLE 2 WHILE 2 WHI	US COV SHE
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Dfficer's Rank, Name and Sigr TROOPER S A BRADY	nature S. S.	Badge/ID No. No.	CIC No.   Precinct/Post   Station/Beat/   Reviewing   Date/Time Re	



12-23474	Pages 00073			ICE A	CCI	tment of N DENT 4A (7/01 COPY	RE	PORT		DOT Cas	se: 345	502305		6
Accident Date Month Day 10 / 30 / 20	Year 12 Tue	ry Time 18:20		No. of Vehi	cles 1		lo. Injure ()	0	Accident F	igated at Scene Reconstructed		Left Scene	Police Photo:	10
VEHICLE 1 - Driver License ID Number Driver Nameexactly	VEHICLE 1			Si	tate of l	VEHICL	E 2 - Driv ID Numi	ver per	CLIST [	PEDESTRIA	W I	OTHER	State of L	_
as printed on license	No. 2 December 1				Apt. N	as printe	d on lice	ense					Apt. N	
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City or Town						City or T	own				State	e Zij	Code	Ш
Date of Rirth	Sex Unlice	ensed No.	of upants 2	Publi Propi Dama	arts m	Date of 8	Birth		Sex	Unlicensed	No. of Occup	ants	Public Property Damaged	٦
Name-exactly as prin	ed on registration	Sex	Date	e of Birth		Name-e	xactly as	printed on regi	stration		Sex	Date of	Birth	
Address (Include Nun	per & Street)	Apt	No. Haz.		Release	d Address	(Include	Number & Stree	et)		Apt. N	o. Haz. Mat.	Release	
City or Town		State	Cod	e : ip Code		City or T	own			S	tate	Code Zip C	i L	+
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E □ operated w	th an overweight permit; th an overdimension permit.	E	perated \	with an ov	verwei	ght permit ension per		Rear End	Left Turn	Right Angle	B	aght Turn	Head On	
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Longitude/Easting: at 1) Intersecting street						Ε _	2) - 2 - 3		(Route Numb	er or Street Nan	ne)			-
		or 2)	Feet	Miles	os o	W of _R	OUTE	(Milepost	t, Nearest Inters	ecting Route Nu	mber or S	itreet Name)		-
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Case Year: 2013

Image Sequence: 1

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

## FOLD - HERE

Use only for accidents that happen in New York State

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

Page				SE SUSPENDED FOR FAILUR	
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DRIVER O	F VEHICLE 1		HICLE 2 PEDES	TRIAN DBICYCLIST DOT	State of License
over tiams, a cuttle as original on bransa (Las	First Mark	Name	-e-actly as printed on license	o (Lest, Firs), M1.)	
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ille of Lawa	State 2:00	into Clive	or Town	State	Zip Codo
lote of Birth Se	x Humber of 3	Public Date	of D-rdh	Sex Number of	Public
ame-acachy as parted on registration	People in Venicle 3	Demagos	nearly as printed on pariety	Foopia in 2- Vehicle Dain of Birth	Property Damaged L
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Sits of Talvin	State Zap C	oda Cay o	n Iown	State	Zip Codo
	Vertole Year & Make Venicle	Andrew Market Company of the Company	Sambar o	State of Roo. Vehicle Year & Make Veh	
Estimated Cost of Property Damage - Vekicle	2010 CHEVILLDS	D1470 Estin	inled Cost of Property Damas	na Vetislo 2	DSD 352
Describe damage to vehicle 1   ACCIDE!	F DIAGRAIA: Circle one of the 9	O beredmunt smargait		End Sueswipe Descript	Over \$2,500 damage to vehicle 2
FILE HUMPER Number III	the accident, or draw your own day to vehicles. Your vehicle is a 1	ram below in space 49.	. 57 -		FRONT
RIGHT SIDE			Left Turn Rigi	ni Angue Righi Tum FEN	DEB -
THIL LIGHT ASSMY			1		DOUR
RIGHT SIDE			Right Fun Her	at On Skieswipe G/TIA	IT BUMPER
RIVIT SIDE			-	(opposite direction)	
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Place Where Accident Occurred	in New York State: □ City □ Village 195-Town	1 CORFU	Pembrake	. Permanent Landmark	5-20 Thurt
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at (1) intersecting speet INDIA	N FALLS RUA	0	(Route Hamber or Str		- Television of the second
	DA DS		(Raulo Humber or Str	oel Name)	
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	6 Which Veh. 8, Postion 10 Occupied In/on Vehicle E	Safety 12. 1	3. 16 injury	Secretary in the second	If Deceased, Enter Date of Death
Names of All Persons Involved	Cocupied Inventerial E	gulp Used Ago   S	ax A A C	Cosedou injurios	Day of Death
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I Venice was Operated Under Permit (ICC, USDOT or NYSDOT), give No.		Name and Address of Permit Holder			
				and State	
II Salt-Insured, give Condicate tha.		ALC: N			
II Self-Insured, give	2 H. REUBEN	Signa Se (or R	ebuse auteline,) () ()	tet. Reulen A.	

Case Year: 2013

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

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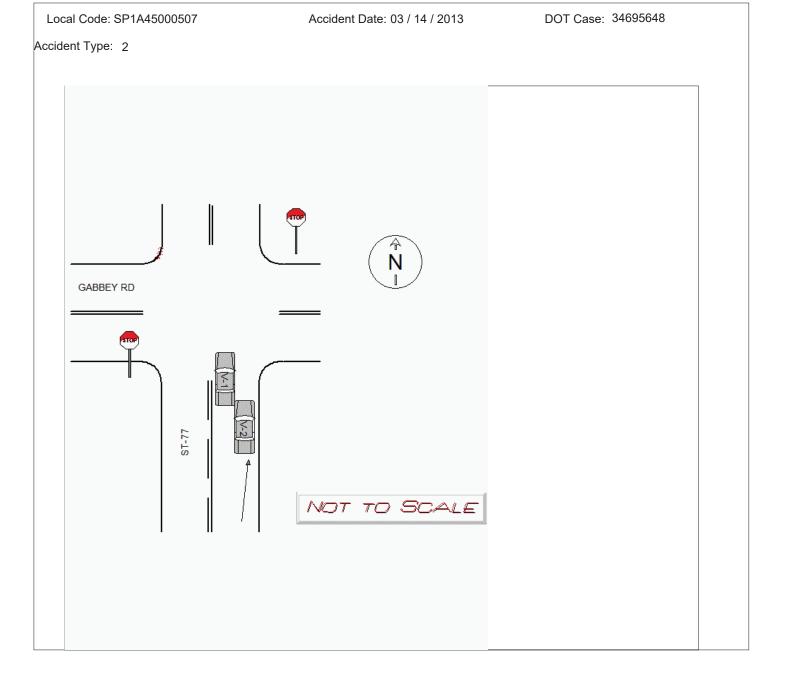
Use only for accider happen in New York

New York State Department of Motor Vehicles

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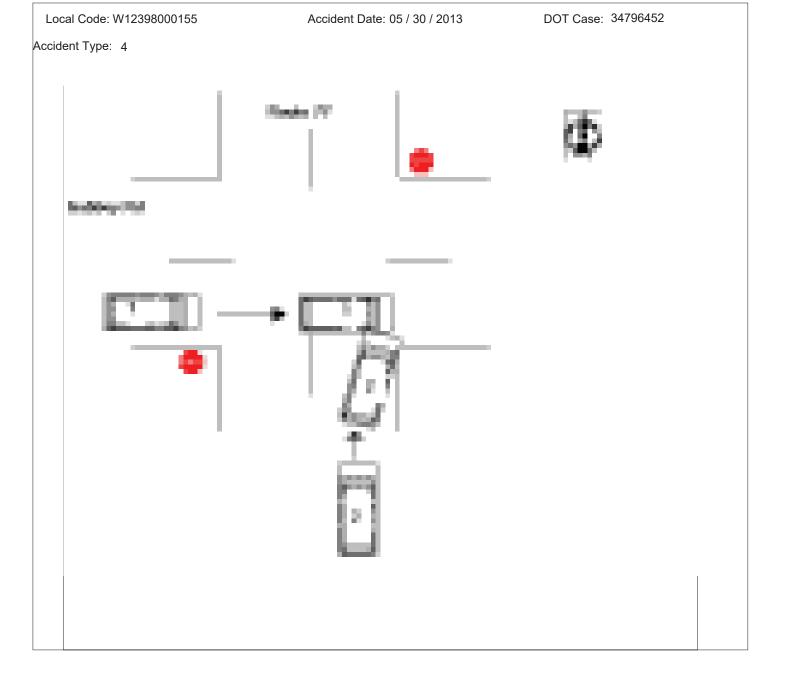
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Use only for accidents that happen in New York State

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

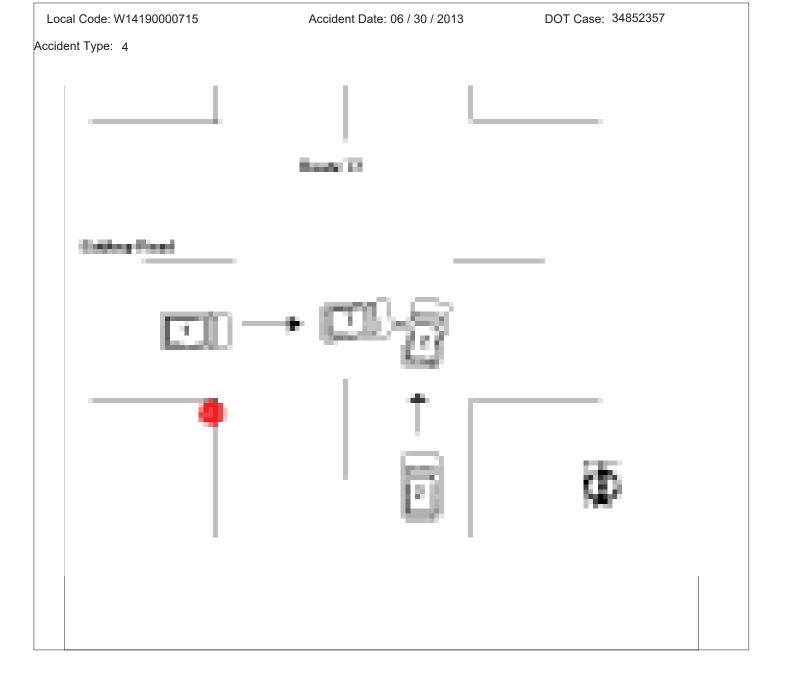
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E Bo	VEHI ox 1 - Poin ox 2 - Mos nter up to to ore Damas	t of Impa t Damag hree	3	1 5 4 6	2 5 5 2 2 5 2	Box 2 Enter	- Point - Most up to th	of Impa Damage	ct	1 1 3 4	1 5	Overtal 2. ACCID	king ⊢ ★ DENT D	Right Tu 0.	Ē,	(	<u>'</u>	Right	nt Turn	Side	eswipe	2,
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4		2	Longitude/Eas			Road o	n which	accider	et <u>GA</u> □N	BBEY RD	ROUTE	77		(Route I	Number Number	or Street I	Name) Name)					21
Accid VEHI 77_D	i lent Desc ICLE #1 IRIVER #	ription/0 WAS E	Officer's Note ASTBOUND TED SHE D BUT COUL	ON GA	SEE A	RD AN	ND STO	ING S	AT TH	E STOR	SIGN A	AT ROU VEHICL	TE 77. E #2 S	VEHIC	CLE #	O THE	NOR1	THBC	OUND	ON RO		3,
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-	Page of Pages Local Codes W14190000715 13-14663			MV-1	artment of Moto CIDENT R 04A (7/01) V COPY		DOT Case	34852357	19 7 20
1	Accident Date Day of W Month Day Year		3.444	No. of Vehicles	No. I	jured No. Killed	Not Investigated at Scene		
	06 / 30 / 2013 S	VEHICLE 1	15:23	2	▼ VEHIC	-		☐ ☐ Yes 🕅 No	-
2	VEHICLE 1 - Driver License ID Number	VEHICLE		State o		Driver		State of Li	_
	Driver Nameexactly				Driver Name	-exactly			- ~ 1
_	as printed on license  Address (Include Number & Street)			Apt.	as printed or No. Address (Inc.	lude Number & Street	)	Apt. No	o.
			State	Zin Code	City or Town		•	7-2-4-	22
~	City or Town		State	Zin L.nne	C.IV of Town			State Zip Code	100
3	Date of Birdi	Sex Unlicensed	No. of Occupants 1	Public Property Damaged	Date of Birth		Sex Unlicensed	No. of Occupants 6 Public Property Damaged	
3	Name exactly as printed on registration		Sex Da	ate of Birth	Name-exact	y as printed on regist		Sex Date of Birth	
	Address (Include Number & Street)		Apt. No. Ha	7 Relea	sed sagress (inc	ude Number & Street,		Apt. No. Haz. Release	23
			Ma Co	U !		aue waniber a Sueet,		Apt. No. Haz. Release Mat Code	3
4	City of Town	5	State	Zip Code	City or Town		Star N		24
-	Plate Number State of Reg	TO SECURE AND ASSESSMENT OF THE PROPERTY OF THE PARTY OF	CONTRACTOR AND ADDRESS OF THE PARTY OF THE P	tle Type Ins. 0		State o	f Reg. Vehicle Year & Make	Vehicle Type Ins. Cod	de 24
	Ticket/Arrest	STRN	2002	4DSD 28	Ticket/Arrest		DODG 20	003 SUBN 011	10
5					Number(s) Violation				3
2	Section(s) 1142A	10	Check if in	volved vehicle	Section(s)	Check the di	agram helow that describ	es the accident or draw your	
	□ more than 95 inches wide:  V □ more than 34 feet long;		☐ more tha	n 95 inches wie		own diagran	in the space provided (9	. Number the vehicles.	_ 23
6	E □ operated with an overweight	jht permit; E	□operated	with an overw		Rear End	Left Turn Right Angle	Right Turn Head On	1
1	VEHICLE 1 DAMAGE C			CLE 2 DAMAGE	mension permit	1. Overtaking	3. N	6. 7. Right Turn Sideswipe	-
	Box 1 - Point of Impact	1 2 C	Box 1 - Point		1 2		7	1 4	26
7	E Box 2 - Most Damage Enter up to three 3	3 3 E	Box 2 - Most Enter up to the	_	3 4 5	ACCIDENT D	IAGRAM	18.	- 1
2	1 more Damage Codes 1	2 12 2	more Damag	ge Codes	911 51 1				
_	Vehicle By RON AND NEWTS Towed:		Vehicle RBN Towed:	AND NEWTS		4.5	Right Angle		
	To RON AND NEWTS			AND NEWTS			light Angle		27
	VEHICLE DAMAGE CODING:		3 /	4 5	· 1				1
	1 - 13. SEE DIAGRAM ON RIGHT			1	1				
		DEMOLISHED NO DAMAGE	2	- 13	8	9.			
	16. OVERTURNED 19.	OTHER	, V		10 ,		s to any one vehicle will be a m/Unable to Determine	more than \$1000. ☑ Yes ☐ No	28
	Reference Marker   Coordinate	es (if available)		re Accident		Onknow	M/Onable to Determine	DO LEZ 1140	_ 1
	7 7 Latitude/No	rthing:	County GE	NE	Cit		wn of PEMBROKE,	TOWN OF	÷
			Road on which	n accident occun	ed_8112 ROUT	E 77	(Route Number or Street Name		29
	4 1 0 2	Facting	at 1) intersec	ting streetGA	BBEY ROAD		(Route Number or Street Name		. 5
	1 1 0 8	Lasung.	or 2)	DN	□E □Wof		3		
	Accident Description/Officer's N	otes	Feet	Miles	- C. P. C.	(Milepost,	Nearest intersecting Route Numb	er or Street Name)	
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	Contracting the same and			A STATE OF THE	- A - C - C - C - C - C - C - C - C - C	California i			USE
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	8 9 10	11 12	13 14	15 16	17 BY	0 18	Names of all involved	Date of Death	Only
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E	B 02 3 4	1	2 -	12 8				N/A	
ı ⊢	02 7 4	1	1 -					N/A	
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٦,	E 02 7 5 F 02 1 4	1	1 -	- H				N/A N/A	=
- 11	1 77 1						3	19/7	
,	9								
0	Officer's Rank, Name and Signature DEPUTY	De C		Badge/ID No	NCIC No. Pre	cinct/Post Station/E	eat/ Reviewing Officer	Date/Time Review 07 / 02 / 2013	

Accident Date	of Pages odes 90000715			F		ACCI MV-104	ment of Motor DENT R IA (7/01) COPY		Г	DOT Ca	se; 348	352357	
Month Day	y Year / 2013	Sun		15:23	No. of \	éhicles 2	No. Inj	and the second	1100	restigated at Sceneral Reconstructed		Left Scene	Police Photos
VEHICLE 1 - Driv License ID Numb Driver Nameexa	per	VEHIC	LE 1			State of Li	VEHICLE 2 - D License ID Nu Driver Name	river Imber	BICYCLIST	☐ PEDESTRIA	AN I	OTHER	PEDESTRIAN State of Lic
as printed on lice	ense Number & Street)					Apt. No	as printed on	license	Canada				Apt. No.
,v.,u.,;,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	ivamber & Streetj			400				ide wamber d	s Sueety				1100
City or Town				State	Zip Co	de	City or Town				State	e Zip	Code
Date of Birth		77	Unlicensed	Occupa	nts P	ublic roperty amaged			Sex	Unlicensed	No. of Occup		Public Property Damaged
Nameexactly as	printed on registration	on		Sex	Date of Birt	0	Name-exactly	as printed or	n registration		Sex	Date of	Birth
Address (Include	Number & Street)			Apt, No	Haz. Mat. Code	Release	Address (inclu	de Number &	Street)		Apt. N	lo. Haz. Mat. Code	Released
City or Town				State	Zip Code		City or Town			S	itate	Zip C	ode
Plate Number	State of Re	g. Vehicle	Year & Mak		Vehicle Type	Ins. Cod	e Plate Number		State of Reg. Ve	hicle Year & Make		Vehicle Ty	pe Ins. Code
Ticket/Arrest						110	Ticket/Arrest						
Number(s) Violation							Number(s) Violation						
Section(s)	nvolved vehicle is		-1-	Charl	if involved	rehicle ic	Section(s)	Lebook	the diagram L	elow that descr	ihee #	a annidant	or drawson-
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1 VEH	ed with an overdin		ermit.		VEHICLE 2 D		nsion permit. ODES	1. Overtaki	ng Right Tur		6	Right Turn	7. Sideswipe
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more Dame			<u> </u>		amage Code		, ,						
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To	•			12.5	To				4 Right Ar	igle			
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1 - 13, SEE [	DIAGRAM ON RIGH	AT.		1	1								
14. UNDE		. DEMOLI		2 -	-(	13	8	9.					
16. OVER		OTHER	AGL	. 1	1		1	Cost of	repairs to any	one vehicle will b	e more i	than \$1000.	
District of the	onice Income	*** ****	11-64-1		12		10 9	U	Inknown/Unable	to Determine	D	Yes 🗆	No
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							8112 ROUTE						
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Accident Des	cription/Officer's I	Notes											
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			1		14 15	16 1	7 BY T	0 18	Nam	es of all involve	ed	7	Date of Death
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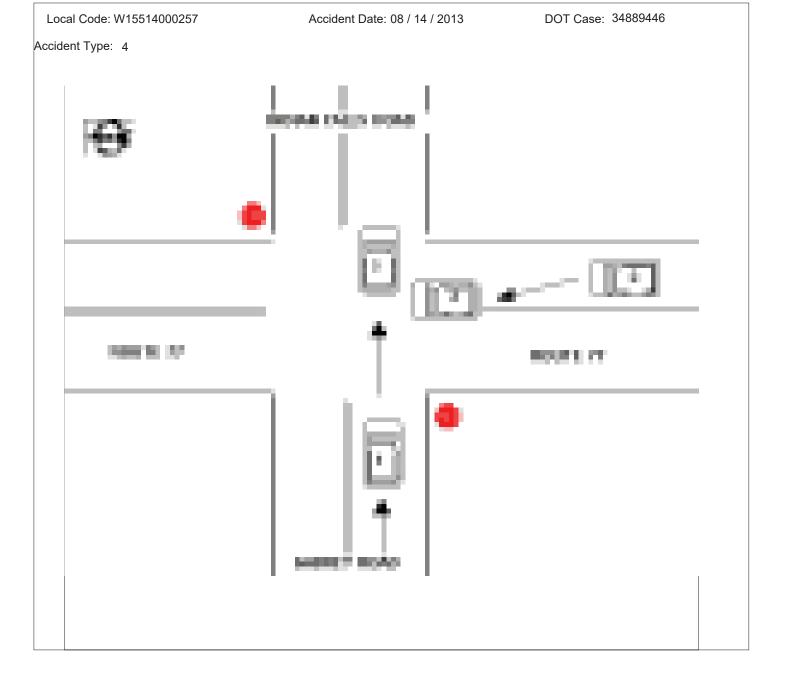


Case Year: 2013

Image Sequence: 1

Use only for accidents that happen in New York State		ew York State RT OF MC		HICLE A	ACCIDENT		
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lace Where Accident Occurred	In New York State:	Δ	1 1			4	-1
ounty Genesee,	City   Village Of To	m of te	mbroke	2	Permanent Landr	nark	_ "
oad on which accident occurred	1+77	71	104	buto Number or	Sitoni Namol		_
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7	B. Which Veh [9, Position	10 Safety	erea a7	THP SCE	EMP TOT TUIL	Il Document	ed. Enter
Names of All Persons Involved	Occupied In/on Vahis	to Equip.Used 4	96 Sox A	1 0	Describe Inju	rice Dels of	
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olicy Holder Vehicle was Operated Under Permit		of Permit i	Initiar		_		-
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Vehicle was Operated Under Permit CC, USDOT or NYSDOT), give No.		) di Pamili	instars of Orn		and Suite		

Page of Pages Local Codes W15514000257 13-18802		POLICE A	IV-104A (7/01) DMV COPY	REPORT	200,50	se: 34889446		7
Accident Date Month Day Year 08 / 14 / 2013  Day of We	ed Military Time ed 20:36	No. of Vehic	2	2 No. Killed	Not Investigated at Scene Accident Reconstructed		Police Photos	-
VEHICLE 1 - Driver License ID Number Driver Nameexactly as printed on license	VEHICLE 1	St	Driver Na	A series and the series are the series and the series and the series are the series and the series are the seri	LIST □ PEDESTRIA	UN □ OTHER	PEDESTRIAN State of Lic.	-21
City or Town	Str	ite Zip Code	The state of the s	Include Number & Street)		Chile. 71	Apt. No.	.22
Date of Birth  Name-exactly as printed on registration	Sex Unlicensed No. o	pants 2 Prope	erty iged 🔲	actly as printed on registr	Sex Unlicensed ation	No. of Occupants 1	Public Property Damaged  Birth	
Address (Include Number & Street)	Apt.	Mat Code		nclude Number & Street)		Apt. No. Haz. Mat. Code	Released	3
Plate Number State of Reg.	State NY Vehicle Year & Make BUIC 2004	Zip Code 14020 Vehicle Type 4DSD	Ins. Code Plats Num 639	her State of	Reg. Vehicle Year & Make	Vehicle Ty 1998 4DSI	pe Ins. Code	24
Ticket/Arrest Number(s) Violation Section(s)			Ticket/Arr Number(s Violation Section(s					
Check if involved vehicle is:     more than 95 inches wide;  V more than 34 feet long;  E operated with an overweig  H operated with an overdime	ht permit;	ck if involved vehi ore than 95 inches ore than 34 feet lo perated with an ov perated with an ov	s wide; ng; erweight permit; erdimension peri	own diagram Rear End	agram below that descr In the space provided Left Turn Right Angle	(9). Number the ve		25 8
VEHICLE 1 DAMAGE CI L Box 1 - Point of Impact E Box 2 - Most Damage Enter up to three 3 more Damage Codes 7	1 2 C Box Box Ente	VEHICLE 2 DAM 1 - Point of Impact 2 - Most Damage r up to three Damage Codes	3 3 4	2 2. S ACCIDENT DI	Right Turn D. 4.	Right Turn	Sideswipe 8.	2
Vehicle By RON &NEWTS Towed: To RON &NEWTS	Vehic	cle By ed: To	1 2 4	4 R	ight Angle			2
15. TRAILER 18.	DEMOLISHED 2 NO DAMAGE	1	13	9.				28
	s (if available) Place	1z e Where Accide	11 10		s to any one vehicle will be n/Unable to Determine			1
7 7 Latitude/Nor	thing: Count	GENE on which accident or			wn of PEMBROKE		-	
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1 1 0 8 Accident Description/Officer's No	or 2)		S W of	(Milepost, N	learest intersecting Route Nu	mber or Street Name)		
VEHICLE 1 WAS TRAVELING ON ROUTE 77. VEHICLE 1 EN VEHICLE 2. VEHICLE 2 COLL	EASTBOUND ON GANTERED THE INTERS	ECTION TO CRO						30
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8 9 10	11 12 13		6 17 BY	TO 18	Names of all involve	d	Date of Death (	Only
4 01 1 4 3 01 3 4	1 2	4 12	6 10329	1801			N/A N/A	
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Officer's Rank, Name and Signature DEPUTY FRANK G BORDONARO	Deput 206. 60	Badge/l	The Inches	recinct/Post Station/B roop/Zone Sector	eat/ Reviewing Officer FRIEDAY, BRIAN		e/Time Reviewe 08 / 16 / 2013 00:46	d



Page of P Local Codes W12397000241 13-20130	ages					DOT Ca	ise: 34909199		7
Accident Date Month Day Year 08 / 29 / 2013	Day of Week Military T	16:03	No. of Vehicles	No. I	njured No. Kill	Not Investigated at Scen  Accident Reconstructed		Police Photos	2
VEHICLE 1 - Driver License ID Number Driver Nameexactly as printed on license	VEHICLE 1		State of J	ic. VEHICLE 2 License ID I Driver Name as printed o	Driver lumber exactly	CYCLIST   PEDESTRI		PEDESTRIAN State of Lic.	-2
Address (Include Number & Str	eet)	State	Apt. N	o. Address (Inc	iude Number & S	(treet)	State Zi	Apt. No.	2
Date of Birth  Name-exactly as printed on reg	Sex Unlicens	Occupants 4	Public Property Damaged te of Birth	_	ly as printed on r	Sex Unlicensed 1 □	No. of Occupants 1	Public Property Damaged  Birth	1
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Plate Number  Ticket/Arrest	Vehicle Year & Ma	The second secon	ile Type Ins. Co VAN 743	Ticket/Arres	S	tate of Reg.   Vehicle Year & Make NY   CHEV	2012 Vehicle Ty	pe Ins. Code	2
Number(s) 239700VCW1 Violation Section(s) 1142A		Lac en		Number(s) Violation Section(s)					ć ,
Check if involved velor more than 95 inche  V more than 34 feet le poperated with an or  VEHICLE 1 DAN	es wide; ong; verweight permit; verdimension permit.	☐more that V☐more that E☐operated H☐operated	volved vehicle is n 95 inches wide n 34 feet long; with an overwei with an overdim CLE 2 DAMAGE (	; ght permit; ension permi	Rear End	re diagram below that descriptam in the space provided  Left, Turn Right Angle	(9). Number the v		2:
Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes	1 2 4 4 3 4 5 3 6	Box 1 - Point Box 2 - Most Enter up to the more Damage	of Impact Damage	1 1 2	2.	Right Turn  O. 4.	6, A	B.	2
Vehicle By RON & NEW Towed: To RON & NEW  VEHICLE DAMAGE COD  1 - 13, SEE DIAGRAM OI  14. UNDERCARRIAGE 15. TRAILER 16. OVERTURNED	VTS DING: N RIGHT.		AYUGA CRK	6 7 8	9. Cost of n	4 Right Angle  epairs to any one vehicle will be known/Unable to Determine			2
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4 1 0 2	ngitude/Easting:	at 1) intersec	accident occurre	BEY RD		(Route Number or Street Na	me)		2
	PPED ON GABBEY FOUTE 77. OPERATOR	RD AT THE ST	OP SIGN AT THE	HE INTERSE	CTION OF F	OUTE 77. VEHICLE #2 VOOR SIGN AND DIDN'T SINTERSECTION.	WAS TRAVELIN	COMING	US COOK
8 9	10 11 12	13 14	15 16	17 BY	TO 18	Names of all involve	ed	Date of Death O	
01 1 01 7	4 1 5 1	2 1	12 6	9993	1405			N/A N/A	
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Officer's Rank, Name and Sign DEPUTY INMOTHY G WESCOTT	ature D	Shirt T	Badge/ID No. 045		cinct/Post Stat op/Zone Sec NW		TA	e/Time Reviewed 09 / 02 / 2013 10:01	

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.

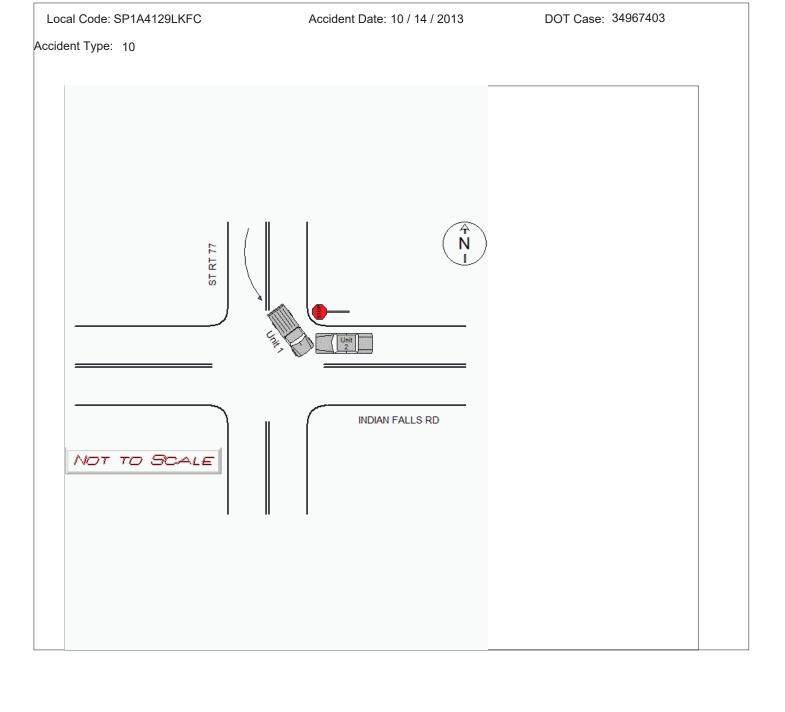
Signature of Driver

(or Representative\*)

and State

30

1 Accident Date Month Day Year 10 / 14 / 2013 Mon  VEHICLE 1 - Driver License ID Number Driver Name-exactly as printed on license Address (Include Number & Street)	Military Time 16:04 LE 1	No. of Vehicles	No. Injure	d No. Killed	Not investigated at Scene	- Day		
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Case Year: 2014

Image Sequence: 1

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

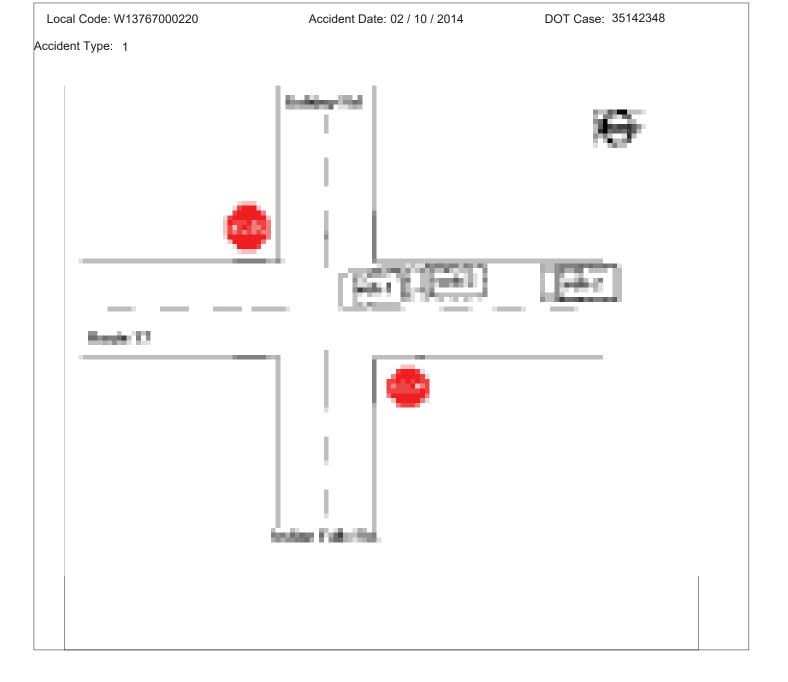
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Use only for accidents that

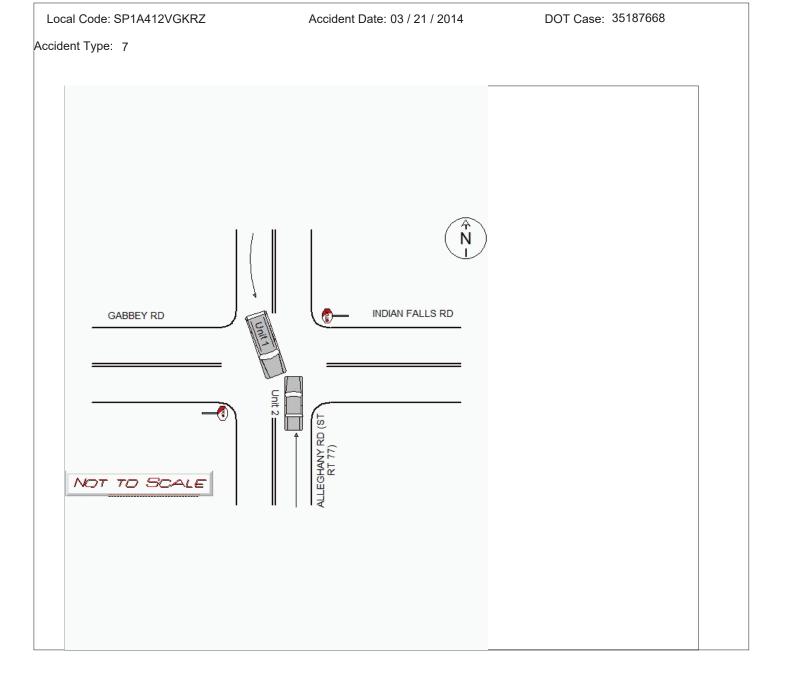
New York State Department of Motor Vehicles
REPORT OF MOTOR VEHICLE ACCIDENT

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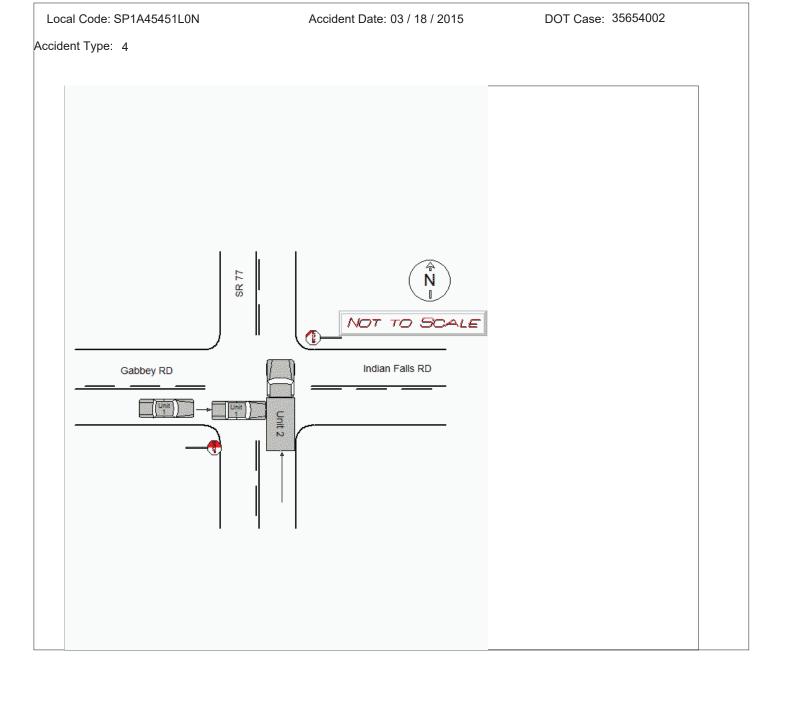


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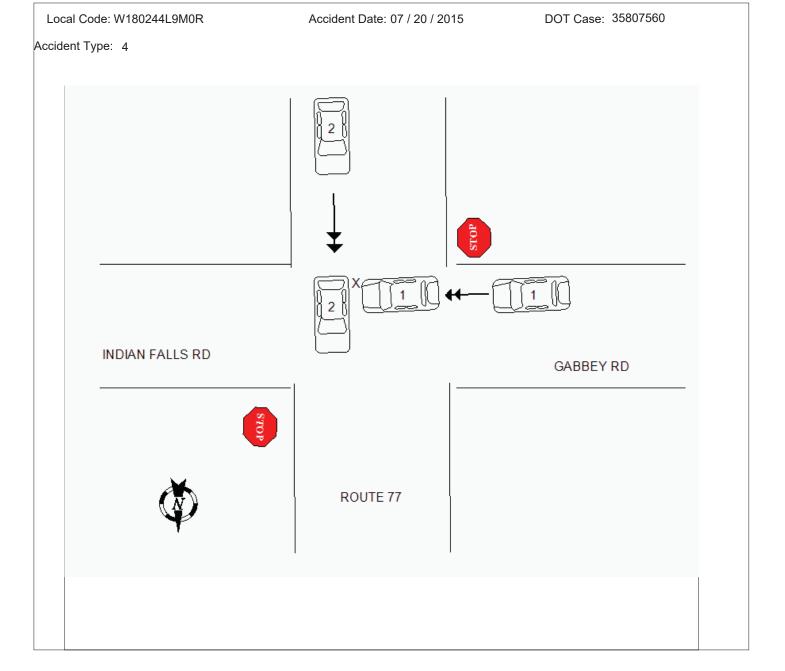
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	www.nysc	Imv.com HE INSTRUCTIONS IN SECTION A ON PAGE :	2)
DO NOT FORGET ACCIDENT DATE Page O ACCIDENT DATE Day of Week Time Month Pay Monday	AM Number of Number Injured Killed	/EHICLE 1 - LICENSE SUSPENDED FOR Did police investigate   If "Yes", Name of Police Age, accident at scene?  R Yes:	ncy or Precipct & Accident Number
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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
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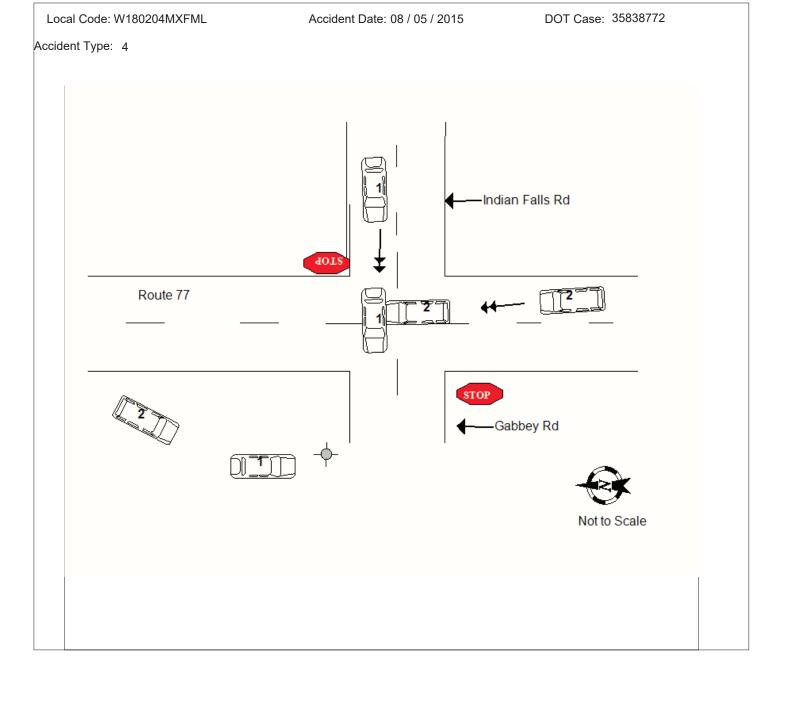
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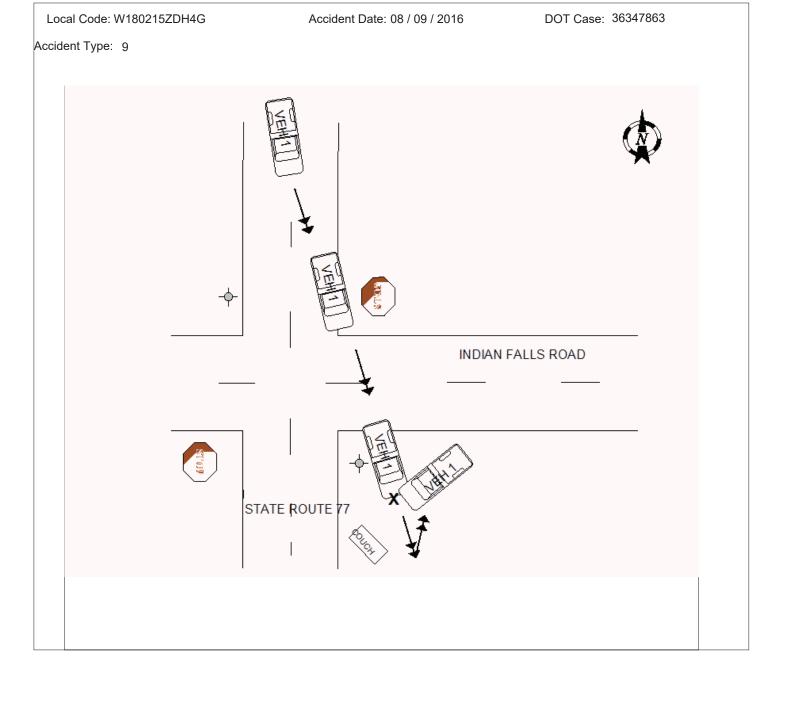
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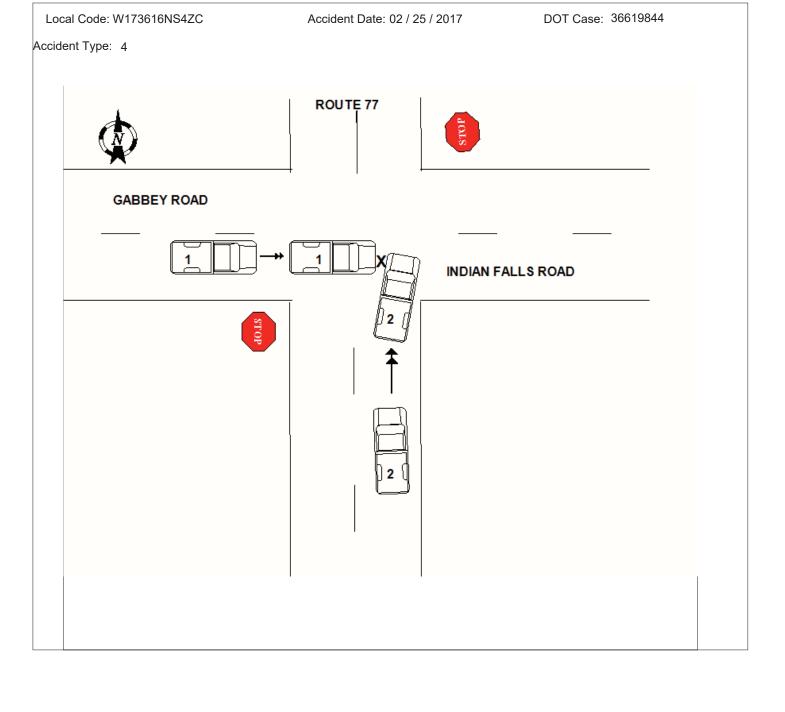
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Name-exactly as printed		Sex D	Damaged ate of Birth	Name avad	thrae printed on s	497	Sex Date of	Property Damaged Sirth
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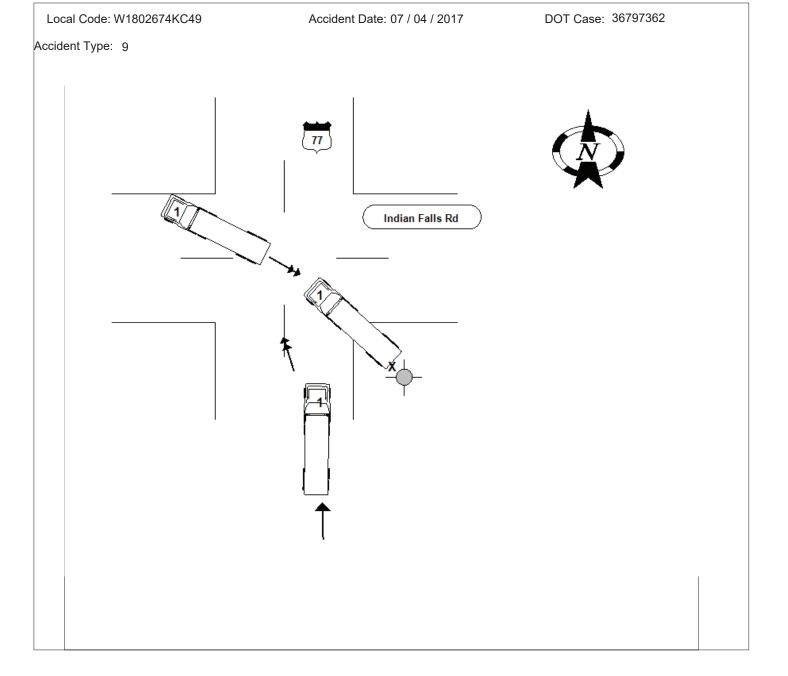
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Page of Pages Local Codes W173616NS4ZC 2017-00005309	New York State Department of Motor Vehicles POLICE ACCIDENT REPORT  MV-104A (7/01)  DMV COPY  DOT Case: 36619844	7
Accident Date Month Day Year 02 / 25 / 2017 Day of Week Military T	13:00 2 0 0 Accident Reconstructed	
VEHICLE 1 - Driver License ID Number	State of Lic. NY  State of Lic. NY  Orher PEDESTRIAN  State of Lic. NY  Driver Name-exactly	-2
as printed on license Address (Include Number & Street)	as printed on license F  Apt. No. Address (Include Number & Street)  Apt. No.	2
Date of Birth Sex Unlicense	Operande 4 Property - Operande 4 Property -	×
Name-exactly as printed on registration	Damaged  Damaged  Damaged  Damaged  Damaged  Damaged  Sex Data of Birth  Name -exactly as printed on registration  Sex Data of	2
Address (Include Number & Street)	Apt. No. Haz. Released Mat Code  State Zip Code NY 14020  Apt. No. Haz. Released Mat Code  City or Town  State Zip Code	
State of Reg. Vehicle Year & Ma  GMC  Ticket/Arrest Number(s)		2
Vehicle By RON AND NEWTS To 1613 IND FALL R  VEHICLE DAMAGE CODING:  1 - 13, SEE DIAGRAM ON RIGHT.  14. UNDERCARRIAGE 17. DEMIOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER	Check if involved vehicle is: more than 95 inches wide; more than 34 feet long; more than 30 feet long; more than 31 feet lo	2
4 1 0 2 1 1 0 9	at 1) intersecting streetINDIAN FALLS ROAD	
	IGN ON GABBEY ROAD AT THE INTERSECTION OF ROUTE 77 FACING EAST. VEHICLE 2 WAS AILED TO YIELD THE RIGHT OF WAY OF VEHICLE 2 AND TRAVELED EASTBOUND ACROSS THE	US COO SHI
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 N/A 1 N/A N/A	) Only
ficer's Rank, Name and Signature EPUTY RAVIS M DEMUTH	Badge/ID No. NCIC No. Precinct/Post Station/Beat/ Reviewing Officer O2 / 26 / 2017  019 01800 W Sector Officer SAILE, JASON 17:47	d



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	cident Date onth Day	Year	y of Week	Military Ti		No. of	Vehicles	No. Inju		1400	Investigate	d at Scene		200	
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Driv	ense ID Number ver Nameexact	fy T						License ID Nur Driver Namee	xactly						2
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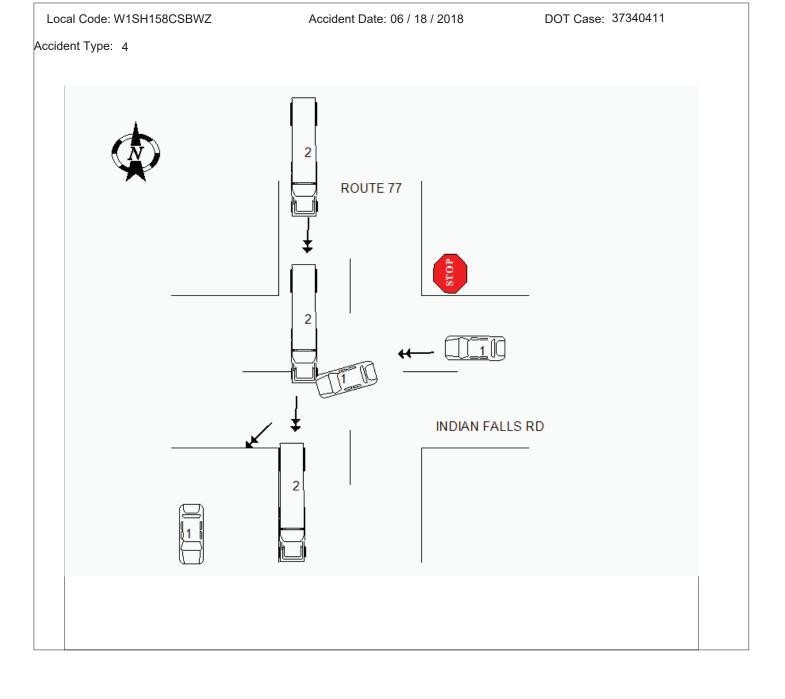
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Local Code: W180257FFXQ3	Accident Date: 09 / 25 / 2017	DOT Case: 36906125	
Accident Type: 9			
	CAR VS. DEER MVA		

Month Dip Vist   Vehicle 1   Vehicle 2   Vehicle 3   Vehicle 3   Vehicle 4   Vehicle 5   Vehicle 6   Vehicle 6   Vehicle 6   Vehicle 6   Vehicle 7   Vehicle 8   Vehicle 9	16 39 1				MV-10	4A (7/01) COPY				2 20 2 4		11774		
State of Line  State				No. of V	ehicles 1	^	lo. Injured	No. Killed				eft Scene	Police Photos	
Street descriptions of provided for includes (a) provided or includes (a) provided (b) provided	VEHICLE 1 - Driver	EHICLE 1				ic. VEHICLI	2 - Driver	BICYC	LIST [	PEDESTRIA	N [	OTHER		ic.
April No.   Agency	Driver Nameexactly				NY	Driver Na	ameexactly							
The action of Bibbs   Size   Charlesteed   C	BUILT STORY CAN SERVICE				Apt. N		200000000000000000000000000000000000000		t)				Apt. No.	+
December	City or Town		State	Zip Co	de	City or To	own				State	Zip	Code	f
State of Bayes   Content	Date of Birth Se)	The second second		4 Pr	roperty r		lirth		Sex	100		nts	Property -	1
State of Reg.   Vehicle Year & Balase   Vehicle Type   Fire Coord   Figure Number   State of Reg.   Vehicle Year & Balase   Vehicle Type   Inc. Code   The Code   T	Name-exactly as printed on registration		Sex		amaged E		cactly as pri	nted on regis	tration		Sex	Date of		1
State of Reg.   Vehicle Year & Balase   Vehicle Type   Fire Coord   Figure Number   State of Reg.   Vehicle Year & Balase   Vehicle Type   Inc. Code   The Code   T	Address (Include Number & Street)		Apt. No.	laz.	Releas	d Address	(include Nu	mber & Street	9		Apt. No	Haz.		d
FORD   2013   4DSD   231   FORD   2014   FORD   2015   F	City or Town		1	Code		City or To	own			St	tate	Code		t
FORD   2013   4DSD   231   FORD   2014   FORD   2015   F				nicle Type	Ins. Co	and after		I State o	of Reg.   Vehicle					de
Number(s)  Violation Section of the	F								73		_			
Section(s) Check if involved vehicle is: Check if involved involved involved vehicle involved	Number(s)					Number(	s)							
Contract than \$5 inches wide;   Contract than \$5 inches wide	Section(s)		Charter	muolus d	iabiele (-	Section(:	5)	the state of				44,260	25.05.00	4
Continued   Cont	more than 95 inches wide;	0	□ more th	ian 95 inc	hes wide		0	wn diagran	n in the spac	e provided (	(9). Num	ber the ve	ehicles.	
VEHICLE 1 DAMAGE CODES    Description of Impact   1   2   2   2   2   2   2   2   2   2	E ☐ operated with an overweight	permit; E	□operate	ed with an	overwei		abras III	ear End	Left Turn	Right Angle	Ri	ght Turn	Head On	-
Box 2 - Most Damage	VEHICLE 1 DAMAGE COL	ES I				CODES	0	vertaking	Right Turn	<b> </b>	6. Ri	ght Turn	7. Sideswipe	+
Enter up to three and second s	Box 1 - Point of Impact		D 0 11-			1	2 2	+	4	4.	6.	*	8.	1
Vehicle DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER 18. OVERTURNED 19. OTHER 19. OVERTURNED 1	Enter up to three 3	4 5	Enter up to	three	3	4	5 A	CCIDENT D						1
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VEHICLE DAMAGE CODING:  1-13, SEE DIAGRAM ON RIGHT.  14, UNDERCARRIAGE 17, DEMOLISHED 15, TRAILER 18, NO DAMAGE 16, OVERTURNED 19, OTHER 18, NO DAMAGE 16, OVERTURNED 19, OTHER 12, MO DAMAGE 10, OVERTURNED 19, O	TOWEU.		Towed:				- 1	9 A	Accident D	iagram - Se	e Atta	ched.		ŀ
1-13. SEE DIAGRAM ON RIGHT.  14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER 12. 19. Cost of repairs to any one vehicle will be more than \$1000.    Reference Marker   Coordinates fit available   Latitude/Northing:   County   CENE		-		4	5	6	7							
15. TRAILER 16. OVERTURNED 19. OTHER 18. NO DAMAGE 16. OVERTURNED 19. OTHER 18. NO DAMAGE 19. OTHER 19. OT			3			1								ŀ
16. OVERTURNED 19. OTHER 1			2	-(	13									
Reference Marker   Coordinates (if available)   Lathude/Northing:   Place Where Accident Occurred:   County GENE   City   Village   XTown of   PEMBROKE, TOWN OF			. 4			1			rs to any one	vehicle will be				1
County   GENE   County   County   GENE   County   County   GENE   County   G	Deference Marker   Poordinates	(Mayallahla)						Unknov	vn/Unable to I	Determine	X	Yes 🗆	No	4
Road on which accident occurred. ROUTE 77  (Route Number or Street Name)  at 1) Intersecting street  or 2) 100	1 I atitude (Northi	A STATE OF THE STA						illage IXTo	own of	PEMBROKE	TOWN	OF		
4 1 0 2 1 1 0 8    Accident Description/Officer's Notes   Or 2) 100   Feet   Miles   STRUCK THE DEER CAUSING DAMAGE TO THE VEHICLE 1    STRUCK THE DEER CAUSING DAMAGE TO THE VEHICLE.   Badge/ID No.   NCIC No.   Precinct/Post   Station/Beat/   Reviewing   Date/Time Reviewed   Date/T		7	Road on whi	ch accider	it occurre	ROUTE	77		/Route Numb	er or Street Nam	iel			-
Accident Description/Officer's Notes  VEHICLE 1 WAS TRAVELING NORTHBOUND ON ROUTE 77 WHEN A DEER ENTERED THE ROADWAY FROM THE WEST SHOULDER. VEHICLE 1  STRUCK THE DEER CAUSING DAMAGE TO THE VEHICLE.  8 9 10 11 12 13 14 15 16 17 BY TO 18 Names of all involved Date of Death Officer's Rank, Name and Signature  Badge/ID No.   NCIC No.   Precinct/Post   Station/Beat/   Reviewing   Date/Time Reviewed		e	at 1) interse	cting stree	et				-11000		***			-
Accident Description/Officer's Notes  VEHICLE 1 WAS TRAVELING NORTHBOUND ON ROUTE 77 WHEN A DEER ENTERED THE ROADWAY FROM THE WEST SHOULDER. VEHICLE 1 STRUCK THE DEER CAUSING DAMAGE TO THE VEHICLE.  8 9 10 11 12 13 14 15 16 17 BY TO 18 Names of all involved Date of Death O O1 1 4 1		ang:	or 2) 100	)	DIS D	E Wof IN	DIAN FAL	LS ROAD						ł
WEHICLE 1 WAS TRAVELING NORTHBOUND ON ROUTE 77 WHEN A DEER ENTERED THE ROADWAY FROM THE WEST SHOULDER. VEHICLE 1  STRUCK THE DEER CAUSING DAMAGE TO THE VEHICLE.  8 9 10 11 12 13 14 15 16 17 BY TO 18 Names of all involved Date of Death O  O1 1 4 1	i i i ————————————————————————————————	s	Feet	Miles				(Milepost,	Nearest Interse	cting Route Nur	nber or St	reet Name)		
8 9 10 11 12 13 14 15 16 17 BY TO 18 Names of all involved Date of Death O 01 1 4 1					EN A D	EER ENTE	RED TH	E ROADV	VAY FROM	THE WES	T SHOU	ULDER. V	VEHICLE 1	1
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icer's Rank, Name and Signature  Badge/ID No.   NCIC No.   Precinct/Post   Station/Beat/   Reviewing   Date/Time Reviewed				15	16	IV BY	10 1	8	Names	ali invoive	u			U
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EPUTY   Troop/Zone   Sector   Officer   O1 / 28 / 2018   NW   SAILE, JASON   02:43														F

Loc	cal Code: W180237VBRVZ	Accident Date: 01 / 24 / 2018	DOT Case: 37111774
Accid	ent Type: 9		
	I		
	CAR VS. DEER		

2	age of local Codes W1SH158CSB 2018-00016323	3			POLIC	MV-10	rtment of Moto IDENT R 4A (7/01) COPY	EPORT		DOT Cas	e; 37340411		7 20
Accident Month 06	Date Day Year 1 / 18 / 2018	Day of Week Mon	Military Ti	me 17:26	No. d	of Vehicles	No. I	ojured No. Killed	Mornines	igated at Scene Reconstructed	Left Scene	Police Photos  Yes No	17
License II Driver Na	meexactly	VE	HICLE 1			State of L	License ID N Driver Name	Driver umber -exactly	CLIST [	PEDESTRIA	N DOTHE	State of Lic	_
20-12-20-00-1	on license Include Number & :	Street)				Apt. N	o. Address (Inc	lude Number & Str	eet)			Apt. No.	
City or To				State	Zin	Code	City or Town		-		State 7	In Code	22
Date of Bi	eth	Sex 2	Unlicense	d No. of Occupa		Public Property Damaged			Sex 1	Unlicensed	No. of Occupants 1	Public Property Damaged	
10000000	actly as printed on			Sev	Date of F			v as printed on rec			N S S S S S S S S S S S S S S S S S S S	of Birth	23
City or To	nclude Number & S	Street)		Apt. No	D. Haz. Mat. Code	-   0	City or Town	ude Number & Stre	eet)	04	Apt. No. Haz. Mat. Code	Released	7
Plate Num		tate of Reg. Vehi	cle Year & Mak	NY	140 Vehicle Typ	20	de Plate Numbe		e of Reg. Vehic	e Year & Make	Vehicle 1	ype Ins. Code	24
Ticket/Arr		CHI	EV	2004	4DSE	328	Ticket/Arrest Number(s)		VOLV	/ 2	005 TR/	AC 989	+
Violation	) 1142A						Violation Section(s)						
□ m	eck if involved v ore than 95 incl ore than 34 feet	nes wide;		x □mo		d vehicle is inches wide feet lang:		own diagr	am in the spa	ce provided (	). Number the		25
E DO	perated with an perated with an	overweight pe overdimension	n permit.	E □ope	erated with erated with	an overwei an overdim	ension permi	Rear End	Left Turn	Right Angle	Right Turn	Head On	-
	1 - Point of Impac	a L	1 2		Point of Im		1 2	Overtaking	Right Turn	(-1	Right Turn	Sideswipe	25
Ente	2 - Most Damage r up to three • Damage Codes	3	4 5	Enter u	- Most Dam up to three Damage Co	3	4 5	ACCIDENT	DIAGRAM	14.	16.	18.	1
Vehic Towe	le By RON AND	-	4   5	Vehicle Towed:	Ву	14	2 1		D. L. A.				
VEHIC	TO RON AND	91-1-1			To 4	5	6	- 4	Right Angl	е			27
1.0 -22	SEE DIAGRAM			3	1	7							F
15.	UNDERCARRIAC TRAILER	18. NO D	AMAGE	2 -	-(	13	8	9.					28
	OVERTURNED	19. OTHE	-70,	, VL	12	111	10 9			vehicle will be Determine	more than \$100		1
Refere		oordinates (if a atitude/Northing		County_	GENE	ccident C	Cit	y □ Village 🗷	Town of	PEMBROKE,	TOWN OF		
				Acres de la companya del la companya de la companya			AN FALLS RO	AD.	(Route Numb	er or Street Name	e)	_	29
	1 1 1	ongitude/Eastin	g:	or 2)	ersecting st	ON C				er or Street Nam			-
	i i   - nt Description/O			1	Feet Mile	s					ber or Street Name		
ROUTE	LE 1 WAS STO 77. DRIVER SECTION VE	1 STATED SH	HE DID NO	T SEE V	EHICLE 2	<b>APPROAC</b>	CHING, VEH	CLE 1 BEGAN	DRIVING V	VEST AND S	TRUCK VEHI	CLE 2 IN THE	30
IIVII R.	SECTION VEI	IICH THE	V CONTIN	JED OF	THE SU	UTHWEST	CORNERO	FIRE INTER	SECTION AL	ND CAME I	J REST FACI	NG SOUTH.	USE
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	of 23	- C.7	73	en i e			1			I NO CONTRACTOR OF THE PARTY OF			
01	1	4	11 12	13	14 15	16	17 BY	18	Names	of all involved		N/A	Only
01 02	3	4	1	1	100 (1) G	8						N/A N/A	
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	nk, Name and Si				1-	adas AD M	MOTO NE ID	cinct/Post Station	n/Beat/ Review		la.	te/Time Reviewe	



New York State Department of Motor Vehicles
TRUCK and BUS SUPPLEMENTAL

-	Local Cod	es	WY.	_	Ministration	ACCIDENT R	REPOR		-	-
	2018-0	00016323	■ AME	NDED REPORT	Mail To: NYS	MV-104S (10/05) Dept. of Motor Vel lox 2084, Albany N	nicles, Acc Y 12220-0	ident Record 084	ls Bureau,	1
	INSTRUCTIONS You	must complete this	form:				T		***************************************	7
	• if at least one of the				Number of:		Number	of Vehicles:		
	- a truck having a GV				1 Trucks	having a GVWR or	1 To	wed/transports	ed from scene	
	- a vehicle with a Haa		, , , , , , , , , , , , , , , , , , , ,			R > 10,000 lbs.		e to damage		
	- a bus designed to d	the state of the s	sons, including	the driver:	107 1005	W 045 30 V 10 2	-	f Persons:		
	. AND at least one of t				Vehicle	es with a Haz Mat	0			-
	- at least one person	sustained fatal inju	iries		jiia (a)	u	St	staining fatal	injuries	
	- at least one person	was transported for	I IMMEDIATE	medical	Buses	designed to carry 9	Tr	ensported for	BANGDIATE	
	treatment				90.000	e persons		edical treatme		1
	- at least one vehicle	is disabled and was	towed/transpo	rted from the scen	e.					
	ACCIDENT DATE	MILITARY TIME	COUNTY			CITY/TOWN/VILLAC	E	1000 100 (100 (100 (100 (100 (100 (100		1
	Mo.   Day   Year 06/18/2018	17:26	GENE			PEMBROKE, TO	OWN OF			
-	DRIVER			тин-балийна-инг		1000 111100000		LOTIT	05110	4
DRIVER	LICENSE ID # 0714380	15						TN	FOF LIC.	
≥	DRIVER NAME - exactly a	MICHIGAN COMPANY OF THE PROPERTY OF THE PARTY OF THE PART	ast, First, M.I.)							1
ā										
	LICENSE CLASS		3 4 4 4			IDAT	E OF BIRTH	·	SEX	-
9	1 A	2 B	3 CDL (		55.20	5 DJ N	lo. Day		1 Male	7
	6 E	7 M	8 MJ	(9) OTH	IER	10 DM			2 Female	
	CARRIER NAME									
CARRIER	STREET OR P.O. BOX	-	Ci	DY.		STATE	200 0000	- 1-	~~	-
2	STREET ON F.O. BOX		G			SIAIE	ZIP CODE	Ę į	OTAL AXLES	5
Y.	PLATE NUMBER	T5	STATE OF REG.	CARRIER'S IDE	NTIFICATION NUM	ARERS				-
O							- K			
				US DOT		IC	CMC			1
41	WEIGHT RATING 1 Less than or equal to 10.	OF TRUCK POWER	UNIT		VEHIC	LE IDENTIFICATION N	NUMBER	AND THE PROPERTY OF THE PROPER		1
_	2 10,001 - 26,000 lbs.		n 26,000 ibs.						1	1
	2 10,001 - 20,000 106.		EHICLE CONFIC	UBATION						<u></u>
,	1 Bus (seats for more the					0		TRAFFIC WA	,	1
-	2 Single-unit Truck (2-a)			nknown Heavy True	ck. cannot classify		Two-way, no		o to a significant	L
	3 Single-unit Truck (3 or	more axles)		assenger Car - only		1.4		ided, unprotect ided, positive n		
-	4 Truck/Trailer		а	Hazardous Materia	l placard	4.0	One-way no		Manial Partie	
	5 Truck Tractor (bobtail)		11 1	ght truck (van, mini	-van, panel, pickup	o. sport utility   e s	Not reported			1
	6 Tractor/Semi-trailer 7 Tractor/Doubles			hicle) only record wi us (seats for 9 - 15			01.04(1.0			
	Tibotaroojotas			O BODY TYPE	people, including t	IIIV9()		Access	CONTROL	10
	1 Bus (seats for more th	an 15 people, includ		Concrete Mixer		10 Grain, Chips, Gr	avel	n	CONTROL	1
-	2 Van/Enclosed Box		COLUMN TO A STATE OF THE PARTY.	Auto Transporter		11 Pole		CO. C. S. S. S. S.	ss Control	
	3 Cargo Tank		8	Garbage/Refuse		12 Bus (seats for 9-	-15 people,	2 Full Acce		
	4 Flatbed		9	Other		including driver)		4 Partial Ac	cess Control	
		ATERIALS INVOLVE	MENT		SECTION	OF EVENTS (FOR TI	BC MCIBO	<u> </u>		11
	Does vehicle have Haz		^	1 Ran Off Road (r				al (collision)		9
	~	ividi piacaiti r i re	S WIND	2 Jackknife (none				Object (collisi	na)	12
	COPY FROM PLACARD:	4 6 4 4 4		3 Overturn/Rollov	er (noncollision)			Centerline (no:	1.00	-
1	4-digit identification nu		number from	4 Downhill Runaw	vay (noncollision)	19 FAI		ure (noncollisi		13
	from diamond/orange p	ranel bottom of	giamond:	5 Cargo Loss or S				fown tires, etc		13
	-			6 Explosion or Fin	e (noncollision)		er (noncoilis		74	14
	NAME OF HAZ			7 Separation of Ul 8 Involving Pedes	then (collision)	4.30" A.31	known (nonc	10.75		
	MAT CLASS	mm-real-real-real-real-real-real-real-real		9 Involving Pedes  9 Involving Motor			h Work Zon			
	WAS HAZARDOUS CARGO	RELEASED FROM		16 Involving Parker			aintenance	Equipment (co	illision)	
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MV-104 (7/05) PAGE 1 of 2

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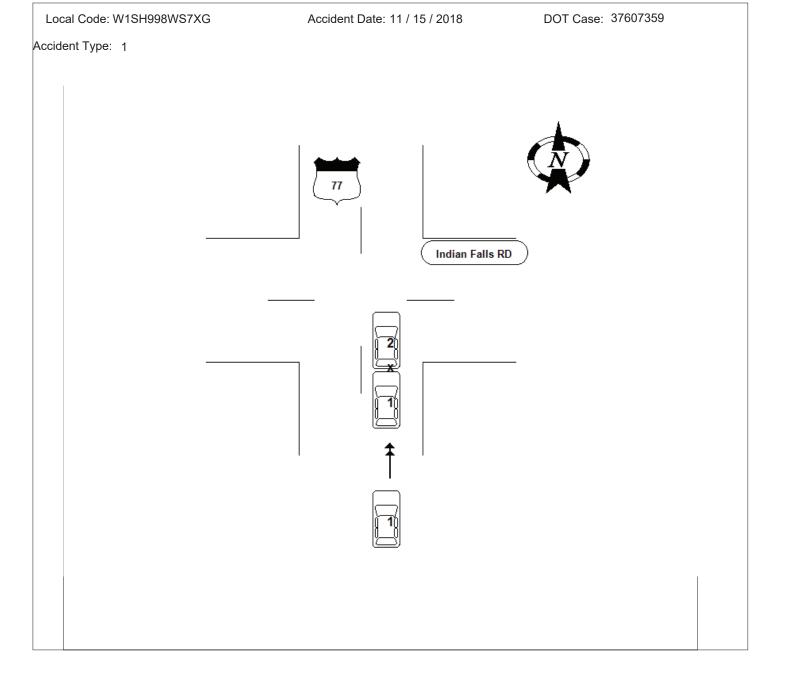
Use only for accidents that happen in New York State

New York State Department of Motor Vehicles

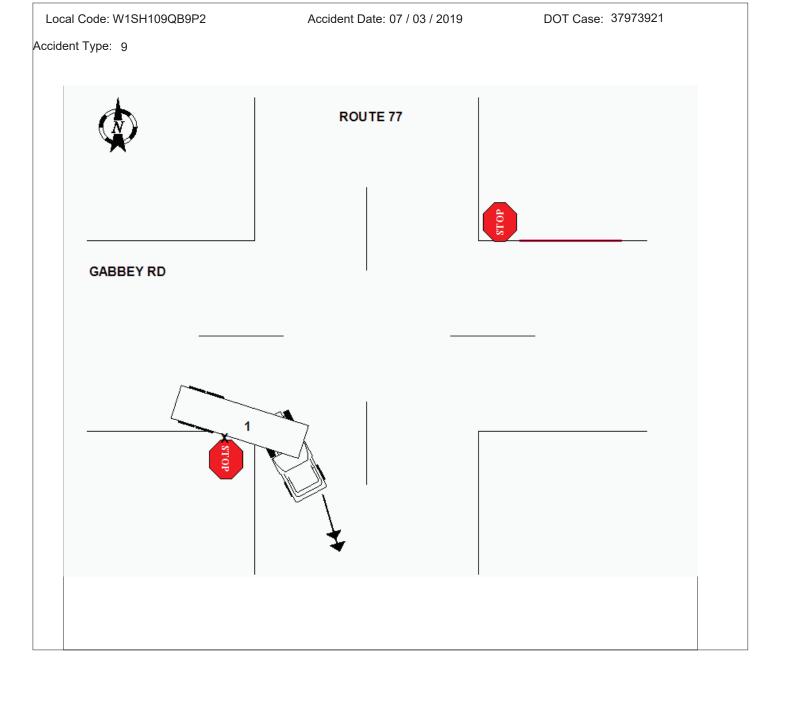
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Case Number: 38002926

Case Year: 2019

Image Sequence: 1

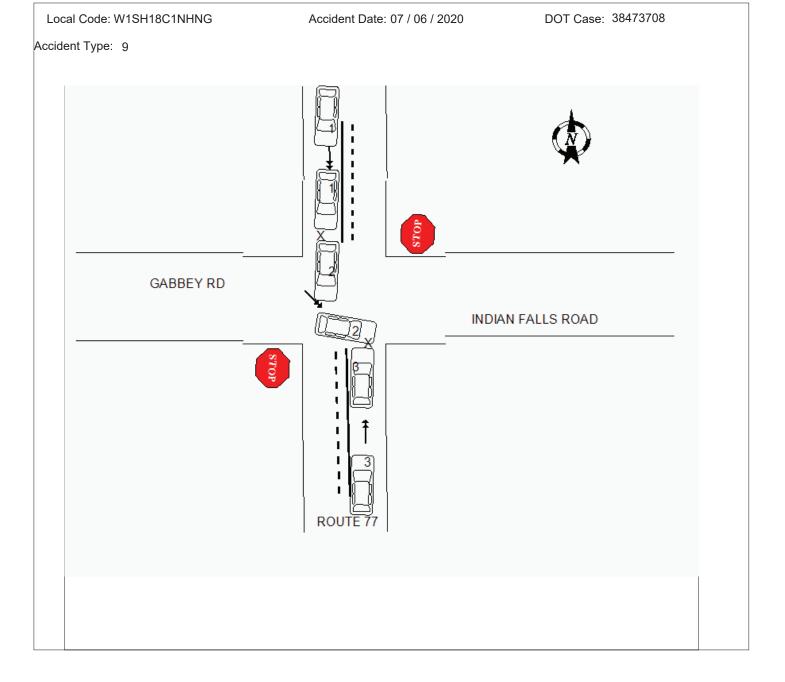
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_	Landan paragon (a.c.) Sport (b.)		BEFORE C	OMPLETING				IONS IN	SECTION A ON PAGE 2	[
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ľ	Month Day Year	of Week   Tim	LI AM	Number of Venicles	Number	Number	accident at	scene?	If 'Yes', Name of Police Agency or Prec	incl & Accident Number
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ï	Driver Name-exactly as printed on	license (Lust,	First, M.L.)			Name-ex	activ as orinte	on license	e (Last, First, M.I.)	
				<del>)</del> 10	Apl. Nu	nber Address (	Include Numb	er & Street)	).	Apt Number
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Į					Apt. Nu	mber A				Apt. Number
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	Quy Se 10min		-	ARUNIO ZI	p code	130731110			State	- L. J. O. C. J.
		State of Reg.	Vehicle Year		le Type Ins.		new M	S	blate of Reg. Vehicle Year & Make Va	
	Estimated Cost of Property Dami	sae - Vehicle I	201	2 NJ	ISS 3:	28 Estimated	Cast at Prepa	any Damen	2016	TOYO 639
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	Describe damage to vehicle 1 PASSENGER SIDE	describes the	e accident, or di vehicles. Your	raw your own o		numbared C-B) if in space #9.	il Left Turn	- Ken	(same direction)	ERS SIDE.
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İ	· ENDER.						Left Turn	Aigh	Angle Right Tum	L
l							₃□′	M 4	5.	li li
١							Right Tur	n Hea	d On Sideswipe (opposite direction)	L
		9.					6.	.7	8.	- 1
1	Place Where Accident O					C. 6.5 7 . 1			Add to the	
г	County Road on which accident occur		City   Villa		7 - 7 - 7 - 7	BROOKE	_		Permanent Landmark	
		BO WOOLD	11 19151	M GADD	DI NO		(Route Non	ber or Stre	et Name)	
ŀ	at 1) intersacting street		DN DS				(Route Nun	ber or Stre	et Name)	
	or 2) Mile:	s ·	DE DV	V of		(M/er	osi, Nearest ir	tersecting !	Route Number or Street Name)	
	How did the accident happen?	Amount of the	5	Grindrood e	Company of the					
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	Names of All Persons Inv	rolved	8. Which Veh Occupied	In/on Vehicle	10. Safety Equip.Used	12. 13 Age Sex	A B	С	Describe Injuries	Date of Death
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TAX TO SAIL		Securia.	1	R	Y					-
1			A	K						
	Identify Damaged Property Other Than Vehicle(s) NON	E				40			VIN	
1	Name of Insurance Company That Issued Policy For Vehicle 1					- Cau			Policy Number	
1	Name and Address of	AC ADOL	/F	Pile Hoteland					Palicy Penad	
Ì	If Vehicle was Operated Under Pe	AS ABOY	i.	-	Name .	and Address			From .	
y.	JICC, USDOT or NYSOOT), give N if Self-Insured, give	yo:	-		ot Par	nh Halder			and State	
1	Certificate No.  Print Name of Drive	4			a)-	Signature	of Driver			
b	(or Representative					(or Regre	sentativa")			
le /	31/19 of Vehicle 1					jof Vehicle				

T.	Page of Local Codes W1RP039V0	66.5	Y .	Amend		ew York S DLICE ort	ACC	CID	ENT (7/01)				DOT	Case: 3	800292	6		19 13
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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

Page of Pages  Local Codes W1SH18C1NHNG  2020-00013025  Accident Date   Day of Week						POLICE ACCIDENT REPORT  MV-104A (7/01)  DMV COPY  DOT Case: 38473708											9				
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Accident Date Month Day 07 / 06 / 20  VEHICLE 1 - Driver License ID Number Driver Nameexactly as printed on license Address (Include Num  Nameexactly as printed on license) Address (Include Num	VE	Military Tir	ne 12:37	No. of	Vehicles 3	No	o. Injured	No. Killed	Not invest	igated at Scene	n b	Left Scene	Police Photos	
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Officer's Rank, Name	and Signature	15 W - N		// Ba	dge/ID No. N	ICIC No. P	recinct/	Post Station					Time Reviews	d
Deputy KEVIN R MCCARTH	De	eruty k	R Aterio		037	01800 T	roop/Zo W		Officer BAIO	CCO, JOHN			07 / 12 / 2020 09:39	



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

but my far hept sliding, so I Avoided 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 Pe 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

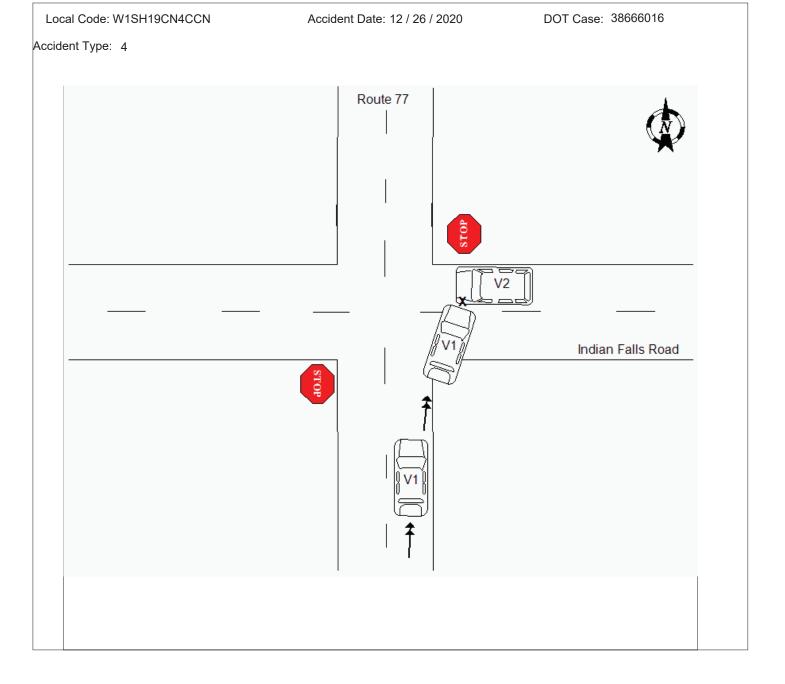
and if not signed may result in the suspension of your driver's license.

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 2 No.	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
& ddrass (Include Number & Street)  Cibu ar 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-exactive as printed on registration	No. of Occupants 2   Property   Date of Birth   Sex   Unlicensed   No. of Occupants 1   Property   Property   Damaged	2
Address (Include Number & Street)  City or Lown	Apt. No. Haz. Released Address (Include Number & Street) Mat. Code State Zip Code NY 14619  Apt. No. Haz. Released Mat. Code City or Town	E
Plate Number State of Reg. Vehicle Year & Make ORD Ticket/Arrest, Number(s)	Vehicle Type Ins. Code Plate Number State of Reg. Vehicle Year & Make Vehicle Type Ins. Code TOYT 2019 SUBN 287  Ticket/Arrest Number(s)	2
H □ operated with an overdimension permit.	operated with an overweight permit; □ operated with an overdimension permit.  1. □ operated with an overdimension permit.  1. □ operated with an overdimension permit.	2
VEHICLE 1 DAMAGE CODES	Enter up to three 3 4 5 ACCIDENT DIAGRAM more Damage Codes 12 1 14	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	Vehicle DROSWELLS Towed:  DADSWELLS  4 Right Angle  4 Right Angle  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 Town of PEMBROKE, TOWN OF	-
4 1 0 2 1 1 0 8	Road on which accident occurred ROUTE 77  (Route Number or Street Name)  at 1) intersecting street INDIAN FALLS ROAD  (Route Number or Street Name)  or 2) OS OW of	2
Accident Description/Officer's Notes VEHICLE 1 WAS TRAVELING NORTH ON RO	OUTE 77. VEHICLE 2 WAS STOPPED ON INDIAN FALLS ROAD FACING WEST. VEHICLE 1 WAS E SNOW COVERED ROADS. VEHICLE 1 LOST CONTROL AND STRUCK VEHICLE 2.	i co
8 9 10 11 12 01 1 4 1	13 14 15 16 17 BY TO 18 Names of all involved Date of Death C N/A	Onl
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 Troop/Zone Sector Officer 01 / 05 / 2021 BAIOCCO, JOHN 12-51	d



	0DLXB7W 0022676	POLICE ACCIDENT REPORT  MV-104A (7/01)  DMV COPY  DOT Case: 39048604	11
Accident Date Month Day 09 / 22 / 3	Year 2021 Wed	13:47 2 0 2 Accident Reconstructed □ □ □	Police Photos 7 Yes X No
VEHICLE 1 - Drive License ID Numbe Driver Nameexac	dy .	State of Lic. VEHICLE 2 - Driver License ID Number  Driver Nameexactly	State of Lic2
Address (Include N		Apt. No. Address (Include Number & Street)  State Zip Code Ciby or Town State Zip Co	Apt. No.
Date of Birth	1	Occupants 2 Property Damaged 1 0ccupants 2	Public Property Damaged
Address (Include N	rinted on registration	Sex Date of Birth Diame, exactly se printed on registration Sex Date of Birth  Apt. No. Haz. Released Address (Include Number & Street)  Apt. No. Haz. Mat. Code	Released
City or Town Plate Number	State of Reg L Vehicle Year	State         Zip Code         City or Town         State         Zin Code           & Make         Vehicle Type         Ins. Code         State of Reg. Vehicle Year & Make         Vehicle Type           2009         4DSD         149         VOLV         2015         TRAC	Ins. Code 989
Ticket/Arrest Number(s) Violation	LITEV	Ticket/Arrest Number(s)  Violation Section(s)	303
☐ more tha  V ☐ more tha  E ☐ operated	olved vehicle is: n 95 inches wide; n 34 feet long; with an overweight permit; with an overdimension perm	Check if involved vehicle is:  more than 95 inches wide;  more than 34 feet long;  more than 34 feet long;  more than 34 feet long;  more than overweight permit;  Check the diagram below that describes the accident or own diagram in the space provided (9). Number the vehicle is:  Number than 14 feet long;  Rear End Left, Turn Right Angle Right Turn III	
	of Impact 1 Damage 11	The state of the s	7. Sideswipe 8.
To.	DADSWELLS DADSWELLS MAGE CODING:	2 more Damage Codes 4 5 6  Vehicle DRESWELLS Towed: DABSWELLS DABSWELLS 4 5 6 7	2
1 - 13. SEE DI 14. UNDER 15. TRAILE 16. OVERT	R 18. NO DAMAGE	8 9.	2
Reference Ma		12 11 10 Unknown/Unable to Determine 🔀 Yes 🗌 No	0
4 1 0	2 Longitude/Easting:	Road on which accident occurred 8098 ROUTE 77  (Route Number or Street Name)  at 1) intersecting street INDIAN FALLS ROAD  (Route Number or Street Name)	2
	iption/Officer's Notes	or 2) S W of (Milepost, Nearest Intersecting Route Number or Street Name)	
	AS WESTBOUND ON INDI STOP SIGN AND WAS S	AN FALLS ROAD. VEHICLE 2 WAS NORTHBOUND ON ROUTE 77. OPERATOR OF VEHICLE 1 FAIL TRUCK BY VEHICLE 2.	us
			SH N
	14		
8 9 01 3 01 1	10 11 A 1 A 1	1 12 15 1 09 1 12 15 1 09	ite of Death Onl 9/22/2021 9/22/2021
02 7	4 1		/A /A
officer's Rank Nam	e and Signature	Badge/ID No.   NCIC No.   Precinct/Post   Station/Beat/   Reviewing   Date/Ti   Troop/Zone   Sector   Officer   10   UTE, MICHAEL   13:	ime Reviewed

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
TRUCK and BUS SUPPLEMENTAL

-	+ 1	Local Codes		(I) V		POLICE	ACCIDEN'	[ REPOR	r	-	-
		2021-00	022676	■ AMI	ENDED REPORT	Mail To: NYS	MV-104S (10/0 Dept. of Motor Box 2084, Albar	Vehicles, Acc	ident Recon	ds Bureau,	1
	INSTRUCTIO	WS Your	ust complete this	s form:		1					7
	if at least on a truck hav a vehicle v a bus desi AND at least at least on treatment	e of the vei wing a GVM with a Haz M igned to can it one of the ne person si re person w	hicles involved is IR or GCWR > 10 Aat placard; or rry 9 or more per following conditi ustained fatal injuras transported for as transported for the stransported for th	: 0,000 lbs.; or sons, including ions is met: uries or IMMEDIATE		GCW  Vehici placa  Buses or mo	s having a GVWf R > 10,000 lbs. les with a Haz Ma rd designed to car re persons	R or 2 To du late   Number of 2 Sury 9 To	e to damage of Persons: ustaining fata	l injuries IMMEDIATE	The transfer and transfer and the same
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CA	PLATE NUMBE	R		STATE OF BEC	US DOT	ENTIFICATION NUI	MBERS	ісе ме		****	
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Pages



2021	Codes SH28DRT5 1-0002674		Military	Time		No. of V	MV-104/ DMV C	The state of the s			Nat Investi	gated at Scene	П	Left Scen	e Po	lice Photos	
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Local Code: W1SH28DRT59Q	Accident Date: 11 / 07 / 2021	DOT Case: 39107002
ccident Type: 9		
	CAR V DEER	

#### DIAGRAM No.:

						ROUTE NO. OR ST	REET NAME:							
COUNTY:	Genesee		P.I.N.:			Route 77							CASE No.:	
	TOWN	Pembroke				Roule //							FILE:	
	CITY					AT INTERSECTION	WITH/OR BE	TWEEN:					BY:	
	VILLAGE OF				_	Indian Falls Rd							DATE:	
					1									
TIME PERIOD	FROM: 01/01/2012	TO: 04/03/2022			ENVIRONME Use Codes fr	ENTAL: rom MV 104 (shown a	t right) for thes	se categories	Light Conditions:  1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted	Roadway Char  1. Straight & Level  2. Straight & Grade  3. Straight & Hillcre  4. Curve & Level  5. Curve & Grade  6. Curve & Hillcrest	st	Roadway Surface 1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other	e Condition: Weather:  1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Free: 6. Fog/Smog/Smo 10. Other	
No. OF MONTHS	<b>i</b> :		LES								¹Use Codes fro	m MV 104 Police F	Report	
ACCIDENT No.	DATE	TIME	No. of VEHICLES	SEVERITY	LIGHT	ROADWAY	ROADWAY SURFACE CONDITION	WEATHER	APPARENT CONTRIBUTING FACTORS	DIRECTION	TYPE <sup>1</sup>	DESCR	RIPTION	REFERENCE MARKER
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		-
5	03/14/13	18:15	2	PDO/I		Straight & Level	Dry	Clear	Following Too Closely 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
14	03/18/15	8:32	2	PDO		Straight & Grade	Dry	Clear	Failure to Yeild Right-of-Way 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

Part				1								
Part	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
1		06/09/18			PDO							
1							-					
	24	11/15/18	16:13	2	PDO	Straight & Grade	Snow/Ice	5	Pavement Slippery	North	Rear End	77 41021108
27         070628         1237         3         POOL         Straight & Grade         Clear         Clearing Too Closary         South         Control         Other         77 4021108         77 4021108           28         123620         14.19         2         POO         Straight & Land         Showled         Showled         Clear Productioners         North         Right Arigin         Production         77 4021108           29         952221         13.47         2.2         F         Clear         Straight Alleless         Sam         Frank Control Straight Alleless         West         Right Arigin         77 4021108           31         1 1002         1 238         1 1         POO         1 10         Straight Alleless         Pool         Clear         Alleless Report Mark         West         Right Arigin         77 4021108         77 4021108           31         1 1002         1 1002         POO         1 1002         Clear         Alleless Arigin Alleless         West         Meet Arigin         Meet	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
1	27	07/06/20	12:37	3	PDO/I	Straight & Grade	Dry	Clear	Following Too Closely	South	Other	77 41021108
23         03221         1347         2         E         Singli A Hicker         Well         Plane Vici Night-Aftway Traffic Covert Disrigated         Well         Right Reference         74 (02) 188         74	28	12/26/20	14·19	2	PDO	Straight & Level	Snow/Ice	Snow	Unsafe Speed Payement Slippery	North	Right Angle	77 41021108
38         05/22 (1)         11/17 (2)         1 1/17 (2)         F Bysink Altices         Vest         Temforcorror Diseased         West         Right Areje         77 40021108         77 40021108           30         11/07 (2)         12.38         1         PDO         Straight A Leve         Dy         Clear         Armine Action         South         OPer         77 40021108         77 41021108           31         1 10/17 (2)         1 10/		12/20/20				ou alignic at 20101	0.1011/100	0011		110.0.	1.05.11.11.05.0	
S1         C	29	09/22/21	13:47	2	F	Straight & Hillcrest	Wet	Rain	Traffic Control Disregarded	West	Right Angle	77 41021108
100   100	30	11/07/21	12:38	1	PDO	Straight & Level	Dry	Clear	Animal's Action	South	Other	77 41021108
33         8         9	31											
S4	32											
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37	35											
38	36											
39	37											
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41         S	39											
42	40											
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49       49       60 <td< td=""><td>47</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>	47											
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# G HSM WORKSHEET

### www.CMFClearinghouse.org







#### What is a crash modification factor (CMF)?

A CMF is an estimate of the change in crashes expected after implementation of a countermeasure. For example, an intersection is experiencing 100 angle crashes and 500 rear-end crashes per year. If you apply a countermeasure that has a CMF of 0.80 for angle crashes, then you can expect to see 80 angle crashes per year following the implementation of the countermeasure ( $100 \times 0.80 = 80$ ). If the same countermeasure also has a CMF of 1.10 for rear-end crashes, then you would also expect to also see 550 rear-end crashes per year following the countermeasure ( $500 \times 1.10 = 550$ ).

## About the CMF Clearinghouse

The CMF Clearinghouse, available at www.CMFClearinghouse.org, offers transportation professionals a central, Web-based repository of CMFs, as well as additional information and resources related to CMFs. The CMF Clearinghouse was established to provide transportation professionals:

- A regularly updated, online repository of CMFs,
- A mechanism for sharing newly developed CMFs, and
- Educational information on the proper application of CMFs.

Both CMFs and Crash Reduction Factors are presented in the clearinghouse because both are widely used in the field of traffic safety.



Recently Added CMFs



## Features of the CMF Clearinghouse

- Use the "Quick search" on the homepage to search by keyword, countermeasure, crash type, crash severity and/or roadway type
- Use the "Advanced Search" feature to search by more parameters, such as intersection type, traffic control, and whether the CMF is included in the Highway Safety Manual
- Submit your own CMF studies to be included in the clearinghouse
- Learn more about applying CMFs in the About CMF section
- Get resources on CMF-related trainings and publications

#### Rating CMF quality

The CMF Clearinghouse developed a star quality rating system to indicate the quality or confidence in the results of the study producing the CMF. While the reviewers applied as objective as possible set of criteria—study design, sample size, standard error, potential bias, and data source—the star quality rating still results from an exercise in judgment and a degree of subjectivity. The star rating is based on a scale (1 to 5), where a 5 indicates the highest or best rating.





## How can I use the CMF Clearinghouse?

Visit the CMF Clearinghouse at www.CMFClearinghouse.org to:

- Learn more about CMFs
- Identify potential countermeasures
- Obtain the expected effectiveness of countermeasures
- Compare alternative treatments
- Get information on trainings related to CMFs
- Find resources on cost-benefit analysis

#### www.CMFClearinghouse.org

The CMF Clearinghouse is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center.





## **CMF / CRF Details**

**CMF ID: 446** 

Provide flashing beacons at stop controlled intersections

**Description:** 

Prior Condition: No Prior Condition(s)

**Category: Intersection traffic control** 

Study: Safety Evaluation of Flashing Beacons at Stop Controlled Intersections,

Srinivasan et al., 2008

**Star Quality Rating:** 

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Crash Modification Factor (CMF)								
Value:	0.95							
Adjusted Standard Error:	0.04							
Unadjusted Standard Error:	0.04							

Crash Reduction Factor (CRF)							
Value:	5 (This value indicates a <b>decrease</b> in crashes)						
Adjusted Standard Error:	4						

	Applicability
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not Specified
Number of Lanes:	2
Road Division Type:	
Speed Limit:	
Area Type:	All
Traffic Volume:	
Time of Day:	
If c	countermeasure is intersection-based
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	4-leg
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	250 to 42520 Average Daily Traffic (ADT)
Minor Road Traffic Volume:	90 to 13270 Average Daily Traffic (ADT)

Development Details		
Date Range of Data Used:		
Municipality:		
State:		

Country:	
Type of Methodology Used:	2
Sample Size Used:	

Other Details		
Included in Highway Safety Manual?	Yes. HSM lists this CMF in bold font to indicate that it has the highest reliability since it has an adjusted standard error of $0.1$ or less. However, it also includes an asterisk (*) to indicate that the CMF value itself is within the range $0.90$ to $1.10$ , but that the confidence interval defined by the CMF $\pm$ two times the standard error may contain the value $1.0$ . This is important to note since a treatment with such an CMF could potentially result in (a) a reduction in crashes (safety benefit), (b) no change, or (c) an increase in crashes (safety disbenefit). HSM recommends that this CMF should be used with caution.	
Date Added to Clearinghouse:	Dec-01-2009	
Comments:	Countermeasure name changed from "flashing beacons at four leg stop controlled intersections on two lane roads; standard and actuated beacons" to match HSM	

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.



## CMF / CRF Details

**CMF ID: 8872** 

Implement systemic signing and marking improvements at stop-controlled intersections

Description: Doubleup (i.e., both right and left side) 36 in. x 36 in. intersection warning signs (W2-22 series in the MUTCD (4)) on fluorescent yellow sheeting. Add advance street name plaque (W168 in the MUTCD(4)) on fluorescent yellow 24 sheeting accompanying each rightside intersection warning sign. Double-up (i.e., both right and left side) 48 in. x 48 in. STOP or YIELD signs (R11 and 26 R12 in the MUTCD(4)). Install retroreflective strips on sign posts for the above signs. Place minor road stop bars within 4 to 10 ft of the edge of the nearest through lane along the major road. Install yield bars at all lanes having yield conditions. Add dashed white edge-lines along the major road through the intersection. Remark all existing stop bars, crosswalks, arrows and word messages unless: o The roadway has been resurfaced within one calendar year and new thermoplastic markings have been applied. o Existing markings are uniformly reflective and above ground thickness is 90 mils or greater. o Otherwise directed by a district representative. Mark all turn lanes to include the pattern of lane arrows and text marking "ONLY" based on the turn lane length.

Prior Condition: Stop-controlled intersections without systemic signing and marking improvements

**Category: Intersection traffic control** 

Study: Safety Effects of Low-Cost Systemic Safety Improvements at Signalized and Stop-Controlled Intersections, Le et al., 2017

Crash Modification Factor (CMF)	
Value:	0.748
Adjusted Standard Error:	
Unadjusted Standard Error:	0.022

Crash Reduction Factor (CRF)	
Value:	25.2 (This value indicates a <b>decrease</b> in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	2.2

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	All
Number of Lanes:	2,4
Road Division Type:	
Speed Limit:	
Area Type:	Rural
Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based	
Intersection Type:	
Intersection Geometry:	3-leg,4-leg

Traffic Control:	Stop-controlled
Major Road Traffic Volume:	641 to 41731 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	102 to 8436 Annual Average Daily Traffic (AADT)

Development Details	
Date Range of Data Used:	2005 to 2014
Municipality:	
State:	SC
Country:	
Type of Methodology Used:	2
Sample Size Used:	

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Nov-17-2017
Comments:	The number of crashes in the after period were not reported in this study, however, they have been recorded as 300 to give 10 points as a beneift of doubt for one or more of the following: (1) number of miles/sites in the reference/treatment group, (2) number of crashes in the references/treatment group, (3) reporting AADTs for the aggregate dataset but not for the disaggragate dataset used for CMF development.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

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# **CMF / CRF Details**

**CMF ID: 230** 

Convert intersection with minor-road stop control to modern roundabout

**Description:** 

Prior Condition: No Prior Condition(s)

**Category: Intersection geometry** 

Study: NCHRP Report 572: Applying Roundabouts in the United States,

Rodegerdts et al., 2007

**Star Quality Rating:** 

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Crash Modification Factor (CMF)	
Value:	0.13
Adjusted Standard Error:	0.04
Unadjusted Standard Error:	0.03

Crash Reduction Factor (CRF)	
Value:	87 (This value indicates a <b>decrease</b> in crashes)
Adjusted Standard Error:	4

<b>Applicability</b>	
Crash Type:	All
Crash Severity:	A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	Not Specified
Number of Lanes:	1
Road Division Type:	
Speed Limit:	
Area Type:	Rural
Traffic Volume:	
Time of Day:	
If o	countermeasure is intersection-based
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	4-leg
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details	
Date Range of Data Used:	
Municipality:	
State:	

Country:	
Type of Methodology Used:	2
Sample Size Used:	

Other Details	
Included in Highway Safety Manual?	Yes. HSM lists this CMF in <b>bold</b> font to indicate that it has the highest reliability since it has an adjusted standard error of 0.1 or less.
Date Added to Clearinghouse:	Dec-01-2009
Comments:	Countermeasure name changed from "convert two-way stop-controlled intersection to roundabout" to match HSM

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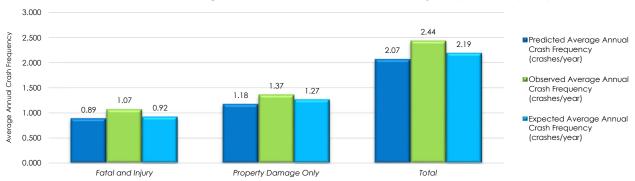
#### **Project Safety Performance Summary Report**

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)



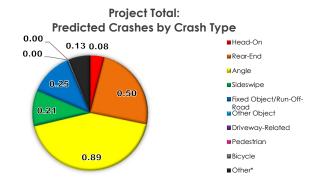
<u>Project Totals</u>	Fatal and Injury Crashes	Property Damage Only Crashes	Total Crashes
Predicted Average Annual Crash Frequency	0.89	1.18	2.07
Observed Average Annual Crash Frequency	1.07	1.37	2.44
Expected Average Annual Crash Frequency	0.92	1.27	2.19
Potential for Safety Improvement (PSI)	0.03	0.09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

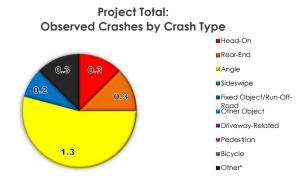
#### **Total Project Summary**

<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	Total
		Only	
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**

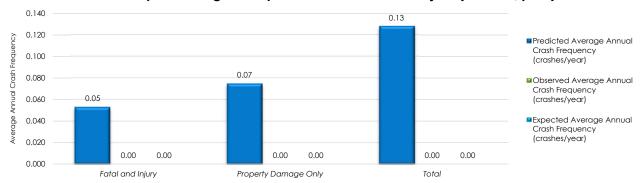
Project Description Indian Falls Rd and WNY National Cemetery Dr

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)

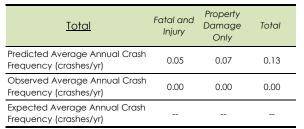


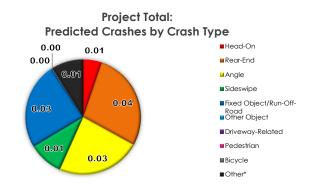
<u>Project Totals</u>	Fatal and Injury Crashes	Property Damage Only Crashes	Total Crashes
Predicted Average Annual Crash Frequency	0.05	0.07	0.13
Observed Average Annual Crash Frequency	0.00	0.00	0.00
Expected Average Annual Crash Frequency			
Potential for Safety Improvement (PSI)		==	

#### **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 by increasing speed variation making it more difficult for drivers to judge gaps. This is a concern for older and younger drivers.
- Paul Spitzer indicated that there isn't a passing zone approaching the Route 77 and Indian Falls Road intersection but passing is permitted leaving the intersection.
- Matt Oravec (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 this measure.
- 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 for right-angle
  impact crashes. 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.

# PREVIOUS STUDIES REVIEW

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

In March of 2020, the U.S. Department of Veteran affairs requested the New York State Department of Transportation to conduct a review of the intersection of Route 77 and County Road 4 (Gabbey Road and Indian Falls Road) for an all-way stop and a speed limit reduction. The speed limit reduction request was for a reduction in speed 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. The findings of the NYSDOT study are in the July 15, 2020 letter from the NYSDOT to the USDVA follow this sheet.

	4140	File: 18.20-77
Location ROUTE 77 BET. THRUWAY		Study: <u>04200039</u>
County of GENESEE Town	n/City/Village of <u>PEMBROKE</u>	Ref Mkr:
Type of Study: 9210		Cross Reference: 04200038, 0420004
Description of Study: SPEED LIMIT		
Received on: 3/12/20	INVESTIGATION	<u>IMPLEMENTATION</u>
Assigned to <u>CAR</u> on <u>3/25/20</u>	Traffic Counts: Requested/Received	Organization Responsible for Work
Target Completion Date: 5/11/20 CAR	24 hr. machine/_	Residency
Completion Date: 6/9/20 CAR.	Peak Turning	Striping Crew
Decision: <u>DENIAL</u>	Accident Data: Requested/Received	Signal Crew
	Verbal Desc	Contract No
	Reports	Other
	Accident Summary Completed:	Work Order Date
-		Completion Date
	Data Sheet	Follow Up Date
	Delay Study	FOLLOW UP NOTES:
	Warrant Sheet	
	State Police Concurrence:	
	Notice of Order:	
RA	Sent to Albany:	
	Rec'd from Albany:	
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### ANDREW M. CUOMO

### MARIE THERESE DOMINGUEZ Commissioner

**KEVIN BUSH, P.E.** Regional Director

June 9, 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 also reviewed relative to the establishment of lower speed limits. Our work 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 our review, a representative from this office visited the site to evaluate current roadway characteristics and analyze vehicle speed by use of radar. We 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, we determined that reductions of speed limit are not warranted at this time.

A six-year, six-month crash history was compiled. This allowed us to link to the crash history of a previous study and evaluate intersection modifications that were installed in 2013. Since the enhancements were installed, crashes have reduced 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.

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. However, we reviewed records available from 2015 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. This work shall be completed by state forces as scheduling, weather and ordering allow.

At the time of our review, cemetery construction was ongoing. Upon completion, please contact NYSDOT 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.

Kevin C. Bush, P.E. Regional Director

Kerm C Bush

#### 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



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

# COMMISSIONERS ROUTING SLIP

### New York State Department of Transportation

	Record Number	er:
	COM-20-22535	
LOGGING UNIT: ADMINISTRATIVE SERVICES	LOGGED DATE: 3/12/2020	LOGGED TIME: 2:25:02 PM
DOCUMENT DATE:	-	DUE DATE : 3/25/2020
CORRESPONDENT'S NAME:		
Metcalfe, James	NOTES:	,
US Dept of Veterans Affairs, Western NY National Cemeter 1254 Indian Falls Road Corfu NY 14036	у	
SUBJECT: TRAFFIC AND SAFETY		
SUMMARY:		
VA national cemetery in Town of Pembroke - speed limit reduction	request.	
INFORMATION COPIES TO:		
	140	

### **ROUTING HISTORY**

ASSIGNED TO	ASSIGNED DATE	TASK	TASK DUE DATE
REGION 4	3/12/20.	PREPARE DRAFT	3/25/20
ASSIGNED TO	ASSIGNED DATE	TASK	TASK DUE DATE
EXTERNAL RELATIONS DIRECTOR		REVIEW	
ASSIGNED TO	ASSIGNED DATE	TASK	TASK DUE DATE
COMMISSIONER'S EXECUTIVE ASSISTANT		REVIEW	
ASSIGNED TO	ASSIGNED DATE	TASK	TASK DUE DATE
CHIEF OF STAFF		REVIEW	

ASSIGNED TO	ASSIGNED DATE	TASK	TASK DUE DATE
REGION 4		SIGN	

Comment:



Western New York National Cametery 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 RECEIVED

MAR 0 9 2020

OFFICE OF THE COMMISSIONER

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

Four-way stop requested at this intersection

Speed limit reduction requested for the segment of County Route 4 shown in yellow

Western New York
National Cemetery

Speed limit reduction
requested for the segment of NYS Route 77 shown in red

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

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

Mulaforth

CC:



MARIE THERESE DOMINGUEZ

Commissioner

#### **MEMORANDUM**

# MEETING MINUTES Western New York National Cemetery - Conference Call March 31, 2020 9:30 AM

#### Regarding

COM-20-22535

NYSDOT Studies: 04200038 (Speed Limit - County Road)

04200039 (Speed Limit – State Route)

04200040 (Intersection)

#### **Call Participants**

Jim Metcalfe (VA)
Peter Rizzo (VA)
Kevin Bush (NYSDOT – Regional Director)
Paul Spitzer (NYSDOT – Regional Traffic Engineer)
Andrew Quinn (NYSDOT – Traffic Operations Studies)

#### Location

https://www.google.com/maps/place/NY-77,+New+York/@43.020473,-78.4013707,17z/data=!4m5!3m4!1s0x89d3986350e9aaf3:0x99cd44363125e61f!8m 2!3d42.9430123!4d-78.3991392

#### **Topics Covered**

- 1. The VA explained their concern that the cemetery would generate additional traffic and that the traffic would tend to include drivers that are of higher age and unfamiliar with the area.
- 2. Kevin Bush inquired if the VA had a copy of NYSDOT's June 6, 2016 response to Fisher Associates and if the recommendations (right turn lane and driveway) would be built.
  - a. The VA's current construction contract does include both items.
- 3. The VA is concerned about vehicle speed and traffic exiting the cemetery (particularly traffic heading westbound on County Road 4 and turning left at the two-way stop intersection to proceed southbound on State Route 77).
  - a. Paul Spitzer explained NYSDOT's approach to setting speed limits.
    - i. Conduct a study to measuring vehicle speed with radar.
    - ii. Use 85th percentile speed as a basis for posting speed limit signs.
  - b. The VA inquired about extending an adjacent 45 MPH speed limit.
    - i. Paul Spitzer explained that most drivers choose a speed based on road characteristics not signs.



MARIE THERESE DOMINGUEZ

Commissioner

#### **MEMORANDUM**

- ii. NYSDOT's approach fosters uniform speeds, helping drivers to anticipate gaps when exiting driveways and making turns.
- 4. The group discussed the option of installing a 4-way stop.
  - a. Paul Spitzer explained that design guidelines require an equal amount of traffic in both directions to consider a 4-way stop. Current and expected traffic volumes on Route 77 far exceed County Road 4.
  - b. Installation of a 4-way stop, when warranted, often results in an increase of serious crashes due to "muscle memory" of drivers that are accustomed to a 2-way stop.
- 5. The VA inquired about the option of a signalized intersection with a loop for detecting County Road traffic.
  - a. Paul Spitzer explained that there are specific warrants for a traffic signal. NYSDOT will evaluate current and expected traffic conditions, however it is not anticipated that warrants will be met.
- 6. The VA inquired how many fatalities would need to occur for NYSDOT to make changes.
  - a. Paul Spitzer responded: MUTCD crash warrant for a signalized intersection are five or more correctable by a traffic signal per year. (Note: this warrant also needs other types of mitigation to have been implemented first and also some volume threshholds.) NYSDOT would initiate studies and apply appropriate measures to any new crash patterns.
- 7. The VA indicated the County Sheriff is in support of changes and has reported that less-serious crashes have occurred at this intersection.
- 8. The VA expressed an interest in being proactive and inquired what steps could be taken.
  - a. Paul Spitzer explained that NYSDOT initiated new studies in response to the VA's request.
  - b. Kevin Bush explained that some changes, though well intended, have the potential to make the intersection less safe.
  - c. Paul Spitzer expressed his concern about switching to a 4-way stop.
- 9. The VA asked whether the intersection would be improved by installation of a traffic circle.
  - a. Paul Spitzer explained that a roundabout would be effective at addressing the VA's concerns.



### MARIE THERESE DOMINGUEZ Commissioner

#### **MEMORANDUM**

- b. NYSDOT funding for these types of capital improvements is based on safety evaluations and this project is unlikely to compete with other more significant needs across the state.
- c. NYSDOT would support a roundabout if the VA could provide funding.
- d. Estimated cost to build a roundabout is \$2,000,000.
- e. Kevin Bush noted that NYSDOT has faced community resistance for proposed roundabouts elsewhere in Genesee County.
- f. The VA expressed that their projects often have the support of the public.
- 10. The VA inquired if NYSDOT has template plans for a roundabout.
  - a. Kevin Bush explained they are designed for each site.
  - b. Paul Spitzer indicated that a 140 foot diameter circle would be the approximate footprint with respect to required right-of-way.
  - c. Kevin Bush asked if the adjacent property was residential. It is not, so right of way acquisition would be easier.
  - d. Paul Spitzer indicated that the area would not need sidewalks, which would reduce the amount of right-of-way required.
- 11. The VA shared their experience at a recently constructed cemetery in Pennsylvania.
  - a. Initially anticipated 1,000 internments per year, now up to 2,500.
  - 55,000 graves.
  - c. Cemetery is accessed by a four-lane highway.
    - i. Added turn lanes to the highway.
    - ii. Reduced speed limit from 55 MPH to 45 MPH.
- 12. Paul Spitzer explained potential outcomes of installing turn lanes.
  - a. Reduction of rear-end crashes.
  - b. Increase of right-angle crashes.
    - i. Vehicles turning onto Route 77 could have their visibility of through traffic blocked by other vehicles in the turn lane.
- 13. The VA asked if this statement could be put in writing soon so it can be considered in upcoming budget appropriations. Paul Spitzer to follow-up.
  - a. Address considerations of a 4-way stop.
  - b. Explain potential issues of the proposed turn lanes.
  - c. Include suggestions relating to roundabout.
  - d. Include approximate budget of roundabout.
    - i. Kevin Bush to inquire with Frank for input.

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85% 58 MPH 10MPH PACE 49 MPH - 58 MPH % in PACE = 81.6% ## Total= 103

## OVER POSTED LIMIT= 34.9%

## OVER 45 = 97.1%

## OVER 50 = \$2.5%