

555 Hudson Valley Avenue, Suite 101
New Windsor, NY 12553
Main: 877 627 3772



Project No. 20006912E & 20006912D
October 11, 2024
Page 1 | 23

Via Hand Delivery
October 11, 2024

John Razzano, Chairman
Town of Wawayanda Planning Board
80 Ridgebury Hill Road
Slate Hill, NY 10973

RDM, Dewpoint South - Dolsontown Road (RDM #3)
SBL: 4-1-50.32, 6-1-90.22, 6-1-90.24, 6-1-107
Town of Wawayanda, Orange County, NY
Project No. 20006912E

RDM, Dewpoint North – Dolsontown Road (RDM #4)
SBL: 4-1-50.2
Town of Wawayanda, Orange County, NY
Project No. 20006912D

Dear Chairman Razzano and Members of the Planning Board,

Below please find our responses to comments raised by the public during the public hearings on the site plan and special use permits for the above referenced Dewpoint South and Dewpoint North projects (collectively, the “Projects”) that took place on September 11, 2024. At your request, we are treating the comments received during each hearing as comments on both Projects. Thus, we have consolidated our responses into this single document, to be submitted into the record for both Dewpoint North and South. If a comment expressly pertains to only one of the Projects, that is noted below. Please note that all substantive comments have been summarized and repeated below for ease of review. We will supplement this response with an additional written response to comments received during the upcoming October 23, 2024 hearings.

Comments and Responses

Comment 1: Several people expressed concerns that some of the SEQRA documents related to the Projects have not been posted online or made available for public viewing.

Response 1: At all points during the Planning Board’s review of the Projects, submitted documents have been available pursuant to the New York State Freedom of Information Law. At the request of the public, to further facilitate access to documents, as of September 30, 2024, all project submissions along with related materials were posted online in chronological order and made available on the Planning Board’s website. The documents are available at the following links:

Dewpoint South: <https://colliersengineering.com/dewpoint-south>

Dewpoint North: <https://colliersengineering.com/dewpoint-north>

The FGEIS and all related documents have been posted online since they were developed during the 2022 to 2023 time period and continue to be available at the following link: <https://colliersengineering.com/dolsontown-corridor-dgeis>

Comment 2: Several people commented that the studies done to date need to be updated to account for cumulative impacts from all of the warehouse Projects.

Response 2: The Dolsontown Corridor GEIS addressed the cumulative common impacts from 5 different projects on the roadway system, water and sewer infrastructure, stormwater discharges, threatened and endangered species, and historic and archeological resources. Based upon the information contained in the GEIS, the Planning Board concluded that there would be no significant cumulative common impacts on those resources from the Projects.

In addition, a separate Traffic Impact Study (TIS) was conducted in connection with the proposed Route 6 Logistics Center and evaluated the cumulative traffic impacts from all proposed or recently approved projects in the area. The TIS applied a growth factor of 0.5% per year (based on NYSDOT historical data) for a total of 2.5% to account for general background growth, which yielded the Year 2026 Projected Traffic Volumes. The TIS also took into consideration cumulative traffic from other specific potential developments in the Town and surrounding area including the approved Slate Hill Commerce Center (925,000 SF warehouse), the approved 1081 Dolsontown Road (241,000 SF warehouse), the approved Project Liberty (854,000 SF warehouse), the RDM business park on Dolsontown Rd including proposed Dewpoint North (32,000 SF warehouse), proposed Dewpoint South (125,000 SF warehouse), approved Dolsontown East (532,000 SF warehouse), approved Simon (387,000 SF warehouse) as well as Marangi Solid Waste Handling Facility, Dunkin Donuts, and approved C.R. 56 (277,500 SF light industrial). That traffic study was previously supplied to the Planning Board in May 2023, has been posted to the above referenced project websites and again is included here as **Exhibit A** (electronic copy only, hard copies of the Traffic Impact Study have been supplied to the Board previously in May 2023).

Finally, at the request of the Planning Board, the Applicant also provided a Viewshed Study with detailed visual simulations/renderings to assess the visibility of all Dolsontown Corridor projects from certain sensitive receptors, including I-84 and various points along the Heritage Trail. Based upon the results of the Viewshed Study, the Planning Board concluded that the Projects would not result in any significant adverse impacts to aesthetic resources, and accordingly no mitigation is required.

With respect to all other areas of potential environmental impact, the Planning Board has concluded that the Projects will not individually or cumulatively result in any significant adverse environmental impacts.

Comment 3: One person commented that the studies should be redone to account for the proposed increase in building footprint for Dewpoint South.

Response 3: The increase in building size at Dewpoint South has been closely reviewed by the Planning Board and its consultants, with the current design representing the culmination of an iterative process addressing all comments of the Planning Board and its consultants raised to date. Where appropriate, studies were updated.

With respect to Dewpoint South, following the initial project submittal, as previously suggested by the Planning Board, the Applicant acquired two residential parcels (SBL 6-1-90.22 & 6-1-90.24) in order to remove the pre-existing non-conforming residential uses at Caskey Lane from the proposed development area. This change provided flexibility to adjust the proposed development, resulting in a proposed larger building and related site amenities. At the time of the April 10, 2024 submittal, the building was contemplated to increase to 243,600 square feet. In response to comments received from the Planning Board and its professionals, the building footprint was reduced to 234,900 square feet. To address the overall net increase in size from the original application, enhancements were made at the request of the Planning Board to upgrade the aesthetic appearance of the building and to reduce and/or minimize certain visual concerns. These measures include:

- Notwithstanding compliance with the Town's zoning setbacks, the building was moved 10 feet further back from Dolsontown Road to increase the front-yard setback from ± 50 feet to ± 60 feet. As indicated above, this reduced the building footprint from 243,600 square feet to 234,900 square feet.
- A planting wall with landscape screening was incorporated at the northwest corner of the building. This landscaping will help to enhance the visual appearance in this area.
- Relocating an office area to the northwest corner of the building allowing for a more visually pleasing facade treatment on this corner. This presents the appearance of an office building or R&D facility rather than a warehouse.
- The building was lowered by 2 feet to reduce visual concerns from the road and to reduce the building height above the road.

Updated architectural and visual plans were provided to the Planning Board reflecting the increased building size and enhancements to the building design. An updated traffic analysis dated June 6, 2024 was also prepared and submitted to the Board and reviewed by the Planning

Board's traffic consultant. We respectfully refer you to the April 10, 2024, June 12, 2024, and July 31, 2024 submissions for further details of the review of the increase in building size.

This review preceded the Board's adoption of a Negative Declaration pursuant to SEQRA on August 14, 2024, in which the Planning Board found that the potentially "moderate to large impacts" identified in the EAF Part 2 will not have any significant adverse environmental impacts on the environment based on the project's proposed design and the mitigation measures. The Planning Board's Negative Declaration was based, in part, on the above referenced studies and plans that were updated to incorporate the project changes. Accordingly, no further updates to any of the studies or plans supporting the Dewpoint South project are necessary or required.

With respect to Dewpoint North, minimal changes were made from the introduction of the Project and study in the GEIS to its current form. Minor adjustments, reflected in the June 10, 2024 submission to the Planning Board, include relocation of parking spaces along the building frontage to reduce retaining wall lengths and optimization of surface stormwater ponds and drainage system routing to eliminate the former underground stormwater storage system. These changes will improve the functionality of the site. Further revisions, reflected in the July 10, 2024 submission to the Planning Board and refined in the July 31, 2024 submission to the Planning Board were made to address concerns that the Planning Board raised with respect to the close proximity of the neighbor to the east at 1065 Dolsontown Road. The following modifications were proposed to address the Planning Board's concerns:

- The building footprint was modified to nearly double the eastern side setback of the building, increasing the setback from 16 feet to 31 where the Zoning Law requires only 15 feet.**
- This adjustment allows for the area to maintain a drainage swale adjacent to the eastern side of the building as well as an area to establish vegetative screening for the length of the building. Additional screening consisting of a staggered row of evergreen trees with a height of 12-14 feet at installation and planted on a low earthen berm was proposed.**
- Given the southeast corner of the building remains buried to a depth of 15 feet, the above grade portion of the building will be at ± 40 feet, 25 feet lower than the maximum building height of 65 feet provided in the Town's Zoning Law. Following the installation of the proposed berm & evergreen screening, roughly 25 feet of the building will be seen at the time of planting in the vicinity of this corner. This buried portion of the building also generally aligns with the location of the adjacent dwelling. As you move to the north from this corner of the building, it becomes the full building height. However, the berm & evergreens mentioned above continue for the extent of this side of the building.**

- **Proposed parking for the project was reduced to 28 spaces from 33. The reduction in spaces allows for the above building footprint modification and the project remains in compliance with the parking regulations. Note that the reduction was misstated in the July 31, 2024 submission as having been reduced from 35 spaces to 28. It was reduced from 33 spaces to 28.**
- **The proposed parking remains screened from Dolsontown Road since it is generally at a lower elevation to the roadway which is established by a retaining wall directly adjacent to the parking spaces. Screen plantings are also proposed along the top (southern side) of the retaining wall.**

Revised plans reflecting the changes were provided to the Planning Board in the July 31, 2024 submission. On a net basis, the changes reduced the lot size by .08 acres (to account for Right of Way dedication); increased land disturbance by .25 of an acre, decreased proposed impervious surface by .1 acre; increased revegetated surface by .35 of an acre, and decreased parking spaces by 5.

Given the de minimis changes to the Dewpoint North project, and the fact that the changes were largely done at the request of the Planning Board to reduce potential project impacts, there were no prior studies that required updating to further facilitate the Planning Board's review of the changes.

We note that in its August 19, 2024 comment letter (which includes reference to prior comments of March 29, 2023), Orange County Planning suggested the Archeological study be updated to provide additional test pits in the northeastern portion of the construction area, in the vicinity of the proposed warehouse, as it does not appear that there are test pits at the 50' intervals. Our response, provided to the Planning Board in our September 11, 2024 submission, explains that the absence of test pits in the area is the result of the presence of steep slopes. The response notes that tests were completed at the base of the slope. A full description of the investigation is contained in the Phase IB Archeological Field Reconnaissance Survey prepared by Hudson Valley Cultural Resource Consultants, LTD., dated November 2021, which was included within the project's FGEIS and was reviewed by the Planning Board, its consultants and the NYS Office of Parks, Recreation, and Historic Preservation (SHPO). Following its review, SHPO issued a memo dated January 3, 2022 stating that it had reviewed the Archeological Survey Report for the project and found that no historic properties, including archaeological and/or historic resources will be affected by the project.

The Planning Board's review of the proposed changes to the Dewpoint North project, which changes are collectively reflected in the June 12, 2024, July 10, 2024, and July 31, 2024 submissions, preceded the Board's adoption of a Negative Declaration pursuant to SEQRA on

August 14, 2024, in which the Planning Board found that the potentially “moderate to large impacts” identified in the EAF Part 2 will not have any significant adverse environmental impacts on the environment based on the project’s proposed design and the mitigation measures. The Planning Board’s Negative Declaration was based, in part, on the above referenced submissions that were updated to incorporate the project changes. For the reasons set forth above and reflected in the submissions, no further updates to any of the studies or plans supporting the Dewpoint North project are necessary or required.

Comment 4: One person expressed concern about whether Orange County’s comments on the Projects were addressed.

Response 4: The Orange County Planning Department’s May 19, 2022 comments on the Dolsontown Corridor DGEIS were addressed in full in Chapter 4 of the FGEIS. Subsequent comments from the County dated July 2, 2024 relating to the Dewpoint South Project specifically were addressed in the Applicant’s July 31, 2024 Response to Comments. Further, subsequent comments from the County dated August 19, 2024 relating to the Dewpoint North Project specifically were addressed in the Applicant’s September 11, 2024 Response to Comments. Additionally, a prior comment letter issued from the County on March 29, 2023, which was also responded to in full.

Comment 5: One person expressed concern that the Department of Health had not yet completed its review of the Projects.

Response 5: The Orange County Department of Health (OCDOH) is an involved agency under SEQRA and accordingly has been provided with all relevant documents for purposes of reviewing environmental impacts from the Projects. With respect to the applications for Site Plan and Special Use Permits, the Applicant is in the process of coordinating with OCDOH for the approval of the site water main extension with hydrants. For Dewpoint South, a submission to OCDOH was made on August 26, 2024, following which the Applicant received notice that the project was approved, and the Applicant is now awaiting the approval documents. For Dewpoint North, a submission to OCDOH was made on September 6, 2024 and the Applicant is currently awaiting a response. OCDOH approval for the site water main extension will be a condition of the Planning Board’s approval. Such conditions are routinely imposed by the Planning Board pursuant to its authority under Section 195-71 of the Zoning Law, which authorizes the Planning Board “to impose such reasonable conditions and restrictions as are directly related to and incidental to the proposed special use permit or site plan.” The Zoning Law goes on to specifically note that “upon approval of said permit and/or plan, any such conditions shall be met prior to the actual issuance of permits by the Town.” Thus, final approval and building permits may not issue until all conditions are satisfied.

Comment 6: Several people expressed concerns about whether there are any financial benefits flowing from the Projects; these concerns include whether the Projects would contribute to taxes and

whether they would enter into PILOT programs. One person commented that school taxes associated with the Projects would be paid to the City of Middletown not the Town.

Response 6: According to Fiscal Impact Reports prepared for Dewpoint South and North (attached hereto as Exhibits B and C, respectively, and incorporated by reference), the Projects will provide several benefits to the local economy of the Town of Wawayanda, including “one-time impacts” and “ongoing impacts.” One-time impacts usually occur during the construction phase and include the jobs, wages, and services associated with the construction of the development. These revenues include planning board fees, building permit fees, utility connections, and other fees. The ongoing impacts are the economic benefits to local providers of various goods, services, and employees. The projected annual tax contributions from the Projects to the Town of Wawayanda, Orange County, and Middletown City School District after any pursued tax exemption period expires are as follows:

Dewpoint South

Table 5 - Projected Tax Contribution Breakdown			
Tax Type	Estimated Equalized Assessed Value	Tax Rate Per \$1,000 of Project Value	Projected Annual Tax Contribution
Town	\$12,966,480	0.1952	\$2,531.06
County	↓	5.3740	\$69,681.86
Middletown School		32.5846	\$422,507.56
Thrall Library		1.3361	\$17,324.51
New Hampton Fire		2.0630	\$26,749.85
Highway		2.2867	\$29,650.45
Total		\$12,966,480	43.8396

Dewpoint North

Table 5 - Projected Tax Contribution Breakdown			
Tax Type	Estimated Equalized Assessed Value	Tax Rate Per \$1,000 of Project Value	Projected Annual Tax Contribution
Town	\$1,766,400	0.1952	\$344.80
County	↓	5.3740	\$9,492.63
Middletown School		32.5846	\$57,557.44
Thrall Library		1.3361	\$2,360.09
New Hampton Fire		2.0630	\$3,644.08
Highway		2.2867	\$4,039.23
Total		\$1,766,400	43.8396

The lots included in the Dewpoint South application reflect a 2023 annual tax contribution of \$25,234.07. As reflected above, this annual contribution is anticipated to increase to \$568,445.30, following the phase out of the partial exemption provided pursuant to New York State Real Property Tax Law (§ 485-b). During the ten year term of the 485-b exemption, annual tax revenues are anticipated to increase to \$306,260 in year 1, then to \$411,134 by year 5, then to \$542,227 by year 10, followed by \$568,445 in the next year.

The lots included in the Dewpoint North application reflect a 2023 annual tax contribution of \$6,685.54. As reflected above, this annual contribution is anticipated to increase to \$77,438.27, following the phase out of the partial exemption provided pursuant to New York State Real Property Tax Law (§ 485-b). During the ten year term of the 485-b exemption, annual tax revenues are anticipated to increase to \$41,722 in year 1, then to \$56,008 by year 5, then to \$73,867 by year 10, followed by \$77,438.27 in the next year. More specific details of this analysis are included within the attached Fiscal Impact Statement documents.

In addition, the Projects do not contain a residential component and will not directly impact the local population and school enrollment.

Finally, with respect to questions raised about potential PILOT programs, RDM is not seeking a PILOT for the project, but future tenants may or may not apply for such incentives as may be allowed by law.

Comment 7: One person noted that the SWPPP relies upon a 2016 document published for the State of New Jersey.

Response 7: The commenter appears to be referring to Appendix 16, which is the NJCAT certification for the first defense units (hydrodynamic separators). This document verifies the TSS removal rates for each size of first defense unit tested. This is a third party stormwater management practice evaluation and verification system specifically relied upon by the New York State Department of Environmental Conservation ("NYSDEC").

As stated on the NYSDEC website: "The Department does not currently have a research unit that evaluates the monitoring results and pollutant removal efficiencies of proprietary practices (i.e. manufactured stormwater management practices) being used for post-construction stormwater management. Instead, the Department relies on established, third-party stormwater management practice evaluation and verification systems such as: the State of Washington Technology Assessment Protocol - Ecology (TAPE), the Technology Acceptance Reciprocity Partnership Protocol (TARP) (primarily the New Jersey Corporation for Advanced Technology (NJCAT) Technology Verification Database), and the State of Maryland's Department of the Environment (Maryland Alternative Practices List (PDF))." See NYSDEC Construction Stormwater Toolbox, available at:

<https://dec.ny.gov/environmental-protection/water/water-quality/stormwater/construction-stormwater-toolbox>

Comment 8: One person noted that the Operation and Maintenance Plans relate to the Town of New Paltz.

Response 8: The MS4 municipality referenced on page 1 of the Stormwater Operation & Maintenance Plan (SWPPP Appendix 14) incorrectly referenced the Town of New Paltz. This has been revised within the SWPPP provided for Dewpoint North & South on the website. We note that the only error was the reference to the municipality. The substance of the provided O&M plan is specific to these sites.

Comment 9: A few people suggested that there is known contamination at the Project sites and that, as a result, the soil should be tested. One person specifically stated that the Projects were located on or adjacent to a superfund site, the Middletown Dump.

Response 9: The Projects are not located on or near any active federal superfund sites. The Middletown Dump is listed on the EPA's superfund database, however it is not on the National Priority List, and its listed status is "No Further Remedial Action Planned" or "NFRAP." Sites with the status NFRAP do not require further remedial assessment activities and do not pose a threat to public health or the environment sufficient to qualify for placement on the National Priorities List (NPL) based on currently available information.

With respect to New York State-designated environmental remediation sites, there are two off-site locations of note: #V00289: Middletown Landfill and #336029-Middletown Dump. The NYSDEC website identified the following classifications for these locations:

- **#336029: Classification Code: 3**
 - This classification is assigned to a site at which contamination does not presently and is not reasonably foreseeable to constitute a significant threat to public health or the environment. This classification is not to be used for sites where insufficient data is available to make a definitive decision concerning significant threat.

- **#V00289: Classification Code: N (No Further Action at this Time)**
 - Sites are given a classification of "N" when:
 - the investigation and evaluation of a Class P site results in a determination that contamination at the site does not warrant placing the site on the Registry or it is being addressed under a brownfield program;
 - a site was in a brownfield program (BCP, ERP or VCP) or other non-Registry program, remediation was not completed, and the site did not otherwise qualify for listing on the Registry. As an example, this occurs

when a volunteer begins a brownfield project and then for economic or other reasons, determines they cannot complete the work and the brownfield project is terminated. If the contamination at the brownfield site qualifies it for placement on the Registry, the Department acts to do so. If the site re-enters a brownfield program, it can be reclassified to Class A (active) to indicate that work has recommenced;

- a site was identified simply as the location(s) where a drum(s) or other discrete waste was at one time present and subsequently removed by DEC or others and, based on the resulting conditions, no need for additional work was apparent; or
- an application to the BCP, ERP or VCP was submitted, and was then withdrawn or terminated before any actions were taken to investigate or remediate the site.

In addition, according to NYSDEC's environmental Spill Incidents Database, there was a 1-gallon spill of an unknown material at the Dewpoint South site in 2003; however the spill was closed by NYSDEC the same year, indicating that the necessary cleanup and removal actions were completed and no further remedial activities were deemed necessary. Accordingly, there is no known contamination at the Project sites and no testing of soils is necessary or required by law.

Comment 10: One person commented that soils at the Project sites should be tested for chemicals present in fertilizers since the properties were previously used for agricultural purposes.

Response 10: The Project sites are not subject to any soil testing requirements based upon their previous agricultural use. In addition, the Phase I Environmental Site Assessment performed for Dewpoint North and South concluded as follows: "There is no evidence of mixing or storage of agricultural chemicals on the subject property and based on the intended commercial use of the subject property, the former agricultural use is not likely to represent a significant environmental concern at this time."

Comment 11: A few people expressed concerns about potential drinking water pollution from the Projects, and one person who lives in close proximity to the Projects was specifically concerned about her well becoming contaminated.

Response 11: With respect to any wells and any potential impacts on drinking water, the Projects will connect to the public water main within Dolsontown Road and are not proposing the installation of any wells. Moreover, there are no water, irrigation, inspection, or exploratory wells proposed as part of the project. There will be no additional burden placed on the aquifer that the surrounding neighboring wells draw from and therefore no impacts on neighboring wells.

Additionally, we note that the operational areas of the site will be covered by building foundations or asphalt, minimizing the chance that contaminants will enter the ground. Importantly, both sites have Stormwater Pollution Preventions Plans (“SWPPPs”) in place. The SWPPPs have been prepared in compliance with the NYSDEC State Pollutant Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity, Permit No. GP-0-20-001. The SWPPP is a plan for controlling runoff and pollutants from a site during and after construction activities. Key elements of the SWPPPs include:

- Reduction or elimination of erosion and sediment loading to water bodies during and after construction.
- Control of the impact of stormwater runoff on the water quality of the receiving waters.
- Control of the peak rate of runoff during and after construction.
- Maintenance of stormwater controls during and after completion of construction.
- Minimization of impacts to the Monhagen Brook, which is on the NYSDEC’s 303(d) list as an impaired water

As set forth in the SWPPP, it is intended to be ‘living’ document and should be revised and updated whenever site conditions dictate. Any revisions must be reviewed by the owner/operator and certifying engineer and be in accordance with the NYSDEC technical standards.

The SWPPPs discuss stormwater “hotspots”, which are land uses and activities that generate higher concentration of hydrocarbons, trace metals or toxicants that are found in typical stormwater runoff. This would include the loading docks and trailer storage/parking areas. The Dewpoint South SWPPP indicates that to meet the design criteria for hot spot runoff, the loading dock runoff pretreatment will be provided using either swirl chambers or an ‘isolator row’ and hotspot runoff will then be treated using a forebay and discharging into a lined bioretention area. Similarly, the Dewpoint North SWPPP indicates that to meet the design criteria for hot spot runoff, pretreatment will be provided using swirl chambers designed to separate floatable and contaminants, and runoff will not be allowed to infiltrate prior to treatment. In addition, the bioretention area north of the loading dock which receives hotspot runoff will include an impermeable liner to further satisfy this requirement.

This “swirl chamber” is the hydrodynamic separator that is referenced in the response to Comment 7 above. Hydrodynamic separators are devices that move water in a circular, centrifugal manner to accelerate the separation and deposition of primarily sediment from the

water. They are suitable for removal of coarse particles, oils, and fuels over small drainage areas.

The SWPPP also contains an Erosion & Sediment Control Plan, to be installed and maintain pursuant to the most current edition of the New York Standard Specifications for Erosion and Sediment Control Handbook. Additionally, because of the proximity to the Monhagen Brook, enhanced measures are required, which are referenced in Section VI of each SWPPP. Please see the discussion of the elements of the Erosion & Sediment Control Plan contained in Section VI of each SWPPP for more detail.

Note also that the SWPPPs include Good Housekeeping measures, which are effective means of preventing contamination. The SWPPPs identify material management practices that should be used to reduce the risk of spills or other accidental exposure of materials and substances to stormwater runoff, including:

- **Products shall be kept in original containers unless they are not re-sealable.**
- **Original labels and material safety data sheets (MSDS) shall be retained; they contain important product information.**
- **An effort shall be made to store only enough products required to do the job.**
- **All materials stored onsite shall be stored in a neat, orderly manner in their appropriate containers, and if possible, under a roof or other enclosure and/or on non-porous blacktop.**
- **Products shall be kept in their original containers with the original manufacturer's label.**
- **Substances shall not be mixed with one another unless recommended by the manufacturer.**
- **Whenever possible, all of a product shall be used up before disposing of the container.**
- **Manufacturer's recommendations for proper use and disposal shall be followed.**
- **The contractor's site superintendent shall inspect daily to ensure proper use and disposal of materials on site.**

The SWPPPs also provide the following Spill Control Practices:

- **Spills, of any size, of toxic or hazardous material and/or petroleum products shall be reported to the NYSDEC. (Note: the current draft of the SWPPPs also reference notification to Central Hudson's Environmental Affairs division, which is not applicable in for these Projects).**
- **Manufacturer's recommended methods for spill cleanup shall be clearly posted and site personnel shall be made aware of the procedures and the locations of the information and cleanup supplies.**

- **Materials and equipment necessary for spill cleanup shall be kept in the material storage area onsite. Equipment and materials shall include but not be limited to brooms, dust pans, mops, rags, gloves, kitty litter, sand, sawdust, and plastic and metal trash containers specifically for this purpose.**
- **All spills shall be cleaned up immediately after discovery.**
- **The spill area shall be kept well-ventilated and personnel shall wear appropriate protective clothing to prevent injury from contact with a hazardous substance.**
- **The spill prevention plan shall be adjusted to include measures to prevent toxic or hazardous material of spills from recurring and how to clean up the spill. A description of the spill, what caused it, and the cleanup measures shall also be included.**

Also included in the SWPPPs are product specific practices:

- **Petroleum Products – All onsite vehicles shall be monitored for leaks and receive regular preventive maintenance to reduce the chance of leakage. Petroleum products shall be stored in tightly sealed containers that are clearly labeled. Any asphalt substances used on site shall be applied according to manufacturer's recommendations.**
- **Fertilizers- Fertilizers shall be applied only in the minimum amounts recommended by the manufacturer. Use only fertilizers that have 5 or less parts phosphorous. Once applied, fertilizers shall be worked into the soil to limit exposure to stormwater. Storage shall be in a covered shed. The contents of any partially used bags of fertilizer shall be transferred to a sealable plastic bin to avoid spills.**
- **Paints – All containers shall be tightly sealed and stored when not required for use. Excess paint shall not be discharged to the storm sewer system but shall be properly disposed of according to the manufacturer's instructions or state and local regulations.**
- **Concrete Trucks – Concrete trucks shall not be allowed to wash out or discharge surplus concrete or drum wash water on the site, unless in approved clean-out areas.**
- **Waste Disposal – All waste materials shall be collected and stored in a securely lidded metal dumpster rented from a licensed solid waste management company. The dumpster shall meet all local and any State solid waste management regulations. All trash and construction debris from the site shall be deposited in the dumpster. The dumpster shall be emptied as necessary, and the trash shall be hauled to a NYSDEC**

permitted landfill. No construction waste materials shall be buried onsite. All personnel shall be instructed regarding the correct procedure for waste disposal.

- **Hazardous Waste** – All hazardous waste materials shall be disposed of in a manner specified by local or State regulations or the manufacturer. Site personnel shall be instructed in these practices.
- **Sanitary Waste** – All sanitary waste shall be collected from the portable units by a licensed sanitary waste management contractor, as required by local regulation and as required to protect public health and safety.
- **Recyclable Waste** – All recyclable waste (cardboard, wood, etc.) shall be collected and recycled on a weekly schedule.

In light of the robust controls discussed above, we anticipate minimal risk that drinking water supplies will be contaminated.

Comment 12: Several people raised general concerns about traffic impacts associated with the Projects, including increased traffic and/or congestion on Dolsontown Road, Dolson Avenue, and 17M. Some commented that an updated, “cumulative” traffic study should be performed. One person commented that the traffic study is flawed but did not specify in what aspects.

Response 12: The Traffic Impact Study (TIS) conducted in connection with the proposed Route 6 Logistics Center evaluated the cumulative traffic impacts from all proposed or recently approved projects in the area. The TIS applied a growth factor of 0.5% per year (based on NYSDOT historical data) for a total of 2.5% to account for general background growth, which yielded the Year 2026 Projected Traffic Volumes. The TIS also took into consideration cumulative traffic from other specific potential developments in the Town and surrounding area including the approved Slate Hill Commerce Center (925,000 SF warehouse), the approved 1081 Dolsontown Road (241,000 SF warehouse), the approved Project Liberty (854,000 SF warehouse), the RDM business park on Dolsontown Rd including proposed Dewpoint North (32,000 SF warehouse), proposed Dewpoint South (125,000 SF warehouse), approved Dolsontown East (532,000 SF warehouse), approved Simon (387,000 SF warehouse) as well as Marangi Solid Waste Handling Facility, Dunkin Donuts, and approved C.R. 56 (277,500 SF light industrial). The TIS for Route 6 has been uploaded to the Project websites for Dewpoint South and North. Additionally, following the proposed increase in size of Dewpoint South, an updated traffic analysis dated as of June 6, 2024 was prepared and provided to the Planning Board and its consultants. This updated traffic study concluded that the proposed expansion is not anticipated to significantly impact the overall operation of the roadway network and that the previously proposed mitigation is adequate to support the minor increases in traffic associated with the proposed expansion.

Comment 13: One person commented that the traffic impact study for the Projects should be redone to reflect peak rush hour from 4 to 7.

Response 13: Traffic volume data collection was conducted during peak hour intervals (6:30 – 9:30 AM & 3:30-6:30 PM) from which the peak hours were identified as occurring between 7:30-8:30 AM & 3:30-6:30 PM. These identified peak hours were confirmed via review of NYSDOT record traffic volume data.

Comment 14: One person expressed concerns that McVeigh Road would be used as a shortcut by trucks traveling to and from the Project sites.

Response 14: McVeigh Rd., that links CR 50 with Dolsontown Rd., is currently posted and is proposed to continue to be posted as restricted to trucks over 6 tons. Ryerson Rd., that links US RT 6 / RT 17M with McVeigh RD., has a 3-ton limit. Accordingly, neither road is expected to be used as a shortcut and any use of such road would be subject to enforcement.

Comment 15: One person expressed concerns about whether there would be adequate firefighting resources available for the Projects.

Response 15: In the event of a fire, the facilities will rely on services from the New Hampton Fire Company. The New Hampton Fire Company is an interested agency under SEQRA and accordingly has been provided with all relevant documents for purposes of reviewing environmental impacts from the Projects. The fire department will have nearby access to water for firefighting via newly installed hydrants along Dolsontown Road and via on-site hydrants, as detailed in each site plan. Site plans for the Projects were submitted to the fire department and upon review of the plans the fire department issued a memo dated May 25, 2024 for Dewpoint South, and an email dated June 26, 2024 for Dewpoint North, indicating there are no fire safety concerns for the Projects. Moreover, construction and operation of the sites must comply with the New York State Uniform Fire Prevention and Building Code and Chapter 54 of the Town Code related to Building Construction, Maintenance and Fire Protection. Chapter 54-11 of the Town Code also contains requirements regarding routine inspections of nonresidential buildings by the Code Enforcement Officer or an inspector designated by the Code Enforcement Officer.

Comment 16: Several people commented that they wanted to know what would be stored inside the warehouses.

Response 16: Specific tenants have not been identified, as tenants typically do not start to inquire about specific projects until permits are granted and construction has started or is imminent. However, the nature of the warehouse operations will be consistent with those allowed by the NYS Building Code for S-1 (moderate) and S-2 (Low) Hazard storage, which the building has been designed for. Accordingly, the proposed warehouses will not be utilized for

high hazardous substances, but for S-2 Low Hazard Storage or S-1 Moderate Hazard Storage. S-2 Low Hazard Storages includes but is not limited to such uses as electrical components, food products, glass, metals, retail goods, appliances, etc. S-1 Moderate Hazard Storages includes but is not limited to such uses as books, cardboard, clothing, dry goods, furniture, mattresses, etc. The building owner and all tenants will be required to comply with all applicable laws, rules and regulations concerning the storage of hazardous materials. The issuance of a site plan and special use permit approval by the Planning Board does nothing to diminish the applicability of such requirements.

Moreover, as indicated above, Chapter 54 of the Town Code contains requirements regarding routine inspections of nonresidential buildings by the Code Enforcement Officer or an inspector designated by the Code Enforcement Officer. Chapter 54-11 also provides for inspections by the Code Enforcement Officer or an inspector designated by the Code Enforcement Officers upon receipt by the Code Enforcement Officer of a written statement alleging that conditions or activities failing to comply with the Uniform Code or Energy Code exist; or receipt by the Code Enforcement Officer of any other information, reasonably believed by the Code Enforcement Officer to be reliable, giving rise to reasonable cause to believe that conditions or activities failing to comply with the Uniform Code or Energy Code exist.

Comment 17: One person raised the issue of “security surrounding the residents” and another raised concerns about daycares located nearby.

Response 17: The Projects are consistent with the existing and planned commercial and industrial character of the MC-1 zoning district in which they are located and was established by the Town. Based on the studies conducted for the Projects in conjunction with the SEQRA process, there is no reason to believe that the proposed warehousing use and operations will pose a safety or security risk to surrounding residences, schools, daycares, etc.

Comment 18: One comment related to potential archaeological impacts associated with the proposed removal of Caskey Lane.

Response 18: The Project as revised includes an additional parcel located at 24 Caskey Lane (the “Additional Parcel”). The Additional Parcel includes a total of .61 acres of land containing a residential structure and associated subsurface infrastructure. Hudson Valley Cultural Resources Consultants, Ltd., has reviewed the Additional Parcel and advised that due to its small size, the current disturbance and extensive investigations conducted to date for other area parcels, the potential for cultural resources to be present is low. Those multiple archaeological surveys completed for the various projects along Dolsontown Road, none of which have identified any significant cultural resources, include:

- **November 2021, Hudson Cultural Services (‘HCS’) Phase 1A Literature Search and Sensitivity Assessment & Phase 1B Archaeological Field Reconnaissance Surveys for the**

Dewpoint South: Warehouse Construction Project and the Dewpoint North: Warehouse Construction Projects, which included 17.7 acres on both sides of Dolsontown Road.

- **March 2007, Tracker Archeology Phase I Archaeological Investigation for the Simon Business Park Project, consisting of 24 acres, on the southern side of Dolsontown Road.**
- **September 2021, HCS Supplemental Phase 1 Archaeological Survey of areas that were not previously investigated in connection with the Simon Business Park.**

Comment 19: Multiple people commented that a balloon study should be performed in order to better understand visual impacts from the Projects.

Response 19: At the request of the Planning Board, the Applicant provided a Viewshed Study and detailed visual simulations/renderings in lieu of a balloon study as this provides a more accurate depiction of the Projects' visibility from certain sensitive receptors, including I-84 and various points along the Heritage Trail and Dolsontown Road. Based upon the results of the Viewshed Study, the Planning Board concluded that the Projects would not result in any significant adverse impacts to aesthetic resources, and accordingly no mitigation is required.

Balloon studies are an inferior method of understanding the post-development visual impact of a property because they are limited by existing topography, vegetation, and other obstructions that may otherwise be removed during development. Moreover, balloon studies do not take into consideration added site features, such as new landscaping, berms, retaining walls, etc. Generally, balloons are deployed when necessary to provide visual identifiers to help understand a building's height and/or proximity to a property line, and they are often only used when contemplating either a height or other area variance, so that the board can understand what is allowed as of right, versus what potential variances are being requested. As the Board knows, both Projects are proposed to be less than the maximum height permitted by the Zoning Law and require no variances.

The Projects have been designed to minimize visual effects as much as possible. All buildings will be setback from Dolsontown Road and the materials and colors used are intended to reduce each building's visual presence within its surroundings. In addition, the proposed fixtures for the Warehouse Projects have the following lighting components which comply with Nighttime Friendly or International Dark-Sky Association (IDA) objectives: (1) Correlated Color Temperature (CCT) of 3,000; (2) all fixtures are LED's which provide for controlled downward distribution of light; (3) in instances where lighting is in close proximity to property lines, the fixture is fitted with a house side shield to restrict unnecessary back lighting & glare; and (4) the fixture housings provide for zero uplight above 90°.

Landscaping Plans for the Projects were provided to the board and adhere to Chapter 195-24 of the Town Code. In accordance with Section 195-24 A, the plans have a goal of enhancing the appearance and natural beauty of the Town and protecting property values through the

preservation and planting of vegetation, screening, and landscaping material. The plans include a variety of native deciduous and evergreen trees and shrubs, as well as non-invasive ornamental species. To further break-up the building mass along the roadway, trees are proposed near the right-of-way line. Each site will retain existing vegetation and grading around the perimeter whenever possible and plant evergreen screening at certain locations.

Comment 20: One person commented that additional studies should be done to address air quality impacts from the Projects.

Response 20: With respect to the potential for air pollution impacts, the Projects do not include a State regulated air emission source or involve an activity that will have more than a minimal impact on air quality. No air permits or registrations are required for the Projects.

All heavy-duty vehicles using the Projects' parking areas will be subject to the New York State Idling Law (6 NYCRR 217-3), which prohibits on-road heavy-duty vehicles, including non-diesel and diesel trucks and buses with gross weight rating (GVWR) of more than 8,500 pounds, from idling for more than five (5) minutes at a time. The idling regulations may be enforced by the NYSDEC Officers and other state and local police. The Applicant will be providing traffic mitigation measures at all necessary intersections, which will in-turn improve the level of service and result in less idling through-out the Town. The Applicant will also post signs in truck parking areas indicating that idling is prohibited by law.

Based upon these efforts, the Planning Board has concluded that the Projects will not create any significant impacts to air quality.

Comment 21: One person who lives in close proximity to the Projects wanted to know whether the Applicant plans to erect a sound wall at the Project sites.

Response 21: No sound wall is proposed for the Projects because no significant impacts on noise from the Projects are anticipated. With respect to Dewpoint South, a sound level measurement and analysis was completed and a Noise Evaluation summarizing the same was provided to the Planning Board. The Noise Evaluation evaluated existing and projected noise levels associated with the Projects at certain receptors, and found that in all instances, noise increases associated with the project are anticipated to be less than 5dba at all receptors. Increases of sound pressure of less than 5dB are anticipated to result in unnoticed to tolerable human reactions, pursuant to NYSDEC's Assessing and Mitigating Noise Impacts, revised as of February 2, 2001.

Moreover, as observed in each of their respective Findings Statements, with respect to both Projects, during the construction phase, all construction equipment used on-site will have to be inspected periodically to ensure that properly functioning muffler systems are used on all equipment. In addition, all construction equipment will not idle unnecessarily while on site. Once constructed, both Projects will produce small to moderate amounts of noise, mostly due

to site generated traffic and building HVAC mechanical units. On the Dewpoint North site, all HVAC equipment will be positioned to face away from the adjacent residence as part of the final building design/HVAC equipment layout.

Comment 22: A few people expressed concerns about inconsistencies between the reports underlying the GEIS, including, specifically, inconsistencies between the Archaeological Assessment and the Habitat Suitability Assessment for Dewpoint South with respect to how the trees and soil onsite were described.

Response 22: Page 3 of the Habitat Assessment notes, "Upland Hardwood Forest - The site contains upland hardwood forest which is a young forest type with soils that are well drained." This is a general characteristic written to describe the Upland Hardwood Forest. Page 5 of the Phase 1A/B report notes the soil types from the NRCS. The MdB & MdC which are noted to be "Moderately Well Drained" and are likely referring to the Upland soils on-site. In the Phase 1 A/B, List of Photographs, Photo 5 & 10 descriptions note "saturated soils", then on page 21 "saturated soils" is mentioned as what was reviewed as part of the investigation methodology and finally on page 24, "saturated soils" is mentioned as areas which did not require shovel testing. Both well drained & saturated soils exist on-site and each report is describing the soils for the review of different environmental conditions.

With respect to the diameters of trees noted, page 3 of the Habitat Assessment states, "[s]izes of the trees vary from saplings to mature trees with a wide range of dbh from 3--6 inches and tree conditions including dead wood, crevices, and holes." This is a general description of the predominant tree conditions at the sites. Several site photos in the Phase 1 A/B do depict some trees that appear to be greater than 6-inches.

These inconsistencies are potentially the result of differences in generally perceived conditions at the sites. Importantly, any such discrepancies have no bearing on each respective report's conclusions regarding the potential for significant environmental impacts.

Comment 23: One person commented that the Projects were required to survey for species of special concern, migratory birds, and rare flora and fauna pursuant to the Endangered Species Act, the Migratory Bird Act, the Bald and Golden Eagle Protection Act.

Response 23: Neither the NYSDEC nor the US Fish and Wildlife Service identified any migratory bird species, including bald or golden eagles, on the list of threatened, endangered, proposed and candidate species, or proposed and final designated critical habitat, that may occur within the boundary of the Project sites and/or may be affected by the Projects. Therefore, protected migratory bird species were not included in the Threatened and Endangered Species Habitat Suitability Assessments. The NYSDEC did not identify any rare plants or animals within the vicinity of the Project sites either.

Comment 24: One person commented that due to the tree description discrepancies in the GEIS reports, the potential for bat habitat at the Project sites was not adequately studied. Another person raised concerns about how the Applicant would address increased mosquito rates if bat habitat is impacted by the Projects.

Response 24: The Habitat Suitability Assessments for both Projects concluded that there is in fact suitable bat habitat on site, but that the proposed disturbance activities would not result in adverse impacts to the species because tree clearing will occur during the DEC-approved window between October 1 and March 31, when bats are not present on site due to hibernation. Note that the Negative Declaration includes a more restrictive window, not allowing tree clearing to begin until November 1. Thus, it is not accurate to say that the diameter of the trees observed onsite resulted in a failure to identify potential for bat habitat. Given that the Projects are not expected to impact bat habitat, no increase in mosquito populations appears likely.

Comment 25: A few people raised general concerns about impacts to wetlands from the Project and one person noted that the Wetland delineations performed for the Projects should be updated to comport with February 2024 updates to the U.S. Army Corps data sheets and the State wetland regulations which will take effect in 2025.

Response 25: The only change in the updated ACOE data sheets is that two of the soil indicators were modified with regard to their listing as either a primary/secondary soil indicator. This change is minor and only affects certain regions in New York. CED reviewed the current datasheets and neither soil indicator was present in the wetlands located at these sites, so this change has no impact on the delineations performed for the Projects. In addition, DEC's proposed new regulations include a grace period for the wetland jurisdiction shift of 2-3 years following the adoption of the new law on January 1, 2025 for projects, depending on the level of project review that has occurred at that point. We will continue to follow the development of the regulations.

Comment 26: One person commented that the Heritage Trail was not identified in the EAF as a scenic/aesthetic resource.

Response 26: The Heritage Trail was inadvertently excluded from the original Long EAFs submitted to the Planning Boards in 2021 as an "officially designated and publicly accessible federal, state, or local scenic or aesthetic resource" within five miles of the Projects. We note, however, that the Dolsontown Road Viewshed Study completed in 2023 and considered by the Planning Board in adopting SEQRA findings studied visual impacts of the Projects from 4 vantage points along the Heritage Trail and revealed that Dewpoint South and North will not be visible from such vantage points. Thus, the remaining components of the EAF (e.g., Parts II and III) prepared in 2024 which answer whether the Projects "may be visible from any official designated federal, state, or local scenic or aesthetic resources" in the negative and make a

determination of non-significance took into consideration the prior Viewshed Study. We also note that the Heritage Trail was included in the revised EAF for Dewpoint South which was submitted to the Planning Board on June 12, 2024.

Comment 27: One person expressed concerns about the status of the Developer's Agreement.

Response 27: The Developer's Agreement between the Applicants and the Town has not yet been finalized; however, execution of such agreement will be a condition of the Board's approval of both Projects. As indicated above in Response 5 relative to OCDOH review, such conditions are routinely imposed by the Planning Board pursuant to its authority under Section 195-71 of the Zoning Law, which authorizes the Planning Board "to impose such reasonable conditions and restrictions as are directly related to and incidental to the proposed special use permit or site plan." The Zoning Law goes on to specifically note that "upon approval of said permit and/or plan, any such conditions shall be met prior to the actual issuance of permits by the Town." Thus, final approval and building permits may not issue until all conditions are satisfied.

Comment 28: One person commented that the watershed info on the draft NOI is missing or says "incomplete data, information not known."

Response 28: Within Appendix 5 of the SWPPP we have included a "Draft" Notice of Intent (NOI). The SWPPP is under review by the Board's Consulting Engineer and will be finalized for submission to NYSDEC as required, at the time that the SWPPP is deemed complete. The NOI is not required to be completed until such time the document is filed with NYSDEC; therefore the Draft has been provided for informational purposes only, and all required information is reflected in the SWPPP document which will be translated into the NOI at the time of filing, following the completion of the review by the Planning Board and its professionals.

Comment 29: Several commenters expressed concerns about the professional licensing of the Planning Board's engineering consultant, Patrick Hines of MHE Engineering, and suggested that municipal consultants are required to maintain P.E. license in order to serve in this role.

Response 29: Consultants are not required to maintain specific licensure and/or certifications in order to advise municipal boards in any capacity, including on project engineering. Nonetheless, our understanding is that Mr. Hines has over 30 years of experience with advising municipal boards, including aiding in SEQRA and other environmental review of projects and currently does so for several municipalities in the region. We understand his education and training are appropriate to serve the Planning Board in this capacity. Furthermore, we note that Mr. Hines' review of these Projects to date has been detailed and robust. Mr. Hines, along with the Board's traffic engineer Mr. Wersted of Creighton Manning have reviewed numerous submissions and issued dozens of technical comments in response thereto for these Projects and others proposed in the Town.

Comment 30: One person expressed concern that wetlands at the Project sites were not properly surveyed and delineated, and suggested that the wetland consultant who performed the delineation did not have adequate credentials.

Response 30: There are no licensing or certification requirements for wetland delineations performed for purposes of SEQRA. The consultant who delineated the wetlands at the Project sites, Michael Nowicki of Ecological Solutions, LLC, has over 30 years of experience performing wetland delineations and threatened and endangered species habitat assessments. Furthermore, the wetland delineations performed by Mr. Nowicki were subject to review by the US Army Corps of Engineers, the Planning Board's consultant, and the public as part of the GEIS process.

Comment 31: One person commented that a warehouse moratorium should be put in place and that the Town's Comprehensive Plan should be updated.

Response 31: A warehouse moratorium was enacted by the Town Board last year. Certain projects, including each of these Projects, were exempted from the moratorium based on the status of their review. The Moratorium has since expired. The Town Board has developed and introduced proposed amendments to the Zoning Law, addressing warehouse development and other issues. Those proposed amendments remain under review by the Town Board. The Town's Comprehensive Plan was also updated last year, as of June 20, 2023. The updated Comprehensive Plan notes that the MC Zones (within which the Projects are located) "is a district intended to provide a principal area for intensive nonresidential development...". Use of the sites for warehouse distribution is a non-residential development that is less intensive and impactful than other potential uses, such as manufacturing and industrial uses.

Comment 32: One person commented that the Applicants are not entitled to a Special Use Permit "as of right."

Response 32: The Applicant acknowledges that the Projects are not entitled to Special Use Permits "as of right" and that such permits will only issue if the Planning Board finds that they are consistent with the Special Use Review Criteria set forth in Section 195-76 of the Wawayanda Town Code. Special Use Permit "Narratives" for Dewpoint South and North which demonstrate how the Project is consistent with each of the criterion set forth in §195-76 are attached hereto as Exhibits D and E, respectively, and are incorporated by reference.

List of Commenters

Albertson, Alicia: See Comments 2, 17, 20, 21

Albertson, George: See Comments 2, 10, 12, 17

Bennett, Chris: See Comment 12

Berger, Don: See Comments 6, 12, 31

Cowit, Dina: See Comments 11, 12, 16

Garcia, Christopher: See Comments 13, 23, 29

Hanes, Leslie: See Comments 1, 6, 9, 19, 26

Jados, Donna: See Comments 6, 11, 21

Kangethe, Charles: See Comments 1, 2, 6, 7

Laks, Fern: See Comments 2, 9, 16

Malick, Pamila: See Comments 1, 2, 3, 22, 23, 24, 30

Martin, Mike: See Comments 6, 12

Page, Amanda: See Comment 6, 12, 16

Patterson, Julie: See Comments 2, 12, 19

Pendleton, Ann Marie: See Comments 4, 7, 8, 9, 16, 25, 28

Pendleton, Molina: See Comments 16, 24

Post, Connor: See Comment 6

Preston, Felice: See Comment 12

Savold, Bud: See Comment 20

Savold, Tina: See Comments 14, 15, 16

Stevens, Alan: See Comment 22

Sumner, Skyler: See Comments 1, 3, 5, 12, 25, 30

Sussman, Michael: See Comment 32

Vandervoort, Michael: See Comment 18

If you have any questions pertaining to this project, please feel free to reach me at 845-564-4495.

Sincerely,

Colliers Engineering & Design, Architecture, Landscape Architecture, Surveying, CT P.C.



Justin E. Dates, RLA
Geographic Discipline Leader

EXHIBIT A

CUMULATIVE TRAFFIC STUDY

(Electronic copy only, hard copies of the Traffic Impact Study have been supplied to the Board previously in May 2023)



Engineering
& Design

Traffic Impact Study

Route 6 Logistics Center
Town of Wawayanda, U.S. Route 6
Orange County, NY
Project No. 22011192A

May 5, 2023

Prepared for:

Real Deal Management, Inc.
One International Blvd., Suite 410
Mahwah, NJ 07430

Prepared by:

A handwritten signature in blue ink, appearing to read "A. Peter Russillo".

A. Peter Russillo, P.E., PTOE
Senior Project Manager
NY Professional Engineer
License No. 059969-01

555 Hudson Valley Avenue
Suite 101
New Windsor New York 12553
Main: 845-564-4495
Colliersengineering.com

Table of Contents

I. Introduction	1
A. Project Description and Location.....	1
B. Scope of Study.....	1
II. Existing Roadway and Traffic Descriptions	2
A. Description of Existing Roadways	2
B. Year 2021 Existing Traffic Volumes.....	4
C. Accident Data.....	5
III. Evaluation of Future Traffic Conditions	6
A. Year 2026 No-Build Traffic Volumes.....	6
B. Site Generated Traffic Volumes.....	6
C. Arrival/Departure Distribution	6
D. 2026 Build Conditions Traffic Volumes	7
E. Description of Analysis Procedures	7
F. Results of Analysis.....	8
IV. Recommended Improvements	15

Appendices

APPENDIX A	FIGURES
APPENDIX B	TABLES
APPENDIX C	LEVEL OF SERVICE STANDARDS
APPENDIX D.....	CAPACITY ANALYSIS
APPENDIX E.....	ACCIDENT DATA
APPENDIX F.....	ATR GAP DATA
APPENDIX G.....	CONCEPTUAL IMPROVEMENT PLAN

I. Introduction

A. Project Description and Location

(Figure No. 1)

This study was prepared to evaluate the potential traffic impacts associated with a planned warehouse facility (3333 U.S. Route 6) of approximately 403,000 square feet that is proposed to be developed on a parcel located on the north side of U.S. Route 6, east of the existing Home Depot warehouse in the Town of Wawayanda, New York. This study follows the same methodology used in the approved Slate Hill Commerce Center Traffic Impact Study revised November 18, 2022. Access to the Site is proposed via two new access drives to U.S. Route 6 to be located approximately 300 and 1200 feet east of the CPV Energy Center. The western access drive will be restricted to trucks only and the eastern driveway will be restricted to cars only.

A Design Year of 2026 has been utilized in completing the traffic analysis to evaluate future traffic conditions associated with this proposed development.

B. Scope of Study

This study has been prepared to identify current and future traffic operating conditions on the surrounding roadway network and to assess the potential traffic impacts of the proposed warehouse development.

The Year 2021 Existing Traffic Volumes that were established for the Slate Hill Commerce Center considered all available traffic count data for the study area intersections including traffic counts from previous reports prepared by our office as well as new traffic counts collected by representatives of Colliers Engineering & Design CT, P.C. These data were also compared to count data obtained from the New York State Department of Transportation (NYSDOT).

The Year 2021 Existing Traffic Volumes were projected to the 2026 Design Year and take into account background traffic growth. In addition, traffic associated with other specific potential or approved developments in the area were estimated and added to the Projected Traffic Volumes to obtain the Year 2026 No-Build Traffic Volumes.

Estimates were made of the potential traffic that the proposed development might generate during each of the peak hours (see Section III-B for further discussion). The resulting site generated traffic volumes were added to the roadway system and combined with the Year 2026 No-Build Traffic Volumes resulting in the Year 2026 Build Traffic Volumes.

The Existing, No-Build and Build Traffic Volumes were compared to roadway capacities based on the procedures from the Highway Capacity Manual to determine existing and future Levels of Service and operating conditions. Recommendations for improvements were made where necessary to support the future traffic volumes.

II. Existing Roadway and Traffic Descriptions

A. Description of Existing Roadways

As shown on Figure No. 1, the proposed warehouse development will have access from U.S. Route 6. The following is a brief description of the roadways located within the study area. In addition, Section III-F provides a description of the existing intersection geometrics, traffic control measures and a summary of the existing and future Levels of Service and any recommended improvements for each of the study area intersections. Appendix "D" contains copies of the capacity analyses that identify the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

1. NYS Route 17M

NYS Route 17M traverses this area in a north/south direction and consists of two travel lanes in each direction and is furnished with separate left turn lanes plus shoulders. Within the Site environs the posted speed limit is 45 MPH. NYS Route 17M is classified as an Urban Minor Arterial (Functional Class 16).

2. I-84

I-84 is a four-lane, divided, limited access facility which traverses New York from the Delaware River in the west at Port Jervis, across Orange, Dutchess, and Putnam Counties to the border at Connecticut in the east; and beyond. I-84 has a posted speed limit of 65 MPH and is provided with a cloverleaf type interchange with NYS Route 17M east of the Site. Interstate 84 is classified as an Urban Interstate (Functional Class 11).

3. U.S. Route 6

U.S. Route 6 is a two-lane roadway that operates as a combined route with NYS Route 17 to Goshen where it then connects with NYS Route 17M southeast of I-84. The routes separate at a signalized intersection with NYS Route 17M and Sunrise Park Drive. U.S. Route 6 continues in a westerly direction intersecting with other local roadways through Wawayanda to Port Jervis and beyond. The posted speed limit in the vicinity of the site is 55 MPH. U.S. Route 6 is classified as an Urban Minor Arterial (Functional Class 16).

4. C.R. 56
Davis Highway, also known as County Route 56 traverses in a generally east/west direction from C.R. 12 in the east to U.S. Route 6. In the immediate vicinity of the Site it is a two-lane roadway with paved shoulders. The posted speed limit in this area is 55 MPH. C.R. 56 is classified as an Urban Major Collector (Functional Class 17).
5. McBride Road
McBride Road is a two-lane Town roadway that intersects with U.S. Route 6 at an unsignalized, stop-controlled intersection. The roadway serves residential land uses in this area and has a posted speed limit of 35 MPH. The Middletown & New Jersey Railroad (freight rail) crosses McBride Road approximately 200 feet north of U.S. Route 6.
6. Hoops Road
Hoops Road is a two-lane dead ended, stop controlled roadway that intersects with U.S. Route 6. The roadway serves industrial land uses in this area and does not have a posted speed limit. The Middletown & New Jersey Railroad (freight rail) crosses Hoops Road approximately 1,200 feet north of U.S. Route 6.
7. Creedon Hill Road
Creedon Hill Road is a two-lane roadway located approximately 150 feet east of Hoops Road that intersects U.S. Route 6 at an unsignalized intersection. The roadway serves the E.Tetz & Sons facility.
8. Ridgebury Hill Road
Ridgebury Hill Road is a two-lane Town roadway that intersects U.S. Route 6 at an unsignalized intersection located approximately 3,500 feet west of Hoops Road. The roadway serves commercial, residential and institutional land uses and has a posted speed limit of 35 MPH.
9. NYS Route 284
NYS Route 284 is a two-lane roadway that intersects U.S. Route 6 about 1.5 miles west of the site in the form of a "T" type, unsignalized intersection. NYS Route 284 continues in a southwesterly direction into New Jersey. NYS Route 284 is classified as a Rural Minor Arterial (Functional Class 6).
10. Seward Road
Seward Road traverses in a generally north/south direction between U.S. Route 6 in the north and Ridgebury Road in the south. It is a two-lane Town roadway with a posted speed limit of 35 MPH.

B. Year 2021 Existing Traffic Volumes

(Figures No. 2. and 3)

As discussed in Section I.B, the Year 2021 Existing Traffic Volumes which were established for the Slate Hill Commencer Center considered all available traffic count data for the study area intersections including traffic counts from previous reports prepared by our office as well as new traffic counts collected by representatives of Colliers Engineering & Design CT, P.C. These data were also compared to count data obtained from the New York State Department of Transportation (NYSDOT). In addition, automatic traffic recorder (ATR) counts were collected March 22-23, 2023 in the vicinity of the proposed Site Access.

Based on this information, the Year 2021 Existing Traffic Volumes were established for the Weekday Peak AM and Weekday Peak PM Hours at the following study area intersections ⁽¹⁾:

- U.S. Route 6 and NYS Route 284
- U.S. Route 6 and Ridgebury Hill Road
- U.S. Route 6 and McBride Road
- U.S. Route 6 and Hoops Road
- U.S. Route 6 and Creedon Hill Road
- U.S. Route 6 and Slate Hill Commerce Center/Project Liberty
- U.S. Route 6 and Seward Road
- U.S. Route 6 and C.R. 56
- U.S. Route 6 and Proposed Site Access (Trucks)
- U.S. Route 6 and Proposed Site Access (Cars)
- NYS Route 17M and U.S. Route 6
- NYS Route 17M and I-84 On/Off Ramps

(1) Manual traffic counts were collected by representatives of Colliers Engineering & Design CT, P.C. on Tuesday, May 25, 2021 between 6:30 AM – 9:30 AM and 3:30 PM – 6:30 PM to determine the AM and PM Peak Hours. These traffic counts were then compared to traffic volume data from previous traffic studies conducted by our office and traffic volume data available from the New York State Department of Transportation (NYSDOT) for the NYS Route 17M, U.S. Route 6, and NYS Route 284 corridors. Seward Road/U.S. Route 6 counts were conducted in October 2022.

Based upon a review of the traffic counts, the peak hours were generally identified as follows:

- | | |
|------------------------|-------------------|
| ▪ Weekday Peak AM Hour | 7:30 AM – 8:30 AM |
| ▪ Weekday Peak PM Hour | 4:30 PM – 5:30 PM |

The resulting Year 2021 Existing Traffic Volumes are shown on Figures No. 2 and 3 for the Weekday Peak AM Hour and Weekday Peak PM Hour, respectively.

C. Accident Data

A summary of the 2018-2020 accident data within the study area of U.S. Route 6 was completed. A summary of the NYSDOT information categorized by location, date, time, traffic control, severity, number of vehicles/injuries, light conditions, road surface condition, weather, manner of collision and apparent contributing factors is summarized in Table No. 3 (Appendix E) for the study area.

A review of the accident data indicates typical type of accidents which includes rear-end accidents with apparent contributing factors such as failure to yield right-of-way and animal action.

In addition, based on the NYSDOT 2019 Priority Investigation Locations (PILs) and Safety Deficiency Locations (SDLs) reports, the NYSDOT has not identified any High Accident Locations (HAL) within the study area.

Appendix E contains a copy of the NYSDOT PIL/SDL report, NYSDOT accident severity summary and verbal description reports.

III. Evaluation of Future Traffic Conditions

A. Year 2026 No-Build Traffic Volumes

(Figures No. 4 through 9)

The Year 2021 Existing Traffic Volumes were increased by a growth factor of 0.5% per year (based on NYSDOT historical data) for a total of 2.5% to account for general background growth resulting in the Year 2026 Projected Traffic Volumes that are shown on Figures No. 4 and 5 for the AM and PM Peak Hours, respectively.

In addition, traffic from other specific potential developments in the area including the approved Slate Hill Commerce Center (925,000 SF warehouse), approved 1081 Dolsontown Road (241,000 SF warehouse), the proposed Project Liberty (854,000 SF warehouse), RDM Dewpoint North (32,000 SF warehouse), RDM Dewpoint South (125,000 SF warehouse), RDM East (532,000 SF warehouse), Marangi Solid Waste Handling Facility, Dunkin Donuts, RDM C.R. 56 (277,500 SF light industrial) and RDM Simon (387,000 SF warehouse which was previously analyzed for Simon Business Park) were included. No other formal applications related to other developments within the site access along U.S. Route 6 have been identified by the Town. The resulting traffic volumes associated with these other developments are shown on Figures No. 6 and 7 for the AM and PM Peak Hours, respectively.

These volumes were added to the 2026 Projected Traffic Volumes resulting in the Year 2026 No-Build Traffic Volumes which are shown on Figures No. 8 and 9 for the Weekday Peak AM and Weekday Peak PM Hours, respectively. It should be noted that the resulting 2026 No-Build Traffic Volumes represent the Year 2026 Build Traffic Volumes contained in the Slate Hill Commerce Center Traffic Impact Study.

B. Site Generated Traffic Volumes

(Table No. 1)

Estimates of the amount of traffic to be generated by the proposed warehouse were developed based on information published by the Institute of Transportation Engineers (ITE) as contained in the report entitled "Trip Generation", 11th Edition, 2021. To provide a conservative analysis, the "higher" Trip Generation Rates for Land Use Category – 130 Industrial Park (which includes manufacturing and warehouse uses) were utilized. Table No. 1 summarizes the trip generation rates and corresponding site generated traffic volumes for the Weekday Peak AM and Weekday Peak PM Hours.

C. Arrival/Departure Distribution

(Figures No. 10 through 13)

It was necessary to establish arrival and departure distributions to assign the site generated traffic volumes to the surrounding roadway network. Based on a review of the Existing Traffic Volumes and the expected travel patterns on the surrounding roadway network, the

distributions were identified. The anticipated arrival and departure distributions for passenger vehicles are shown on Figures No. 10 and 11, respectively. The anticipated arrival and departure distributions for trucks are shown on Figures No 12 and 13 respectively.

D. 2026 Build Conditions Traffic Volumes

(Figures No. 14 through 19)

The site generated traffic volumes were assigned to the roadway network based on the arrival and departure distributions referenced above. The resulting site generated passenger vehicle traffic volumes for each of the study area intersections are shown on Figures No. 14 and 15 for the AM and PM Peak Hours, respectively. The site generated truck traffic volumes are shown on Figures No. 16 and 17 for each of the AM and PM Peak Hours, respectively. The site generated traffic volumes were then added to the Year 2026 No-Build Traffic Volumes to obtain the Year 2026 Build Traffic Volumes. The resulting Year 2026 Build Traffic Volumes are shown on Figures No. 18 and 19 for the Weekday Peak AM and Weekday Peak PM Hours, respectively.

E. Description of Analysis Procedures

It was necessary to perform capacity analyses in order to determine existing and future traffic operating conditions at the study area intersections. The following is a brief description of the analysis method utilized in this report:

- Signalized Intersection Capacity Analysis

The capacity analysis for a signalized intersection was performed in accordance with the procedures described in the Highway Capacity Manual, 6th Edition, dated 2016, published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service "A" represents the best condition and a Level of Service "F" represents the worst condition. A Level of Service "C" is generally used as a design standard while a Level of Service "D" is acceptable during peak periods. A Level of Service "E" represents an operation near capacity. In order to identify an intersection's Level of Service, the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

- Unsignalized Intersection Capacity Analysis

The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the Highway Capacity Manual, 6th Edition, dated 2016. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. In order to identify the Level of Service, the average amount of vehicle delay is computed for each critical movement to the intersection.

Additional information concerning signalized and unsignalized Levels of Service can be found in Appendix "C" of this report.

F. Results of Analysis

(Table No. 2)

Capacity analyses that take into consideration appropriate truck percentages, pedestrian activity, roadway grades and other factors were performed at the study area intersections utilizing the procedures described above to determine the Levels of Service and average vehicle delays. Summarized below is a description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service as well as any recommended improvements.

Table No. 2 summarizes the results of the capacity analysis for the 2021 Existing, 2026 No-Build and 2026 Build Conditions. Appendix "D" contains copies of the capacity analysis that also indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

1. U.S. Route 6 and NYS Route 284

U.S. Route 6 and NYS Route 284 intersect at an unsignalized, "T" type intersection. All approaches to the intersection consist of one lane with the NYS Route 284 approach "stop" sign controlled.

Capacity analysis conducted for this intersection utilizing the 2021 Existing Traffic Volumes indicates that the NYS Route 284 approach is currently operating at Level of Service "C" during both the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at Level of Service "A".

Capacity analysis conducted for this intersection utilizing the 2026 No-Build Traffic Volumes indicates that the NYS Route 284 approach is projected to operate at Level of Service "F" during the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at Level of Service "A".

Capacity analysis conducted for this intersection utilizing the 2026 Build Traffic Volumes indicates that the NYS Route 284 approach is projected to continue to operate at Level of Service "F" during the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at Level of Service "B" or better.

It should be noted that for unsignalized intersections, it is not uncommon for the side road approach (NYS Route 284) or driveway approach to operate with delays while the major road (U.S. Route 6) operates at better Levels of Service. In order to improve the operation of this unsignalized intersection under future conditions, traffic signal installation would be required. As part of the Slate Hill Commerce Center recommendations, this intersection will be monitored for possible signalization in the future.

2. U.S. Route 6 and Ridgebury Hill Road

U.S. Route 6 and Ridgebury Hill Road intersect at an unsignalized, “T” type intersection. All approaches to the intersection consist of one lane with the Ridgebury Hill Road approach “stop” sign controlled.

Capacity analysis conducted for this intersection utilizing the 2021 Existing Traffic Volumes indicates that the Ridgebury Hill Road approach is currently operating at Level of Service “C” during the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at Level of Service “A”.

Capacity analysis conducted for this intersection utilizing the 2026 No-Build Traffic Volumes indicates that the Ridgebury Hill Road approach is projected to operate at a Level of Service “D” during the AM Peak Hour and projected to operate at Level of Service “E” during the PM Peak Hour with the U.S. Route 6 westbound left turn operating at Level of Service “B” or better.

Capacity analysis conducted for this intersection utilizing the 2026 Build Traffic Volumes indicates that the Ridgebury Hill Road approach is projected to operate at a Level of Service “E” during the AM Peak Hour and projected to continue to operate at a Level of Service “E” during the PM Peak Hour with the U.S. Route 6 westbound left turn operating at Level of Service “B” or better.

As previously noted, at unsignalized intersections, it is not uncommon for the side road approach (Ridgebury Hill Road) or driveway approach to operate with delays while the major road (U.S. Route 6) operates at better Levels of Service.

In order to improve the operation of this unsignalized intersection under future conditions, traffic signal installation would be required. It is recommended that this intersection be monitored for possible signalization in the future.

3. U.S. Route 6 and McBride Road

U.S. Route 6 and McBride Road intersect at an unsignalized, “T” type intersection. All approaches to the intersection consist of one lane with the McBride Road approach “stop” sign controlled.

Capacity analysis conducted for this intersection utilizing the 2021 Existing Traffic Volumes indicates that the McBride Road approach is currently operating at Level of Service “C” during both the AM and PM Peak Hours with the U.S. Route 6 eastbound left turn operating at Level of Service “A”.

Capacity analysis conducted for this intersection utilizing the 2026 No-Build Traffic Volumes indicates that the McBride Road approach is projected to operate at Level of Service “F” during the AM Peak Hour and projected to operate at a Level of Service “E” during the PM Peak Hour with the U.S. Route 6 eastbound left turn operating at Level of Service “B” or better.

Capacity analysis conducted for this intersection utilizing the 2026 Build Traffic Volumes indicates that the McBride Road approach is projected to continue to operate at Level of Service "F" during the AM Peak Hour and projected to continue to operate at a Level of Service "E" during the PM Peak Hour with the U.S. Route 6 eastbound left turn operating at Level of Service "B" or better.

As previously noted, at unsignalized intersections, it is not uncommon for the side road approach (McBride Road) or driveway approach to operate with delays while the major road (U.S. Route 6) operates at better Levels of Service.

In order to improve the operation of this unsignalized intersection under future conditions, traffic signal installation would be required. It is recommended that this intersection be monitored for possible signalization in the future.

4. U.S. Route 6 and Hoops Road

U.S. Route 6 and Hoops Road intersect at an unsignalized, "T" type intersection. All approaches to the intersection consist of one lane with the Hoops Road approach "stop" sign controlled.

Capacity analysis conducted for this intersection utilizing the 2021 Existing Traffic Volumes indicates that the Hoops Road approach is currently operating at Level of Service "C" during both the AM and PM Peak Hours with the U.S. Route 6 eastbound left turn operating at a Level of Service "A".

Capacity analysis conducted for this intersection utilizing the 2026 No-Build Traffic Volumes indicates that the Hoops Road approach is projected to continue to operate at Level of Service "C" during the AM Peak hour and projected to operate at Level of Service "D" during the PM Peak Hour with the U.S. Route 6 eastbound left turn operating at Level of Service "A".

Capacity analysis conducted for this intersection utilizing the 2026 Build Traffic Volumes indicates that the Hoops Road approach is projected to operate at Level of Service "D" during the AM Peak Hour and projected to continue to operate at a Level of Service "D" during the PM Peak Hour with the U.S. Route 6 eastbound left turn operating at Level of Service "A".

5. U.S. Route 6 and Creedon Hill Road

U.S. Route 6 and Creedon Hill Road intersect at an unsignalized, "T" type intersection. All approaches to the intersection consist of one lane with the Creedon Hill Road approach "stop" sign controlled.

Capacity analysis conducted for this intersection utilizing the 2021 Existing Traffic Volumes indicates that the Creedon Hill Road approach is currently operating at Level of Service "B" during both the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at Level of Service "A".

Capacity analysis conducted for this intersection utilizing the 2026 No-Build Traffic Volumes indicates that the Creedon Hill Road approach is projected to operate at Level of Service "C"

during the AM Peak Hour and is projected to operate at Level of Service "B" during the PM Peak Hour. The U.S. Route 6 westbound left turn is projected to operate at Level of Service "B" or better.

Capacity analysis conducted for this intersection utilizing the 2026 Build Traffic Volumes indicates that the Creedon Hill Road approach is projected to continue to operate at Level of Service "C" during the AM Peak Hour and is projected to continue to operate at Level of Service "B" during the PM Peak Hour. The U.S. Route 6 westbound left turn is projected to operate at Level of Service "B" or better.

6. U.S. Route 6 and Slate Hill Commerce Center/Project Liberty

The U.S. Route 6 and access driveway which will be constructed as part of the approved Slate Hill Commerce Center and will also serve Project Liberty if approved, will be signalized with the eastbound approach to the intersection consisting of one left turn lane and one through lane, the westbound approach consisting of one right turn lane and one through lane and the southbound (Access Driveway) approach consisting of one left turn lane and one right turn lane.

The capacity analysis conducted using the 2026 No-Build Traffic Volumes indicates that the intersection is projected to operate at overall Levels of Service "B" or better during the AM and PM Peak Hours.

The capacity analysis conducted using the 2026 Build Traffic Volumes indicates that the intersection is projected to continue to operate at overall Levels of Service "C" or better during the AM and PM Peak Hours.

7. U.S. Route 6 and Seward Road

U.S. Route 6 and Seward Road intersect at an unsignalized, "T" type intersection. All approaches to the intersection consist of one lane with the Seward Road approach "stop" sign controlled.

Capacity analysis conducted for this intersection utilizing the 2021 Existing Traffic Volumes indicates that the Seward Road approach is currently operating at Level of Service "B" during both the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at a Level of Service "A".

Capacity analysis conducted for this intersection utilizing the 2026 No-Build Traffic Volumes indicates that the Seward Road approach is projected to operate at Level of Service "C" during both the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at Level of Service "A".

Capacity analysis conducted for this intersection utilizing the 2026 Build Traffic Volumes indicates that the Seward Road approach is projected to continue to operate at Level of Service "C" during the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at Level of Service "A".

8. U.S. Route 6 and C.R. 56

U.S. Route 6 and County Route 56 intersect at a “T” type intersection. The U.S. Route 6 eastbound and C.R. 56 southbound approaches consist of one lane per direction with the C.R. 56 approach “stop” sign controlled. The U.S. Route 6 westbound approach is also furnished with a separate left turn lane. The eastbound U.S. Route 6 right turn to C.R. 56 is channelized and is currently free-flowing.

Capacity analysis conducted for this intersection utilizing the 2021 Existing Traffic Volumes indicates that the C.R. 56 approach is currently operating at Level of Service “C” during the AM Peak Hour and at Level of Service “D” during the PM Peak Hour with the U.S. Route 6 westbound left turn operating at Level of Service “A”.

As part of the Slate Hill Commerce Center development, a traffic signal will be installed at this location and the right turn to C.R. 56 will be yield controlled.

The capacity analysis conducted using the 2026 No-Build Traffic Volumes indicates that with signalization the intersection is projected to operate at overall Level of Service “A” during the AM and PM Peak Hours.

The capacity analysis conducted using the 2026 Build Traffic Volumes indicates that the intersection is projected to continue to operate at overall Level of Service “A” during the AM and PM Peak Hours.

9. U.S. Route 6 and Proposed Site Driveway (Trucks)

The U.S. Route 6 and access driveway which will be constructed as part of RDM U.S. Route 6 warehouse, will be unsignalized with the northbound approach to the intersection consisting of one left/through lane, the southbound approach consisting of one right turn lane and one through lane and the eastbound (Access Driveway) approach consisting of one lane. See Conceptual Improvement Plan – Appendix G.

The capacity analysis conducted using the 2026 Build Traffic Volumes indicates that the Access Driveway is projected to operate at Level of Service “E” during the AM Peak Hour and is projected to operate at Level of Service “F” during the PM Peak Hour with the U.S. Route 6 westbound left turn operating at Level of Service “B”.

As previously noted, at unsignalized intersections, it is not uncommon for the side road approach or driveway approach to operate with delays while the major road (U.S. Route 6) operates at better Levels of Service.

Based on the Automatic Traffic Recorder traffic counts conducted by our office along U.S. Route 6 in the vicinity of the proposed Access Driveway, there were an average of 90 gaps during the Weekday Peak AM Hour and an average of 72 gaps during the Weekday Peak PM Hour in the U.S. Route 6 traffic stream of 13 seconds or greater, which would be able to accommodate the anticipated additional trucks during peak hours. A listing of the gaps in the vicinity of the proposed access is contained in Appendix F.

10. U.S. Route 6 and Proposed Site Driveway (Cars)

The U.S. Route 6 and access driveway which will be constructed as part of RDM U.S. Route 6 warehouse, will be unsignalized with the northbound approach to the intersection consisting of one left turn lane and one through lane, the southbound approach consisting of one right/through lane and the eastbound (Access Driveway) approach consisting of one lane. See Conceptual Improvement Plan – Appendix G.

The capacity analysis conducted using the 2026 Build Traffic Volumes indicates that the Access Driveway is projected to operate at Level of Service “D” during the AM Peak Hour and is projected to operate at Level of Service “F” during the PM Peak Hour with the U.S. Route 6 westbound left turn operating at Level of Service “A”.

As previously noted, at unsignalized intersections, it is not uncommon for the side road approach or driveway approach to operate with delays while the major road (U.S. Route 6) operates at better Levels of Service.

Based on the Automatic Traffic Recorder traffic counts conducted by our office along U.S. Route 6 in the vicinity of the proposed Access Driveway, there were an average of 145 gaps during the Weekday Peak AM Hour and an average of 133 gaps during the Weekday Peak PM Hour in the U.S. Route 6 traffic stream of 8 seconds or greater, which would be able to accommodate the anticipated additional passenger vehicles during peak hours. A listing of the gaps in the vicinity of the proposed access is contained in Appendix F.

11. NYS Route 17M and U.S. Route 6/Sunrise Park Road

NYS Route 17M, U.S. Route 6, and Sunrise Park Road intersect at a four-way, signalized intersection. The NYS Route 17M northbound approach consists of three lanes in the form of a separate left turn lane, separate through lane, and shared through/right turn lane. The NYS Route 17M southbound approach consists of four lanes in the form of a separate left turn lane, two through lanes, and a channelized right turn lane. The U.S. Route 6 approach (eastbound approach) consists of two lanes in form of a shared left/through lane and a channelized right turn lane. The Sunrise Park Road approach (westbound approach) consists of a single lane for left/through/and right turn movements.

Capacity analysis conducted for this intersection utilizing the 2021 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “B” during both the AM and PM Peak Hours.

As part of the Slate Hill Commerce Center development, an additional eastbound left turn lane will be constructed. These changes will be accompanied by traffic signal equipment upgrades including detection cameras.

The capacity analysis conducted using the 2026 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service “C” during the AM Peak Hour and projected to operate at an overall Level of Service “D” during the PM Peak Hour.

The capacity analysis conducted using the 2026 Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "D" during the AM Peak Hour and is projected to continue to operate at an overall Level of Service "D" during the PM Peak Hour.

W/ Signal Timing Changes

The intersection was analyzed with signal timing changes to improve the overall operation of the intersection resulting in a decrease in overall intersection delay.

12. NYS Route 17M and I-84 On/Off Ramps

U.S. Route 6/NYS Route 17M intersects with Interstate 84 at a grade-separated full clover leaf interchange. Through this interchange area NYS Route 17M consists of two through lanes in each direction. Separate acceleration and deceleration lanes are also provided for each of the ramp intersections with the exception of the I-84 westbound off-ramp to NYS Route 17M northbound, which is controlled by a "Stop" sign. The NYS Route 17M overpass has a third lane in each direction which allows for weaving movements for vehicles entering and exiting I-84 eastbound and westbound.

It should be noted that the Levels of Service for each of the I-84 ramp intersections with NYS Route 17M, with the exception of the I-84 westbound off-ramp to NYS Route 17M, were computed utilizing the Highway Capacity Software (HCS) since Synchro does not provide analysis results for merge and diverge ramp intersections or weaving segment type intersections. Levels of Service for merge and diverge ramps and for weaving segments are measured by density which is expressed in units of passenger cars per mile per lane. A further explanation of the Levels of Service for merge and diverge ramp intersections as well as weaving segments is provided in Appendix "C" of this report.

The results of the ramp analysis are summarized in Table No. 2 (Appendix B).

As part of the Slate Hill Commerce Center, to mitigate the delays for the I-84 westbound off-ramp to NYS Route 17M northbound, the northbound Route 17M approach between the westbound I-84 on ramp and the westbound I-84 off ramp to Route 17M northbound will be reduced to a single lane through the use of a striped taper. This modification will allow the I-84 westbound exit movement to Route 17M northbound to be provided with a dedicated lane, eliminating the need for a "Stop" condition the I-84 WB off-ramp to NYS Route 17M WB/ U.S. Route 6 (weave) is projected to operate at a Level of Service "C" or better.

As shown on Table No. 2, the I-84 EB off-ramp to NYS Route 17M WB and I-84 WB on-ramp from NYS 17M WB (weave), I-84 EB on-ramp from NYS Route 17M WB (diverge), I-84 WB on-ramp from NYS 17M EB (diverge), I-84 WB off-ramp to NYS 17M EB and I-84 EB on-ramp from NYS 17M EB (weave) and the I-84 EB off-ramp to NYS 17M EB (merge) are projected to operate at a Level of Service "B" or better.

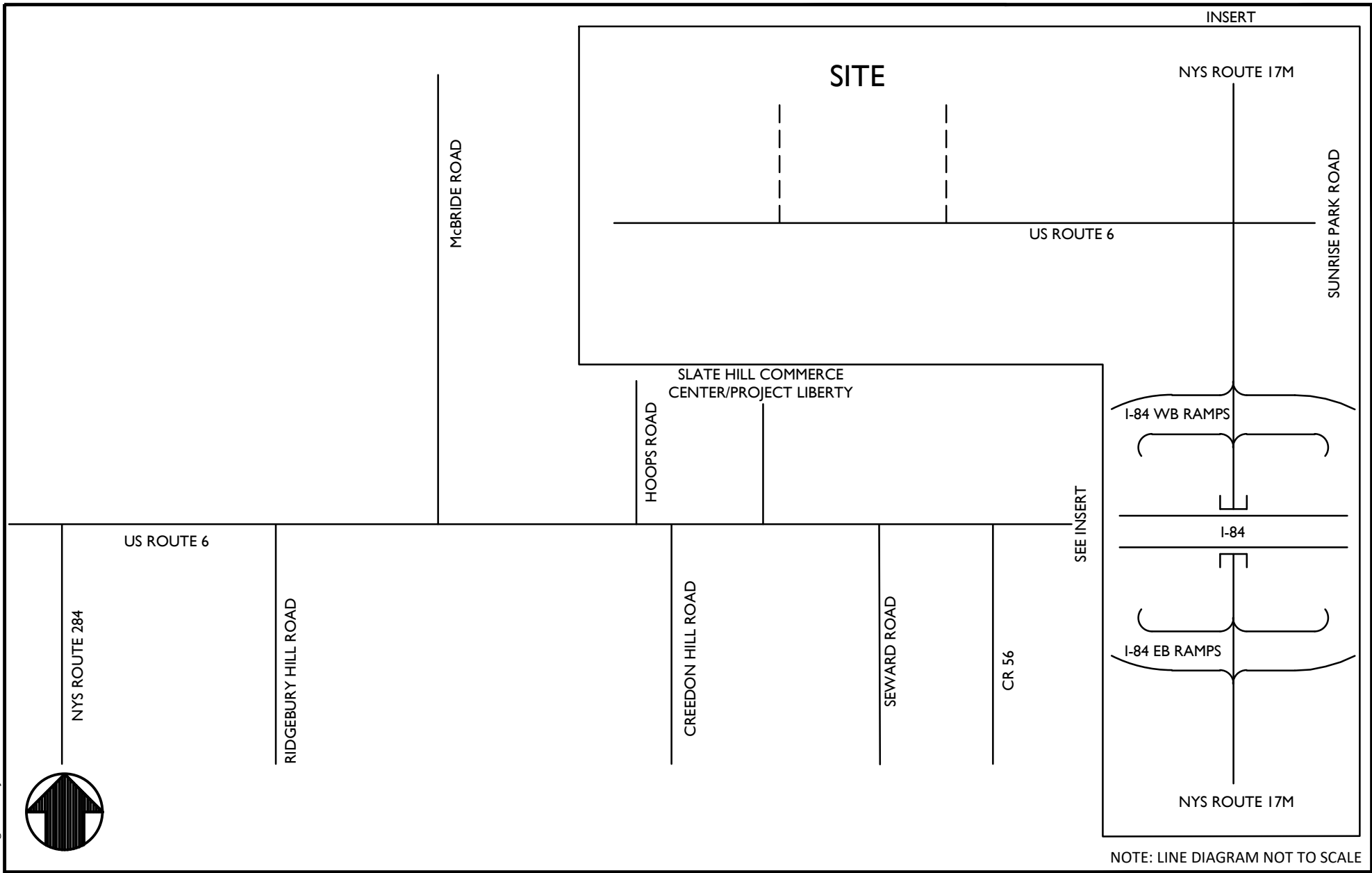
IV. Recommended Improvements

Based on the results of the analysis provided in this Study, the following improvements are recommended:

- The intersection of U.S. Route 6 & NYS Route 284 should continue to be monitored for future signalization.
- The intersection of U.S. Route 6 & Ridgebury Hill Road should continue to be monitored for future signalization.
- The intersection of U.S. Route 6 & McBride Road should continue to be monitored for future signalization.
- Traffic signal timing changes could be implemented at the U.S. Route 6 & NYS Route 17M intersection based on future traffic projections/demand.

Traffic Impact Study

Appendix A | Traffic Figures



NOTE: LINE DIAGRAM NOT TO SCALE



www.colliersengineering.com



Copyright © 2023, Colliers Engineering & Design. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, revised, disclosed, distributed or relied upon for any other purpose without the express written consent of Colliers Engineering & Design.

REV	DATE	DRAWN BY	DESCRIPTION

TRAFFIC IMPACT STUDY
 FOR
 3333 US ROUTE 6

 TOWN OF WAWAYANDA
 ORANGE COUNTY
 NEW YORK

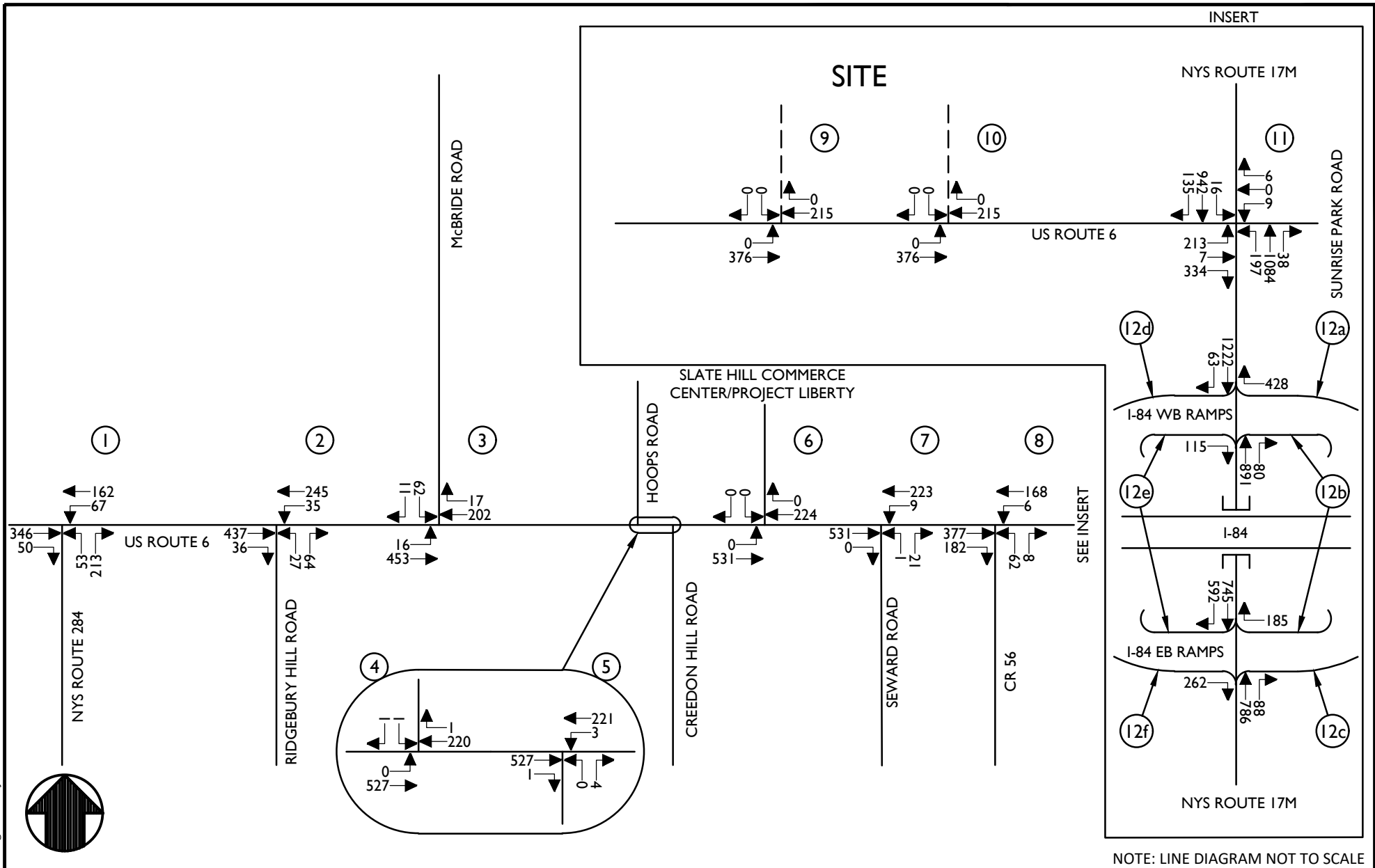
811
 Know what's below.
 Call before you dig.
 FOR STATE SPECIFIC DIRECT PHONE NUMBERS
 VISIT: WWW.CALL811.COM

PROTECT YOURSELF
 ALL STATES REQUIRE NOTIFICATION
 OF EXCAVATORS, DESIGNERS, OR
 ANY PERSON PREPARING TO
 DISTURB THE EARTH'S SURFACE
 ANYWHERE IN ANY STATE

Colliers
 Engineering & Design

WESTCHESTER
 400 Columbus Avenue,
 Suite 180E
 Valhalla, NY 10595
 Phone: 914.347.7500
 COLLIER ENGINEERING & DESIGN CT, P.C.
 DOING BUSINESS AS MASER CONSULTING
 ENGINEERING & LAND SURVEYING

TRAFFIC IMPACT STUDY			
SCALE: AS SHOWN	DATE: 3/15/23	DRAWN BY: P.W.G.	CHECKED BY: P.J.G.
PROJECT NUMBER: 22011192A		DRAWING NAME: 230315PWG_FIGURE	
SHEET TITLE: SITE LOCATION MAP			
SHEET NUMBER: 1 of 19			



NOTE: LINE DIAGRAM NOT TO SCALE



Engineering & Design

www.colliersengineering.com



Copyright © 2023, Colliers Engineering & Design. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, revised, disclosed, distributed or relied upon for any other purpose without the express written consent of Colliers Engineering & Design.

REV	DATE	DRAWN BY	DESCRIPTION

TRAFFIC IMPACT STUDY
FOR
3333 US ROUTE 6

TOWN OF WAWAYANDA
ORANGE COUNTY
NEW YORK



Know what's below.
Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS
VISIT: WWW.CALL811.COM



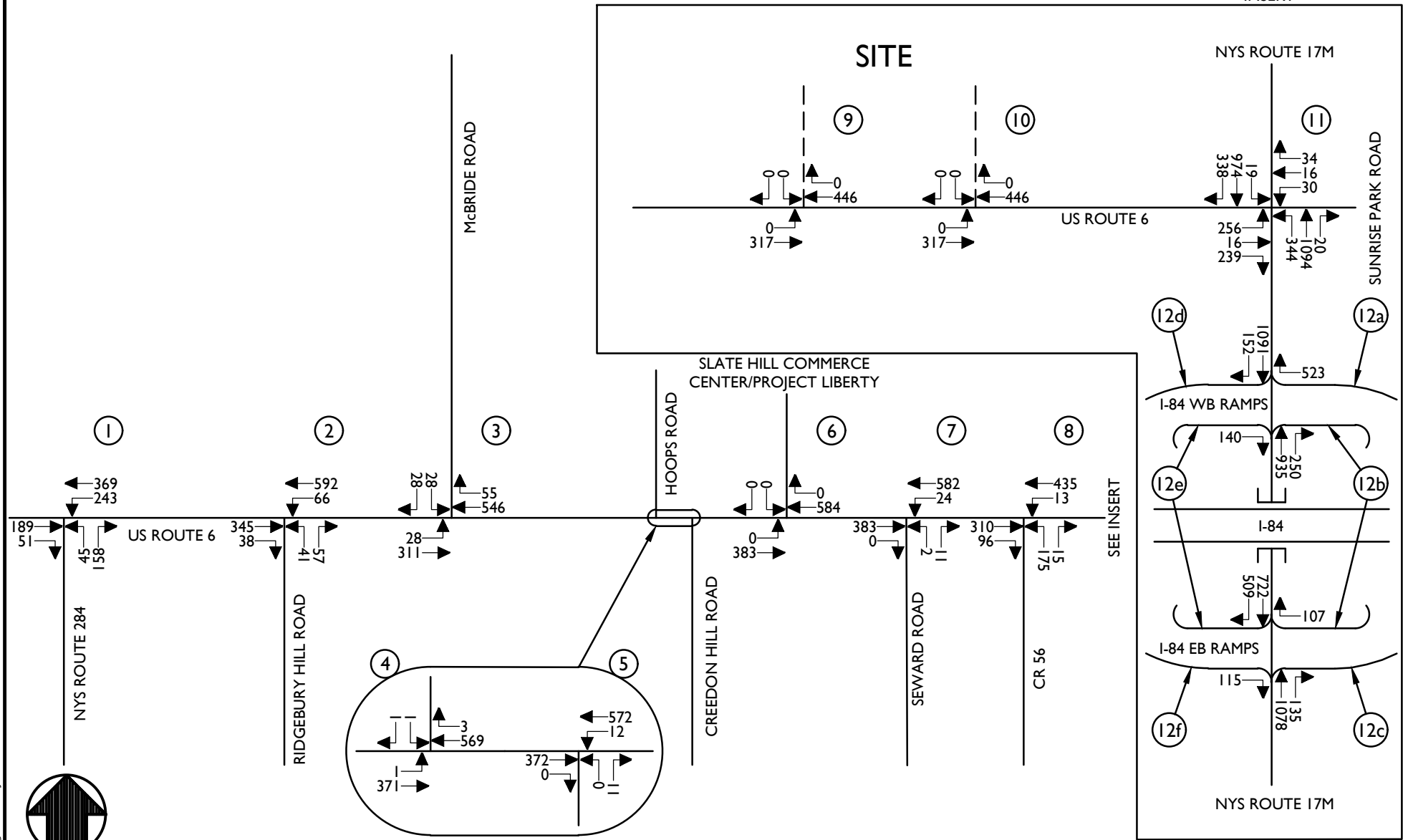
WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
COLLIERS ENGINEERING & DESIGN CT., P.C.
DOING BUSINESS AS MASER CONSULTING
ENGINEERING & LAND SURVEYING

TRAFFIC IMPACT STUDY

SCALE: AS SHOWN	DATE: 3/15/23	DRAWN BY: P.W.G.	CHECKED BY: P.J.G.
PROJECT NUMBER: 22011192A		DRAWING NAME: 230315PWG_FIGURE	

SHEET TITLE:
2021 EXISTING
TRAFFIC VOLUMES
PEAK AM HOUR

SHEET NUMBER:
2 of 19



NOTE: LINE DIAGRAM NOT TO SCALE



www.colliersengineering.com



Copyright © 2023, Colliers Engineering & Design. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, revised, disclosed, distributed or relied upon for any other purpose without the express written consent of Colliers Engineering & Design.

REV	DATE	DRAWN BY	DESCRIPTION

TRAFFIC IMPACT STUDY
FOR
3333 US ROUTE 6

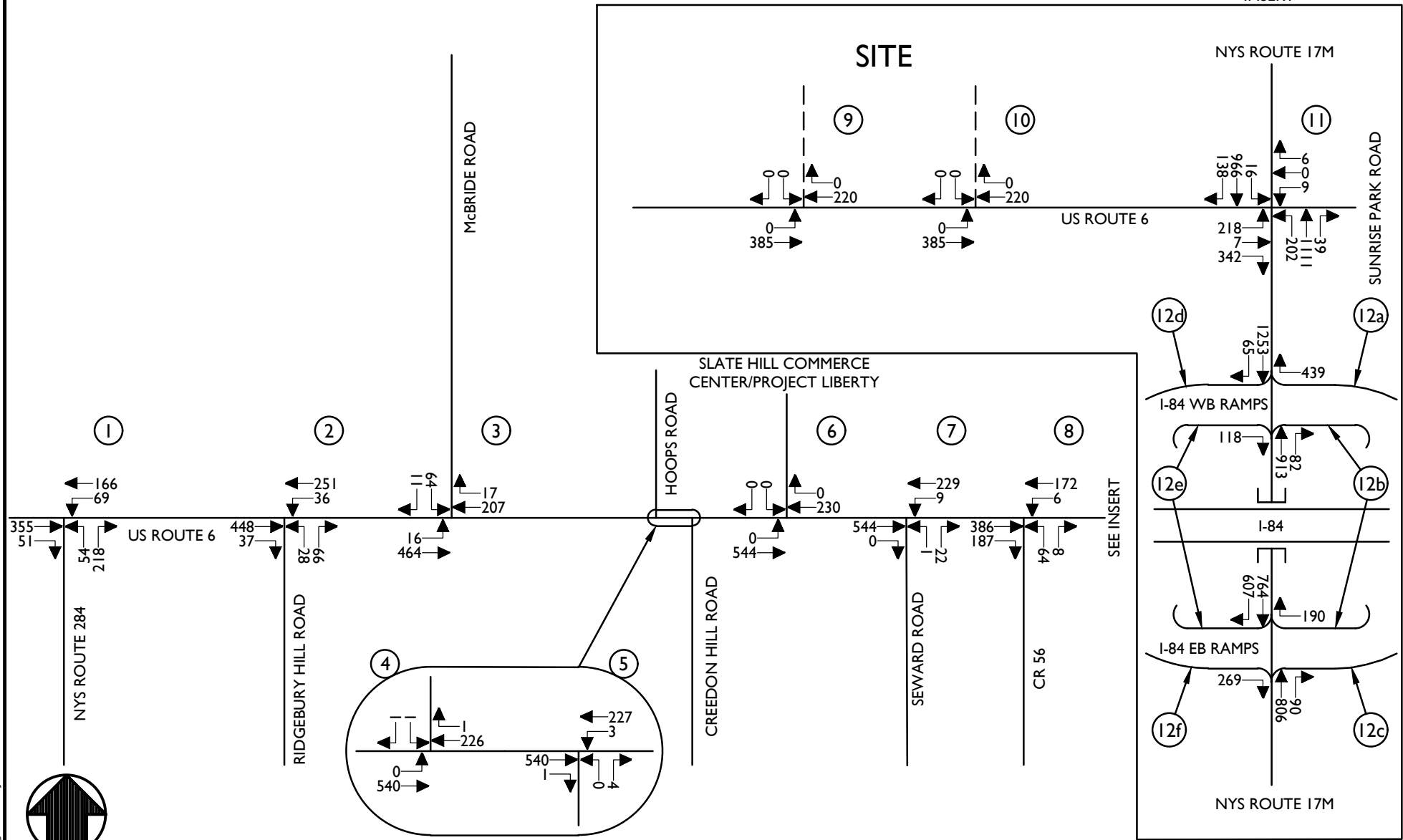
TOWN OF WAWAYANDA
ORANGE COUNTY
NEW YORK

811
PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION
OF EXCAVATORS, DESIGNERS, OR
ANY PERSON PREPARING TO
DISTURB THE EARTH'S SURFACE
ANYWHERE IN ANY STATE
Know what's below.
Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS
VISIT: WWW.CALL811.COM

Colliers
Engineering & Design
WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
COLLIERS ENGINEERING & DESIGN CT., P.C.
DOING BUSINESS AS MASER CONSULTING
ENGINEERING & LAND SURVEYING

TRAFFIC IMPACT STUDY			
SCALE: AS SHOWN	DATE: 3/15/23	DRAWN BY: P.W.G.	CHECKED BY: P.J.G.
PROJECT NUMBER: 22011192A		DRAWING NAME: 230315PWG_FIGURE	
SHEET TITLE: 2021 EXISTING TRAFFIC VOLUMES PEAK PM HOUR			
SHEET NUMBER: 3 of 19			

INSERT



NOTE: LINE DIAGRAM NOT TO SCALE



Engineering & Design

www.colliersengineering.com



Copyright © 2023, Colliers Engineering & Design. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, revised, disclosed, distributed or relied upon for any other purpose without the express written consent of Colliers Engineering & Design.

REV	DATE	DRAWN BY	DESCRIPTION

TRAFFIC IMPACT STUDY
FOR
3333 US ROUTE 6

TOWN OF WAWAYANDA
ORANGE COUNTY
NEW YORK



Know what's below.
Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS
VISIT: WWW.CALL811.COM

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION
OF EXCAVATORS, DESIGNERS, OR
ANY PERSON PREPARING TO
DISTURB THE EARTH'S SURFACE
ANYWHERE IN ANY STATE



Engineering & Design

WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500

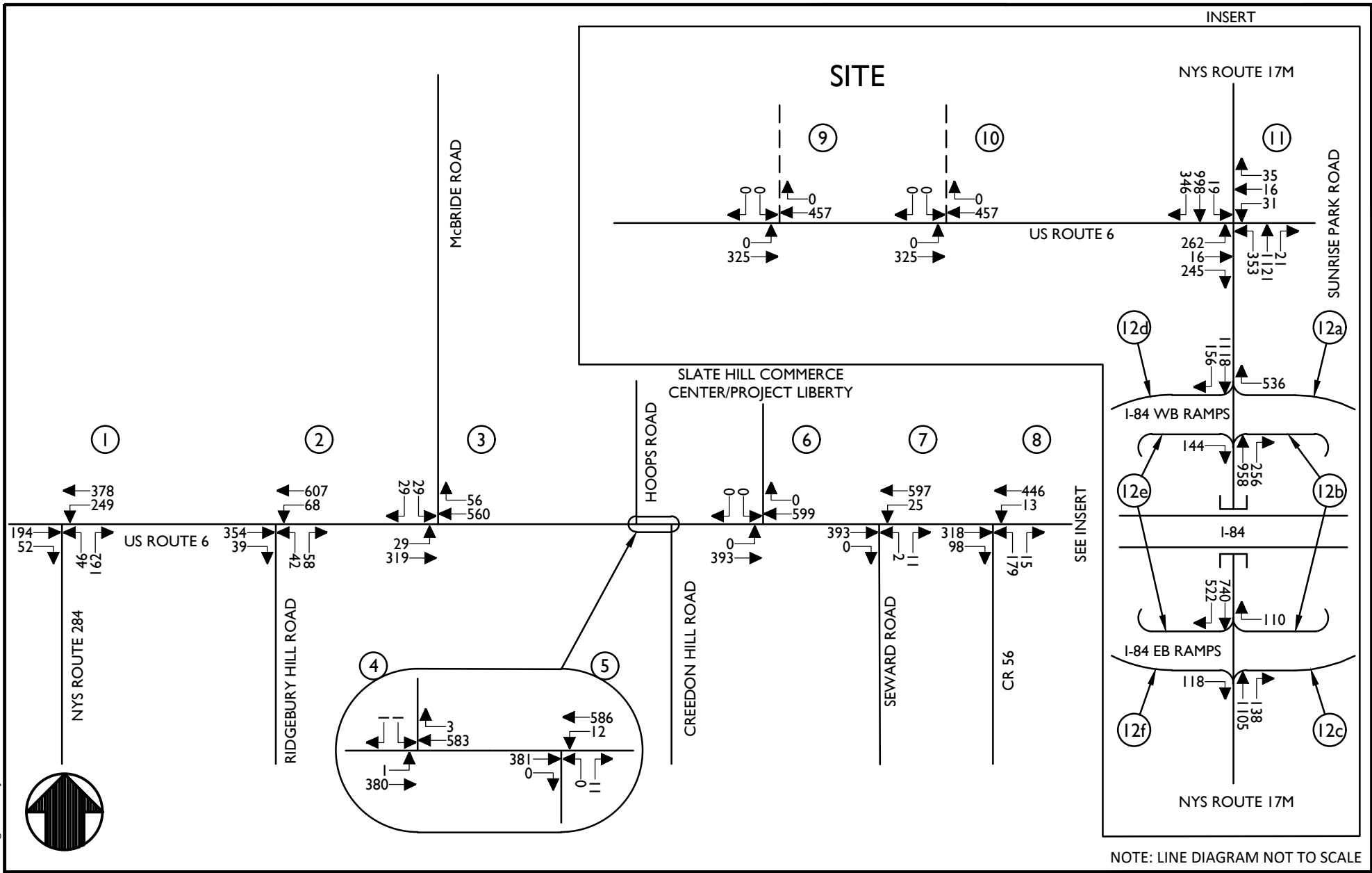
COLLIERS ENGINEERING & DESIGN CT., P.C.
DOING BUSINESS AS MASER CONSULTING
ENGINEERING & LAND SURVEYING

TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/15/23	P.W.G.	P.J.G.
PROJECT NUMBER:	DRAWING NAME:		
22011192A	230315PWG_FIGURE		

SHEET TITLE:
2026 PROJECTED
TRAFFIC VOLUMES
PEAK AM HOUR

SHEET NUMBER:
4 of 19



NOTE: LINE DIAGRAM NOT TO SCALE



Engineering & Design

www.colliersengineering.com



Copyright © 2023, Colliers Engineering & Design. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, revised, disclosed, distributed or relied upon for any other purpose without the express written consent of Colliers Engineering & Design.

REV	DATE	DRAWN BY	DESCRIPTION

TRAFFIC IMPACT STUDY
FOR
3333 US ROUTE 6

TOWN OF WAWAYANDA
ORANGE COUNTY
NEW YORK



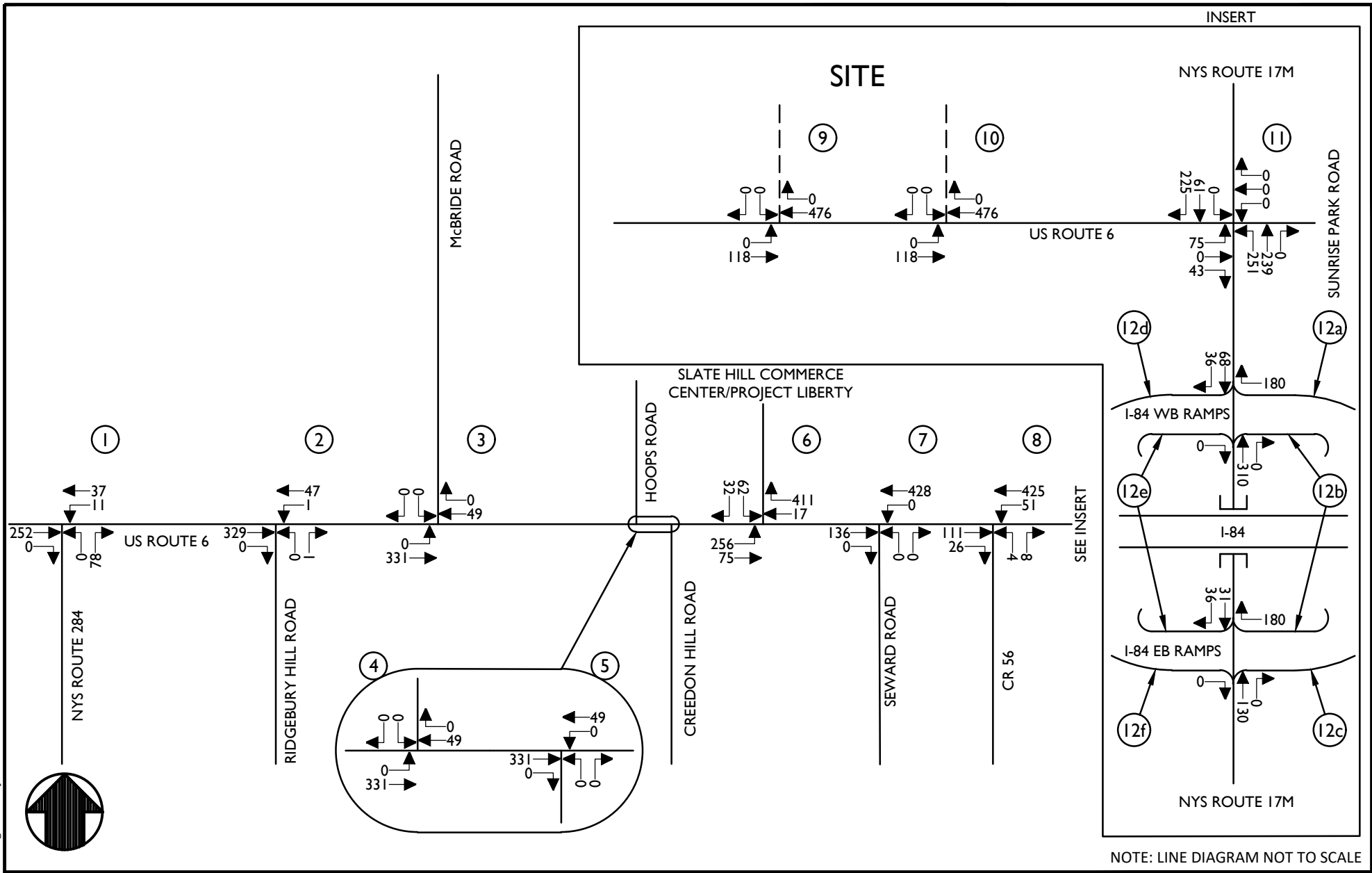
Know what's below. Call before you dig. FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM



WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
COLLIERS ENGINEERING & DESIGN CT., P.C.
DOING BUSINESS AS MASER CONSULTING
ENGINEERING & LAND SURVEYING

TRAFFIC IMPACT STUDY			
SCALE: AS SHOWN	DATE: 3/15/23	DRAWN BY: P.W.G.	CHECKED BY: P.J.G.
PROJECT NUMBER: 22011192A		DRAWING NAME: 230315PWG_FIGURE	
SHEET TITLE: 2026 PROJECTED TRAFFIC VOLUMES PEAK PM HOUR			
SHEET NUMBER: 5 of 19			

1192A\Reports\Traffic\230315PWG_Figure.dwg 6 By: PGOTTHELF



NOTE: LINE DIAGRAM NOT TO SCALE



Engineering & Design

www.colliersengineering.com



Copyright © 2023, Colliers Engineering & Design. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, resold, disclosed, distributed or relied upon for any other purpose without the express written consent of Colliers Engineering & Design.

REV	DATE	DRAWN BY	DESCRIPTION

TRAFFIC IMPACT STUDY
FOR
3333 US ROUTE 6

TOWN OF WAWAYANDA
ORANGE COUNTY
NEW YORK



Know what's below.
Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS
VISIT: WWW.CALL811.COM



WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
COLLIERS ENGINEERING & DESIGN CT., P.C.
DOING BUSINESS AS MASER CONSULTING
ENGINEERING & LAND SURVEYING

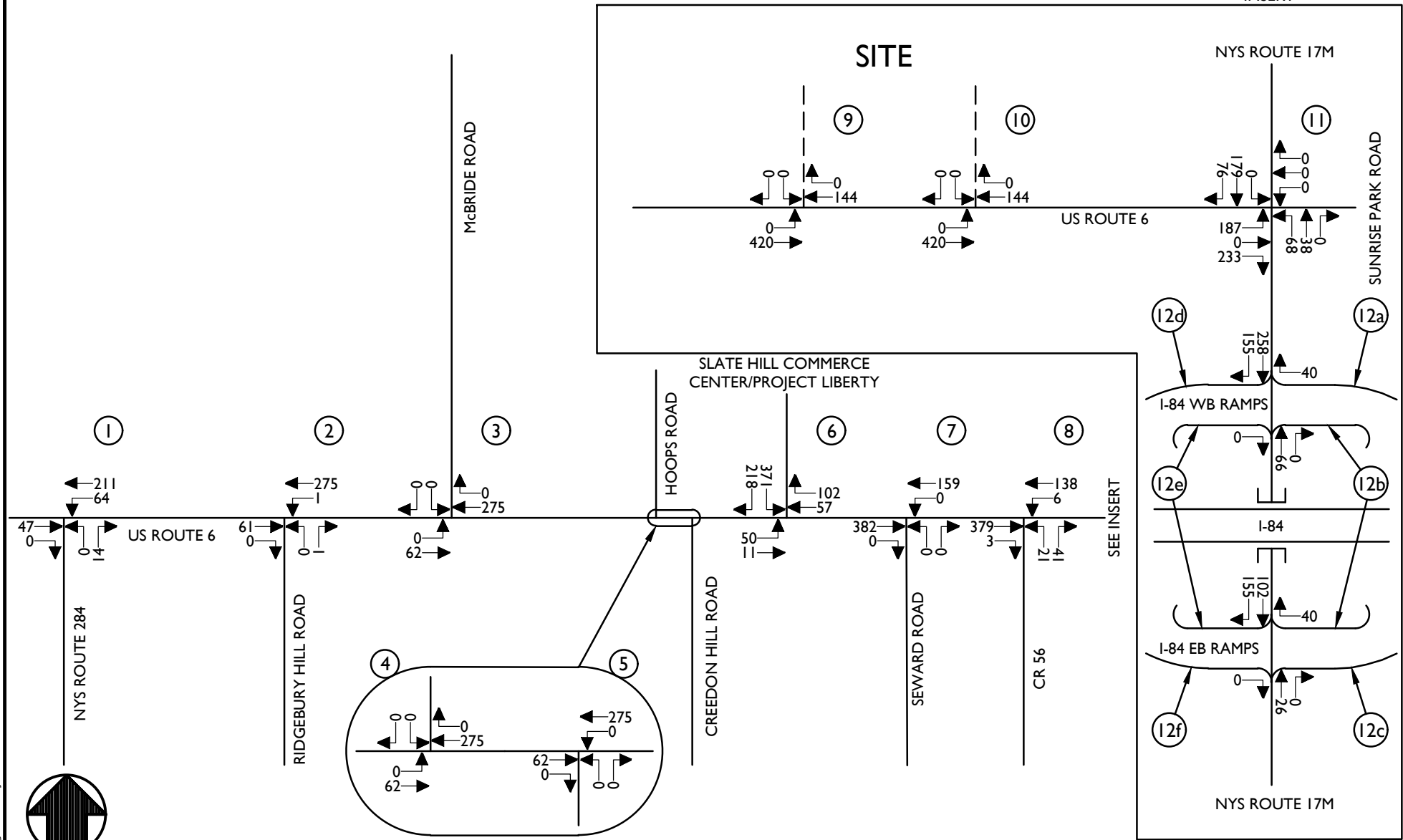
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/15/23	P.W.G.	P.J.G.
PROJECT NUMBER:	DRAWING NAME:		
22011192A	230315PWG_FIGURE		

SHEET TITLE:
OTHER DEVELOPMENT
TRAFFIC VOLUMES
PEAK AM HOUR

SHEET NUMBER:
6 of 19

INSERT



NOTE: LINE DIAGRAM NOT TO SCALE



www.colliersengineering.com



Copyright © 2023, Colliers Engineering & Design. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, resold, disclosed, distributed or relied upon for any other purpose without the express written consent of Colliers Engineering & Design.

REV	DATE	DRAWN BY	DESCRIPTION

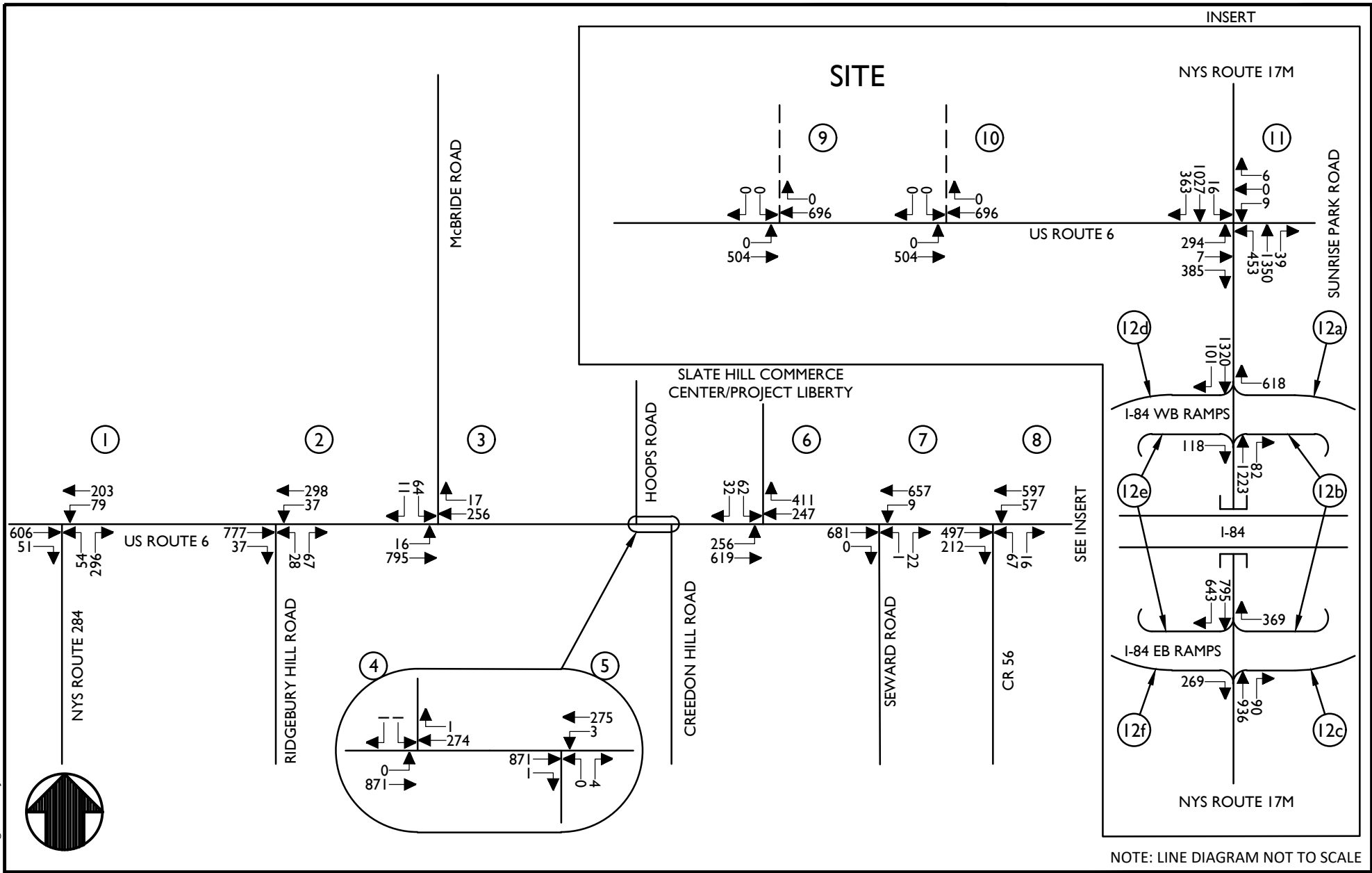
TRAFFIC IMPACT STUDY
FOR
3333 US ROUTE 6

TOWN OF WAWAYANDA
ORANGE COUNTY
NEW YORK

811
PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION
OF EXCAVATORS, DESIGNERS, OR
ANY PERSON PREPARING TO
DISTURB THE EARTH'S SURFACE
ANYWHERE IN ANY STATE
Know what's below.
Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS
VISIT: WWW.CALL811.COM

Colliers
Engineering & Design
WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
COLLIERS ENGINEERING & DESIGN CT., P.C.
DOING BUSINESS AS MASER CONSULTING
ENGINEERING & LAND SURVEYING

TRAFFIC IMPACT STUDY			
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/15/23	P.W.G.	P.J.G.
PROJECT NUMBER:		DRAWING NAME:	
22011192A		230315PWG_FIGURE	
SHEET TITLE:			
OTHER DEVELOPMENT TRAFFIC VOLUMES PEAK PM HOUR			
SHEET NUMBER:			
7 of 19			



NOTE: LINE DIAGRAM NOT TO SCALE



Engineering & Design

www.colliersengineering.com



Copyright © 2023, Colliers Engineering & Design. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, revised, disclosed, distributed or relied upon for any other purpose without the express written consent of Colliers Engineering & Design.

REV	DATE	DRAWN BY	DESCRIPTION

TRAFFIC IMPACT STUDY
FOR
3333 US ROUTE 6

TOWN OF WAWAYANDA
ORANGE COUNTY
NEW YORK



Know what's below.
Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS
VISIT: WWW.CALL811.COM

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION
OF EXCAVATORS, DESIGNERS, OR
ANY PERSON PREPARING TO
DISTURB THE EARTH'S SURFACE
ANYWHERE IN ANY STATE



WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500

COLLIERS ENGINEERING & DESIGN CT., P.C.
DOING BUSINESS AS MASER CONSULTING
ENGINEERING & LAND SURVEYING

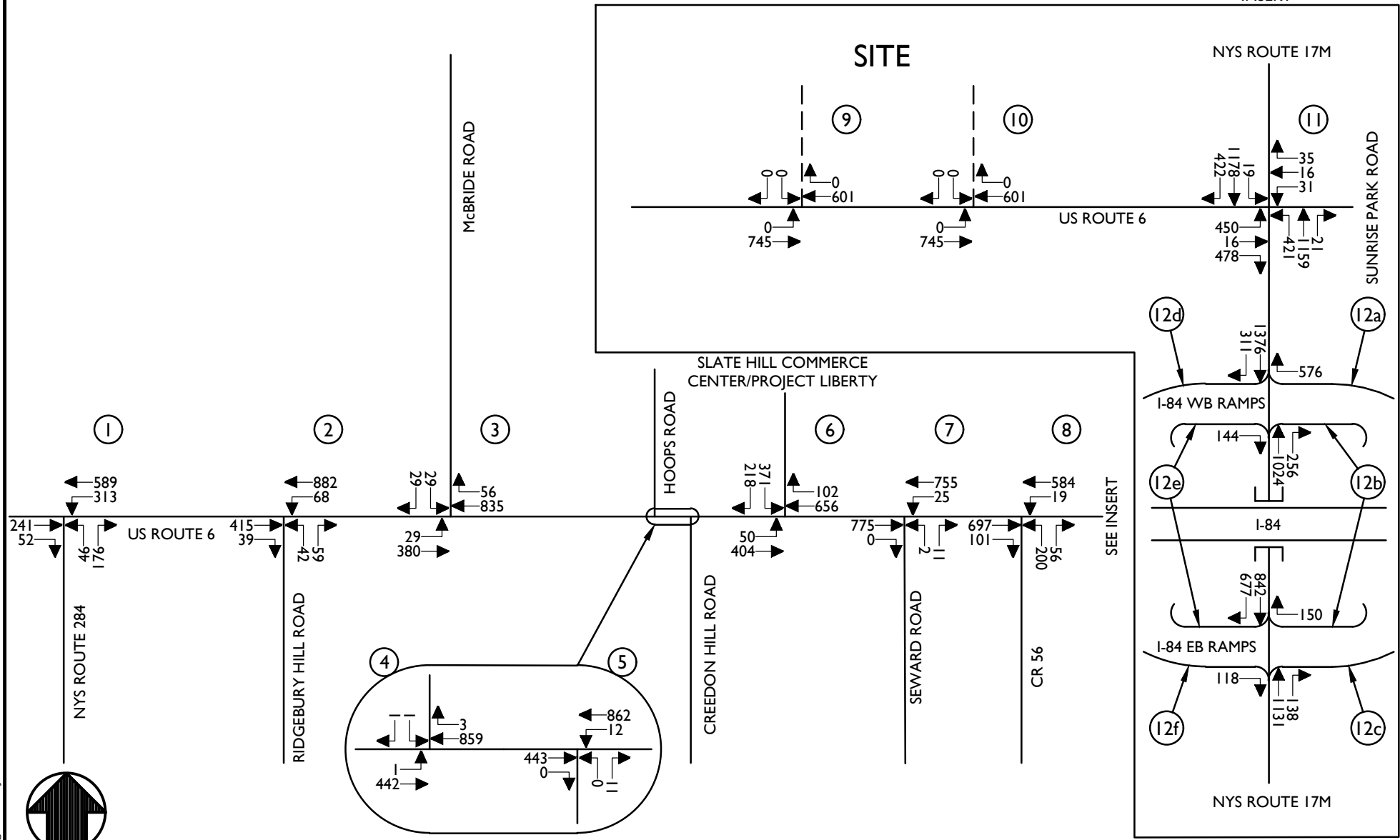
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/15/23	P.W.G.	P.J.G.
PROJECT NUMBER:	DRAWING NAME:		
22011192A	230315PWG_FIGURE		

SHEET TITLE:
2026 NO-BUILD
TRAFFIC VOLUMES
PEAK AM HOUR

SHEET NUMBER:
8 of 19

INSERT



NOTE: LINE DIAGRAM NOT TO SCALE



Engineering & Design

www.colliersengineering.com



Copyright © 2023, Colliers Engineering & Design. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, resold, disclosed, distributed or relied upon for any other purpose without the express written consent of Colliers Engineering & Design.

REV	DATE	DRAWN BY	DESCRIPTION

TRAFFIC IMPACT STUDY
FOR
3333 US ROUTE 6

TOWN OF WAWAYANDA
ORANGE COUNTY
NEW YORK



PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's below. Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM



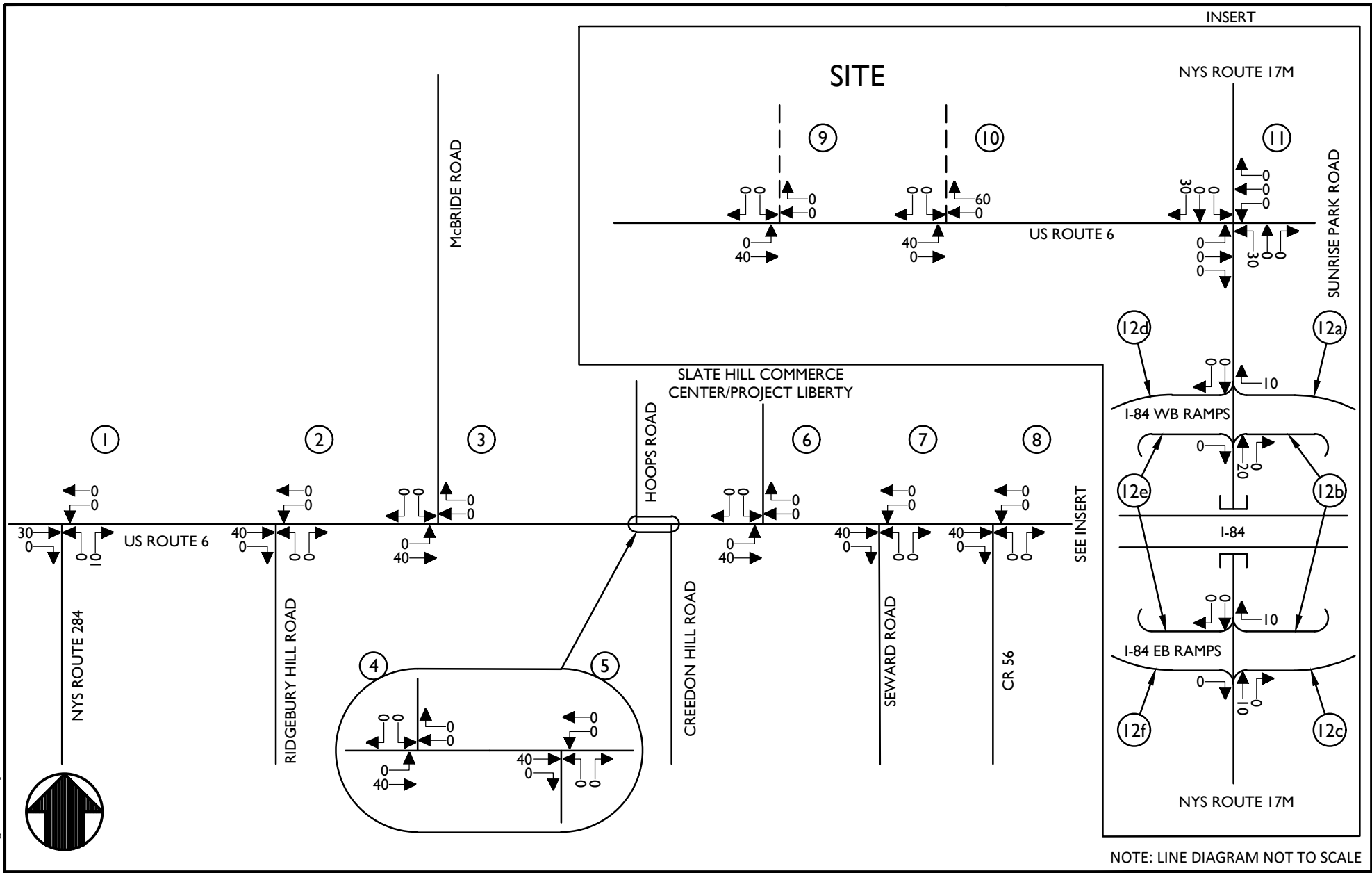
WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
COLLIERS ENGINEERING & DESIGN CT., P.C.
DOING BUSINESS AS MASER CONSULTING
ENGINEERING & LAND SURVEYING

TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/15/23	P.W.G.	P.J.G.
PROJECT NUMBER:	DRAWING NAME:		
22011192A	230315PWG_FIGURE		

SHEET TITLE:
2026 NO-BUILD TRAFFIC VOLUMES PEAK PM HOUR

SHEET NUMBER:
9 of 19



NOTE: LINE DIAGRAM NOT TO SCALE



Engineering & Design

www.colliersengineering.com



Copyright © 2023, Colliers Engineering & Design. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, resold, disclosed, distributed or relied upon for any other purpose without the express written consent of Colliers Engineering & Design.

REV	DATE	DRAWN BY	DESCRIPTION

TRAFFIC IMPACT STUDY
FOR
3333 US ROUTE 6

TOWN OF WAWAYANDA
ORANGE COUNTY
NEW YORK



Know what's below.
Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS
VISIT: WWW.CALL811.COM

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION
OF EXCAVATORS, DESIGNERS, OR
ANY PERSON PREPARING TO
DISTURB THE EARTH'S SURFACE
ANYWHERE IN ANY STATE



WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500

COLLIERS ENGINEERING & DESIGN CT, P.C.
DOING BUSINESS AS MASER CONSULTING
ENGINEERING & LAND SURVEYING

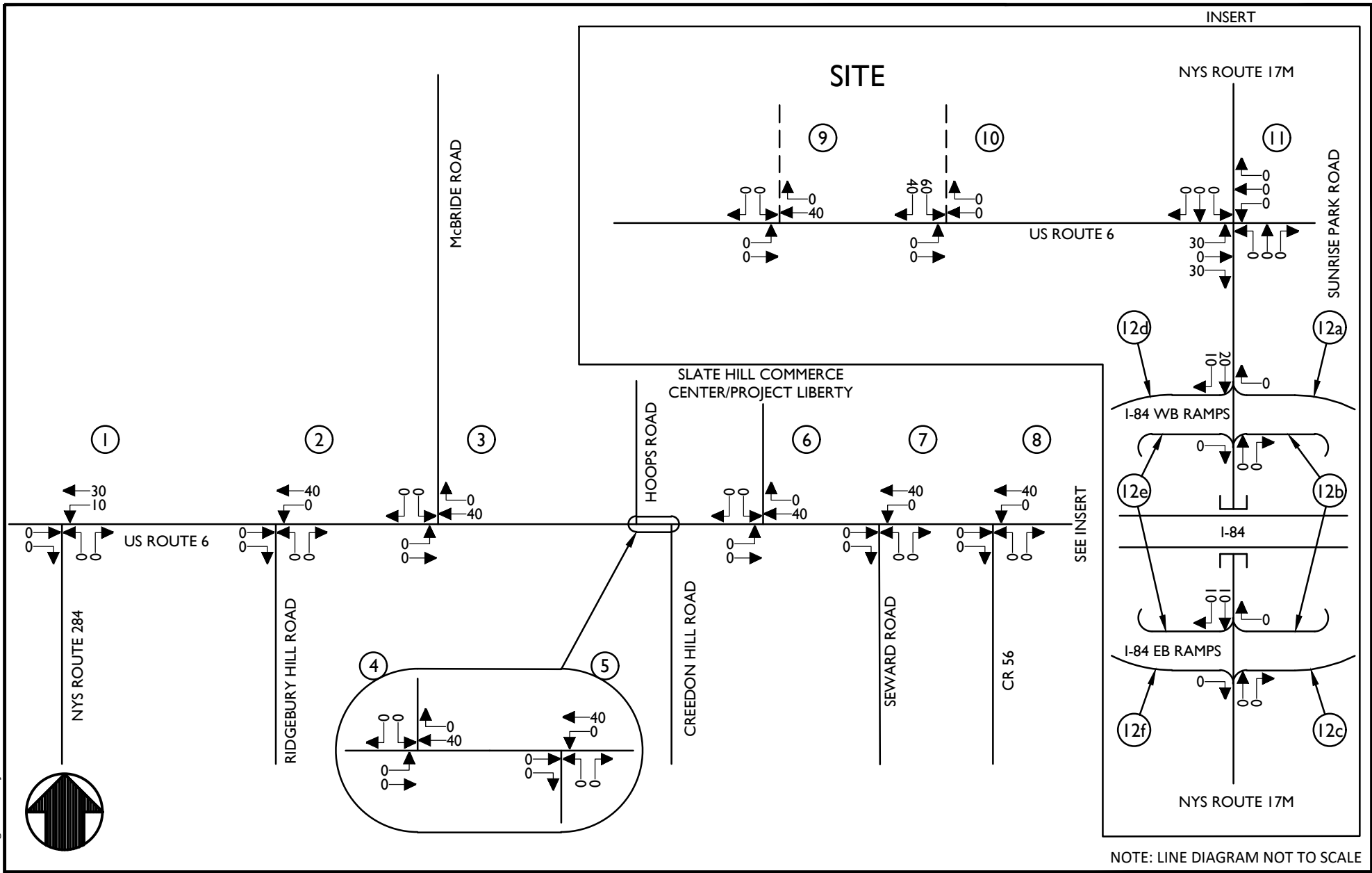
TRAFFIC IMPACT STUDY

SCALE: AS SHOWN	DATE: 3/15/23	DRAWN BY: P.W.G.	CHECKED BY: P.J.G.
PROJECT NUMBER: 22011192A	DRAWING NAME: 230315PWG_FIGURE		

SHEET TITLE:
ARRIVAL DISTRIBUTION
PASSENGER CARS
(VALUES IN PERCENT)

SHEET NUMBER:
10 of 19

1192A\Reports\Traffic\230315PWG_Figure.dwg\11 By: PGOITHELF



NOTE: LINE DIAGRAM NOT TO SCALE



Engineering & Design

www.colliersengineering.com



Copyright © 2023, Colliers Engineering & Design. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, revised, disclosed, distributed or relied upon for any other purpose without the express written consent of Colliers Engineering & Design.

REV	DATE	DRAWN BY	DESCRIPTION

TRAFFIC IMPACT STUDY
FOR
3333 US ROUTE 6

TOWN OF WAWAYANDA
ORANGE COUNTY
NEW YORK



PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION
OF EXCAVATORS, DESIGNERS, OR
ANY PERSON PREPARING TO
DISTURB THE EARTH'S SURFACE
ANYWHERE IN ANY STATE

Know what's below.
Call before you dig.

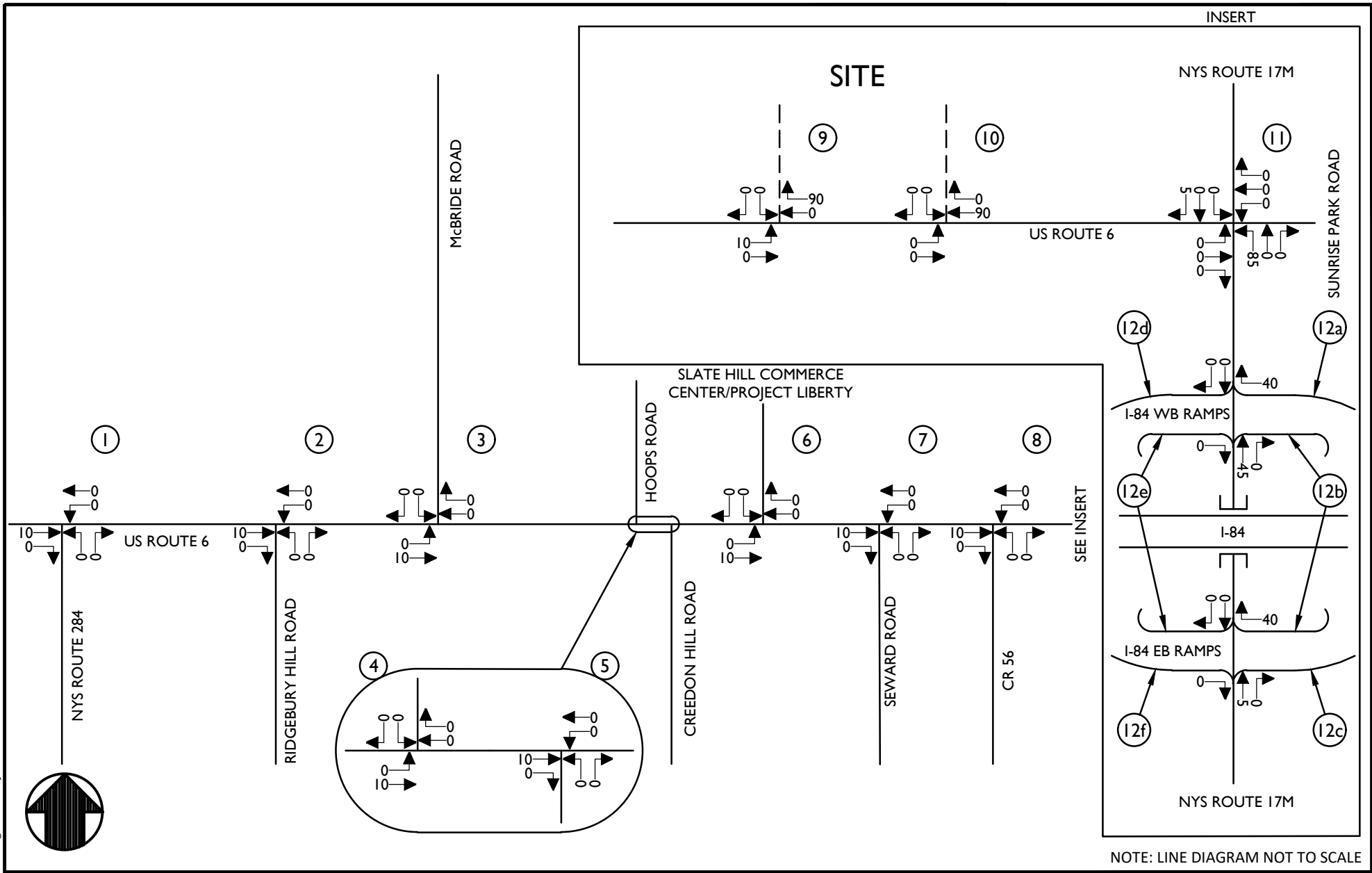
FOR STATE SPECIFIC DIRECT PHONE NUMBERS
VISIT: WWW.CALL811.COM



WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
COLLIERS ENGINEERING & DESIGN CT, P.C.
DOING BUSINESS AS MASER CONSULTING
ENGINEERING & LAND SURVEYING

TRAFFIC IMPACT STUDY			
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/15/23	P.W.G.	P.J.G.
PROJECT NUMBER:		DRAWING NAME:	
22011192A		230315PWG_FIGURE	
SHEET TITLE:			
DEPARTURE DISTRIBUTION PASSENGER CARS (VALUES IN PERCENT)			
SHEET NUMBER:			
11 of 19			

1192A\Reports\Traffic\230315PWG_Figure.dwg\12 By: PGOITHEL



NOTE: LINE DIAGRAM NOT TO SCALE



Engineering & Design

www.colliersengineering.com



Copyright © 2023, Colliers Engineering & Design. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, resold, disclosed, distributed or relied upon for any other purpose without the express written consent of Colliers Engineering & Design.

REV	DATE	DRAWN BY	DESCRIPTION

TRAFFIC IMPACT STUDY
FOR
3333 US ROUTE 6

TOWN OF WAWAYANDA
ORANGE COUNTY
NEW YORK



Know what's below.
Call before you dig.

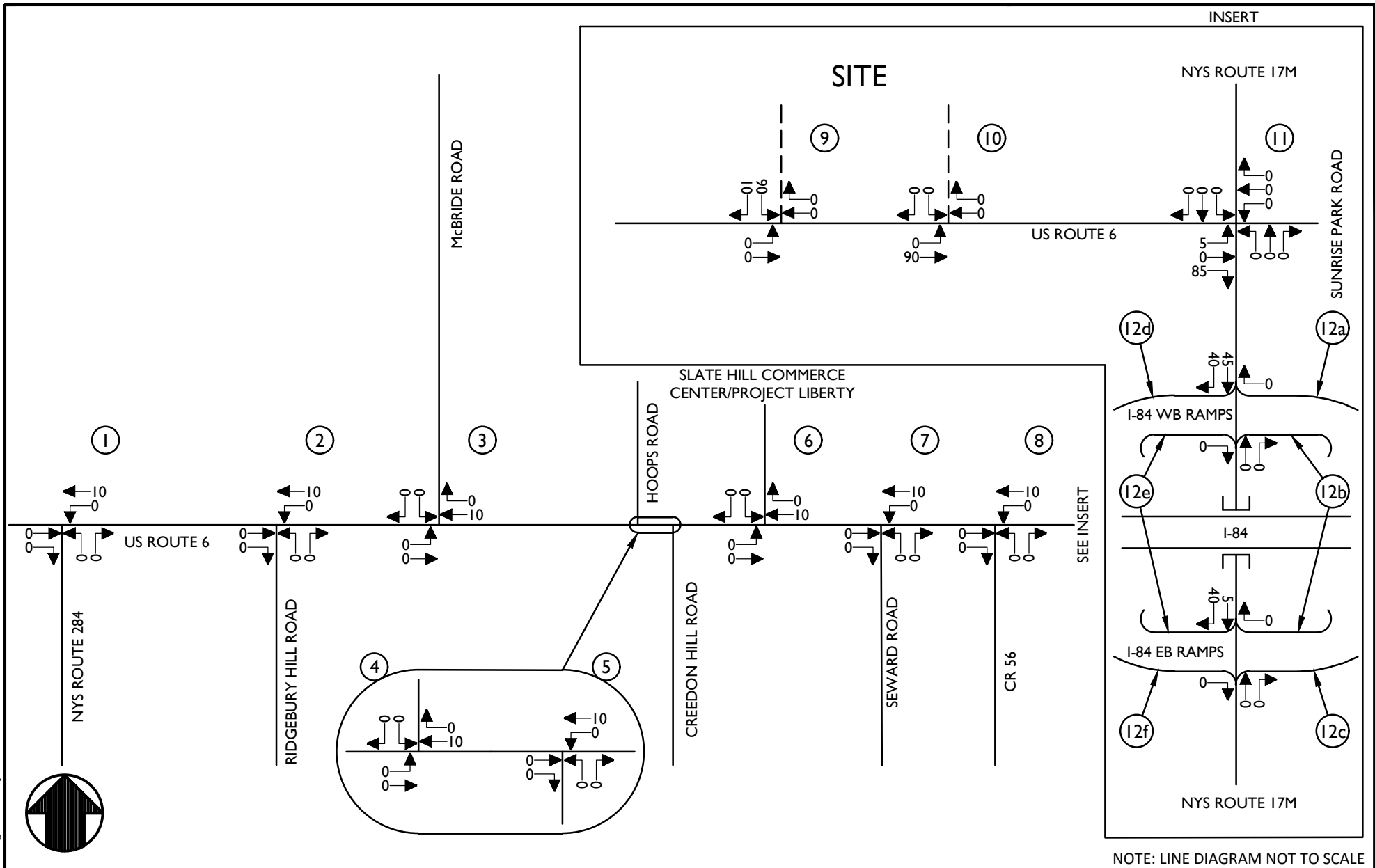
FOR STATE SPECIFIC DIRECT PHONE NUMBERS
VISIT: WWW.CALL811.COM

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION
OF EXCAVATORS, DESIGNERS, OR
ANY PERSON PREPARING TO
DISTURB THE EARTH'S SURFACE
ANYWHERE IN ANY STATE



WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
COLLIERS ENGINEERING & DESIGN CT., P.C.
DOING BUSINESS AS MASER CONSULTING
ENGINEERING & LAND SURVEYING

TRAFFIC IMPACT STUDY			
SCALE: AS SHOWN	DATE: 3/15/23	DRAWN BY: P.W.G.	CHECKED BY: P.J.G.
PROJECT NUMBER: 22011192A		DRAWING NAME: 230315PWG_FIGURE	
SHEET TITLE: ARRIVAL DISTRIBUTION TRUCKS (VALUES IN PERCENT)			
SHEET NUMBER: 12 of 19			



NOTE: LINE DIAGRAM NOT TO SCALE



Engineering & Design

www.colliersengineering.com



Copyright © 2023, Colliers Engineering & Design. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, revised, disclosed, distributed or relied upon for any other purpose without the express written consent of Colliers Engineering & Design.

REV	DATE	DRAWN BY	DESCRIPTION

TRAFFIC IMPACT STUDY
FOR
3333 US ROUTE 6

TOWN OF WAWAYANDA
ORANGE COUNTY
NEW YORK



Know what's below.
Call before you dig.

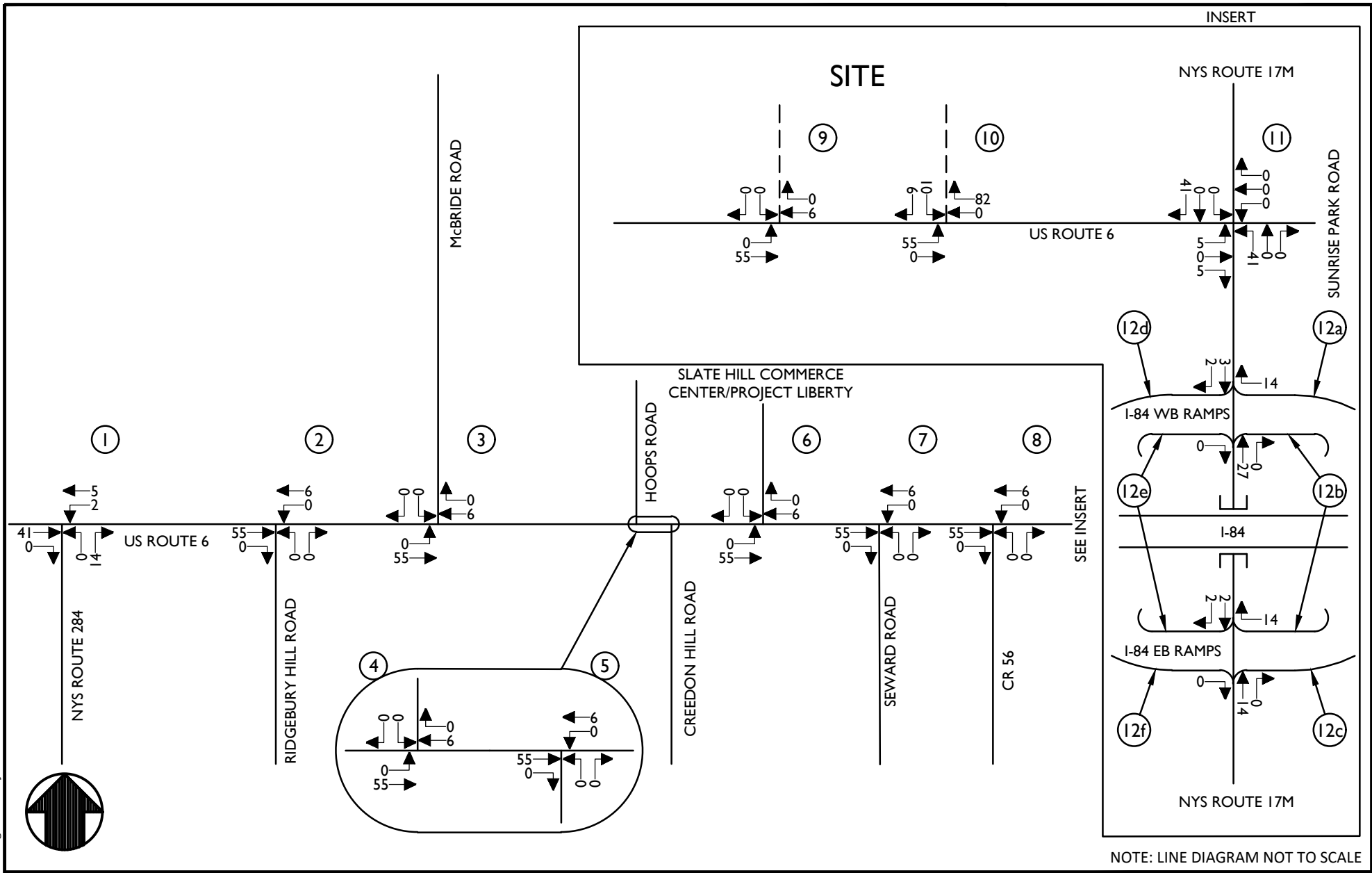
FOR STATE SPECIFIC DIRECT PHONE NUMBERS
VISIT: WWW.CALL811.COM

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION
OF EXCAVATORS, DESIGNERS, OR
ANY PERSON PREPARING TO
DISTURB THE EARTH'S SURFACE
ANYWHERE IN ANY STATE



WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
COLLIERS ENGINEERING & DESIGN CT., P.C.
DOING BUSINESS AS MASER CONSULTING
ENGINEERING & LAND SURVEYING

TRAFFIC IMPACT STUDY			
SCALE: AS SHOWN	DATE: 3/15/23	DRAWN BY: P.W.G.	CHECKED BY: P.J.G.
PROJECT NUMBER: 22011192A		DRAWING NAME: 230315PWG_FIGURE	
SHEET TITLE: DEPARTURE DISTRIBUTION TRUCKS (VALUES IN PERCENT)			
SHEET NUMBER: 13 of 19			



NOTE: LINE DIAGRAM NOT TO SCALE



Engineering & Design

www.colliersengineering.com



Copyright © 2023, Colliers Engineering & Design. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, resold, disclosed, distributed or relied upon for any other purpose without the express written consent of Colliers Engineering & Design.

REV	DATE	DRAWN BY	DESCRIPTION

TRAFFIC IMPACT STUDY
FOR
3333 US ROUTE 6

TOWN OF WAWAYANDA
ORANGE COUNTY
NEW YORK



Know what's below.
Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS
VISIT: WWW.CALL811.COM

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION
OF EXCAVATORS, DESIGNERS, OR
ANY PERSON PREPARING TO
DISTURB THE EARTH'S SURFACE
ANYWHERE IN ANY STATE



Engineering & Design

WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500

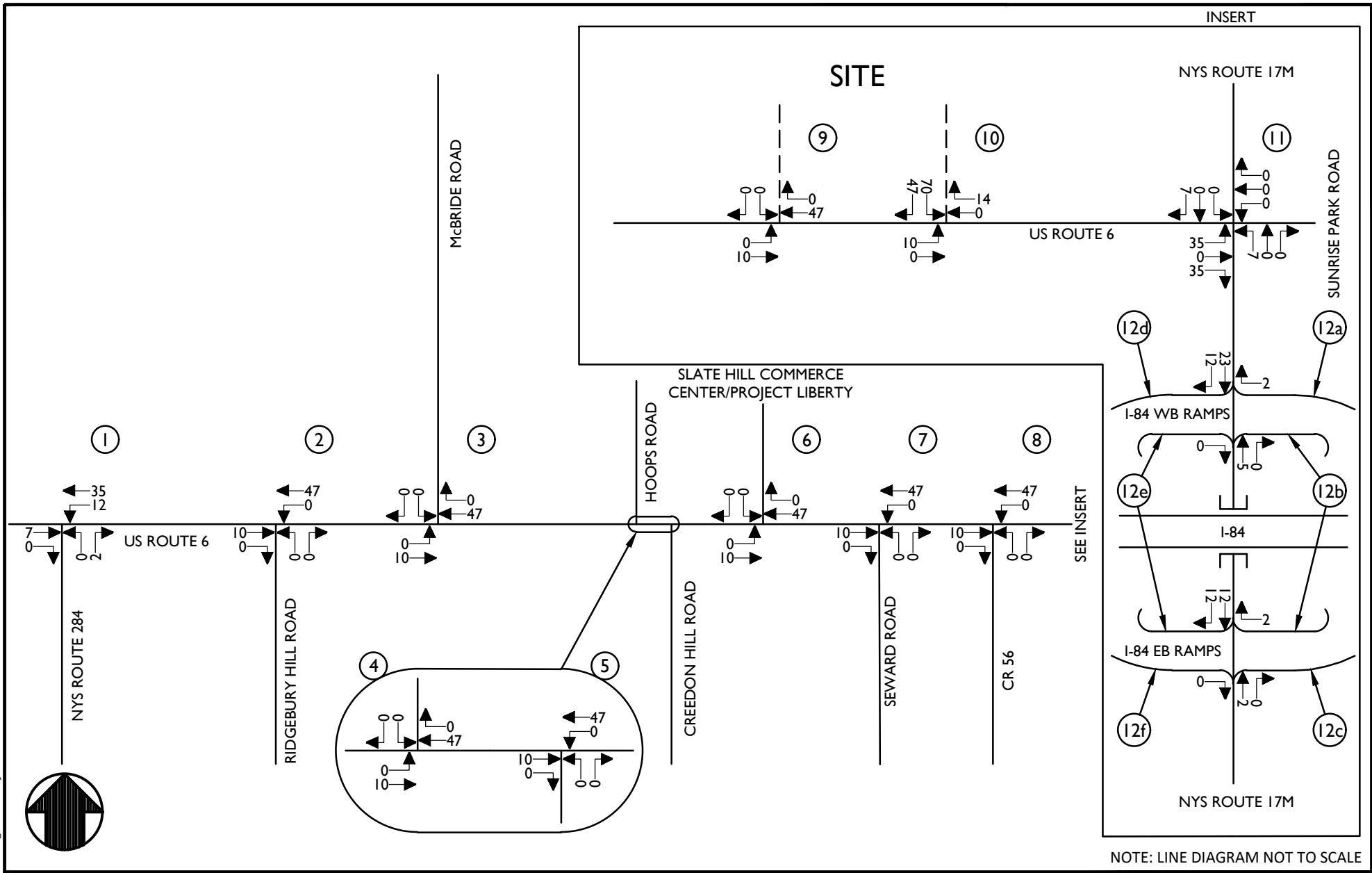
COLLIERS ENGINEERING & DESIGN CT, P.C.
DOING BUSINESS AS MASER CONSULTING
ENGINEERING & LAND SURVEYING

TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/15/23	P.W.G.	P.J.G.
PROJECT NUMBER:	DRAWING NAME:		
22011192A	230315PWG_FIGURE		

SHEET TITLE:
SITE GENERATED
TRAFFIC VOLUMES (CARS)
PEAK AM HOUR

SHEET NUMBER:
14 of 19



NOTE: LINE DIAGRAM NOT TO SCALE



Engineering & Design

www.colliersengineering.com



Copyright © 2023, Colliers Engineering & Design. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, revised, disclosed, distributed or relied upon for any other purpose without the express written consent of Colliers Engineering & Design.

REV	DATE	DRAWN BY	DESCRIPTION

TRAFFIC IMPACT STUDY
FOR
3333 US ROUTE 6

TOWN OF WAWAYANDA
ORANGE COUNTY
NEW YORK



Know what's below.
Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS
VISIT: WWW.CALL811.COM

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION
OF EXCAVATORS, DESIGNERS, OR
ANY PERSON PREPARING TO
DISTURB THE EARTH'S SURFACE
ANYWHERE IN ANY STATE



Engineering & Design

WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500

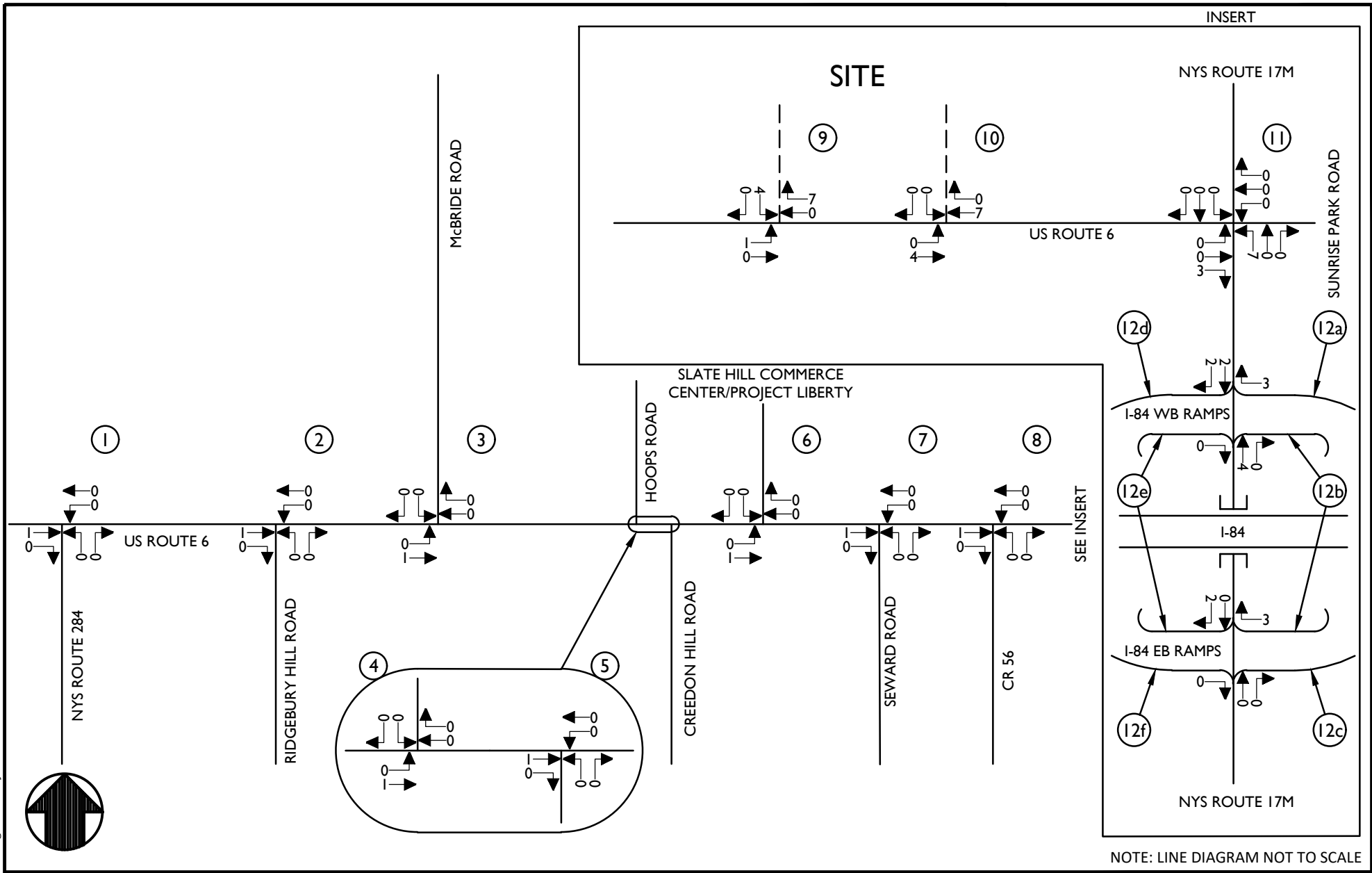
COLLIERS ENGINEERING & DESIGN CT., P.C.
DOING BUSINESS AS MASER CONSULTING
ENGINEERING & LAND SURVEYING

TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/15/23	P.W.G.	P.J.G.
PROJECT NUMBER:	DRAWING NAME:		
22011192A	230315PWG_FIGURE		

SHEET TITLE:
SITE GENERATED
TRAFFIC VOLUMES (CARS)
PEAK PM HOUR

SHEET NUMBER:
15 of 19



NOTE: LINE DIAGRAM NOT TO SCALE



Engineering & Design

www.colliersengineering.com



Copyright © 2023, Colliers Engineering & Design. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, revised, disclosed, distributed or relied upon for any other purpose without the express written consent of Colliers Engineering & Design.

REV	DATE	DRAWN BY	DESCRIPTION

TRAFFIC IMPACT STUDY
FOR
3333 US ROUTE 6

TOWN OF WAWAYANDA
ORANGE COUNTY
NEW YORK



Know what's below.
Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS
VISIT: WWW.CALL811.COM

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION
OF EXCAVATORS, DESIGNERS, OR
ANY PERSON PREPARING TO
DISTURB THE EARTH'S SURFACE
ANYWHERE IN ANY STATE



Engineering & Design

WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500

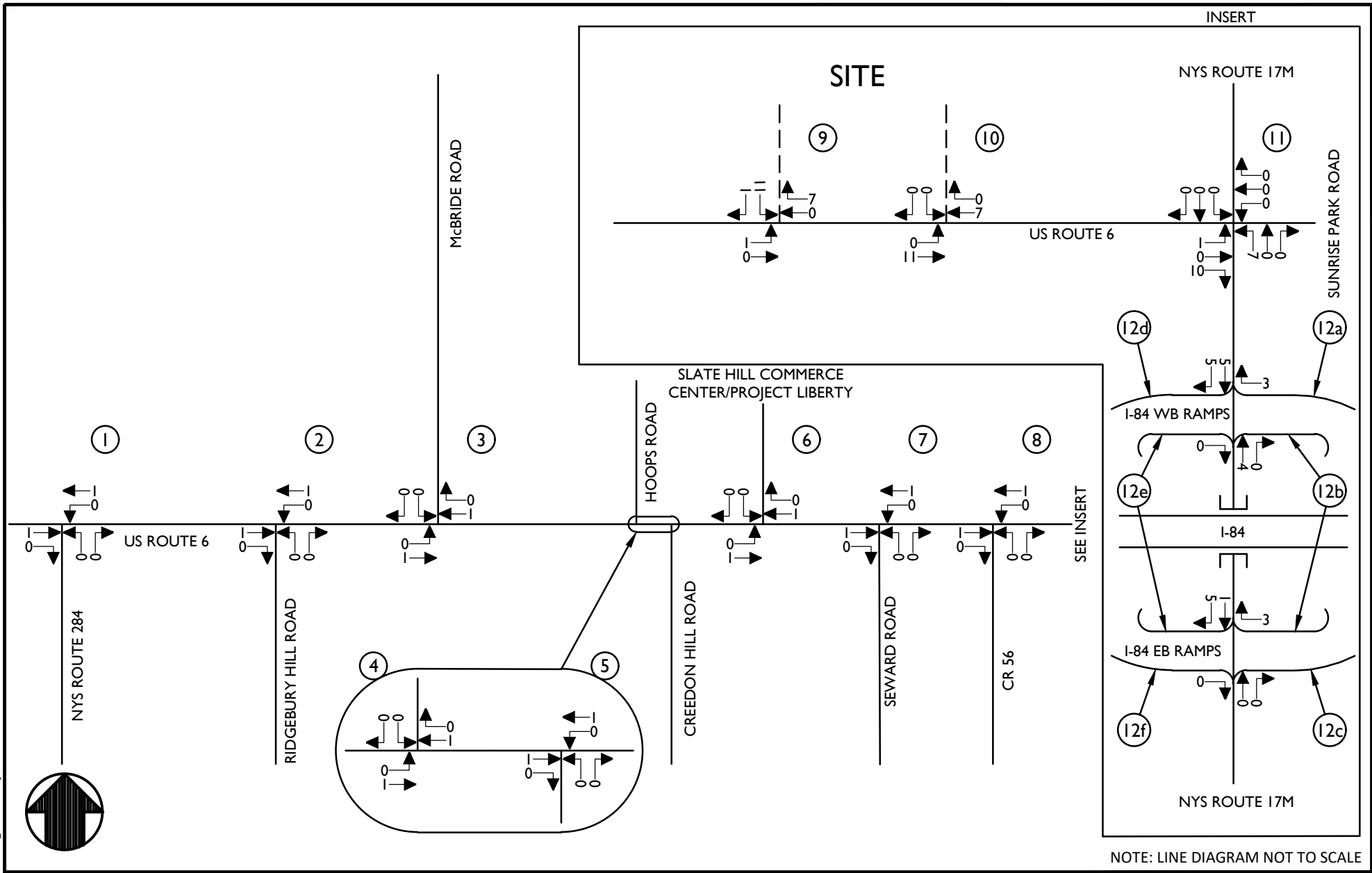
COLLIERS ENGINEERING & DESIGN CT., P.C.
DOING BUSINESS AS MASER CONSULTING
ENGINEERING & LAND SURVEYING

TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/15/23	P.W.G.	P.J.G.
PROJECT NUMBER:	DRAWING NAME:		
22011192A	230315PWG_FIGURE		

SHEET TITLE:
SITE GENERATED
TRAFFIC VOLUMES (TRUCKS)
PEAK AM HOUR

SHEET NUMBER:
16 of 19



NOTE: LINE DIAGRAM NOT TO SCALE



www.colliersengineering.com



Copyright © 2023, Colliers Engineering & Design. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, revised, disclosed, distributed or relied upon for any other purpose without the express written consent of Colliers Engineering & Design.

REV	DATE	DRAWN BY	DESCRIPTION

TRAFFIC IMPACT STUDY
FOR
3333 US ROUTE 6

TOWN OF WAWAYANDA
ORANGE COUNTY
NEW YORK



Know what's below.
Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS
VISIT: WWW.CALL811.COM

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION
OF EXCAVATORS, DESIGNERS, OR
ANY PERSON PREPARING TO
DISTURB THE EARTH'S SURFACE
ANYWHERE IN ANY STATE



WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500

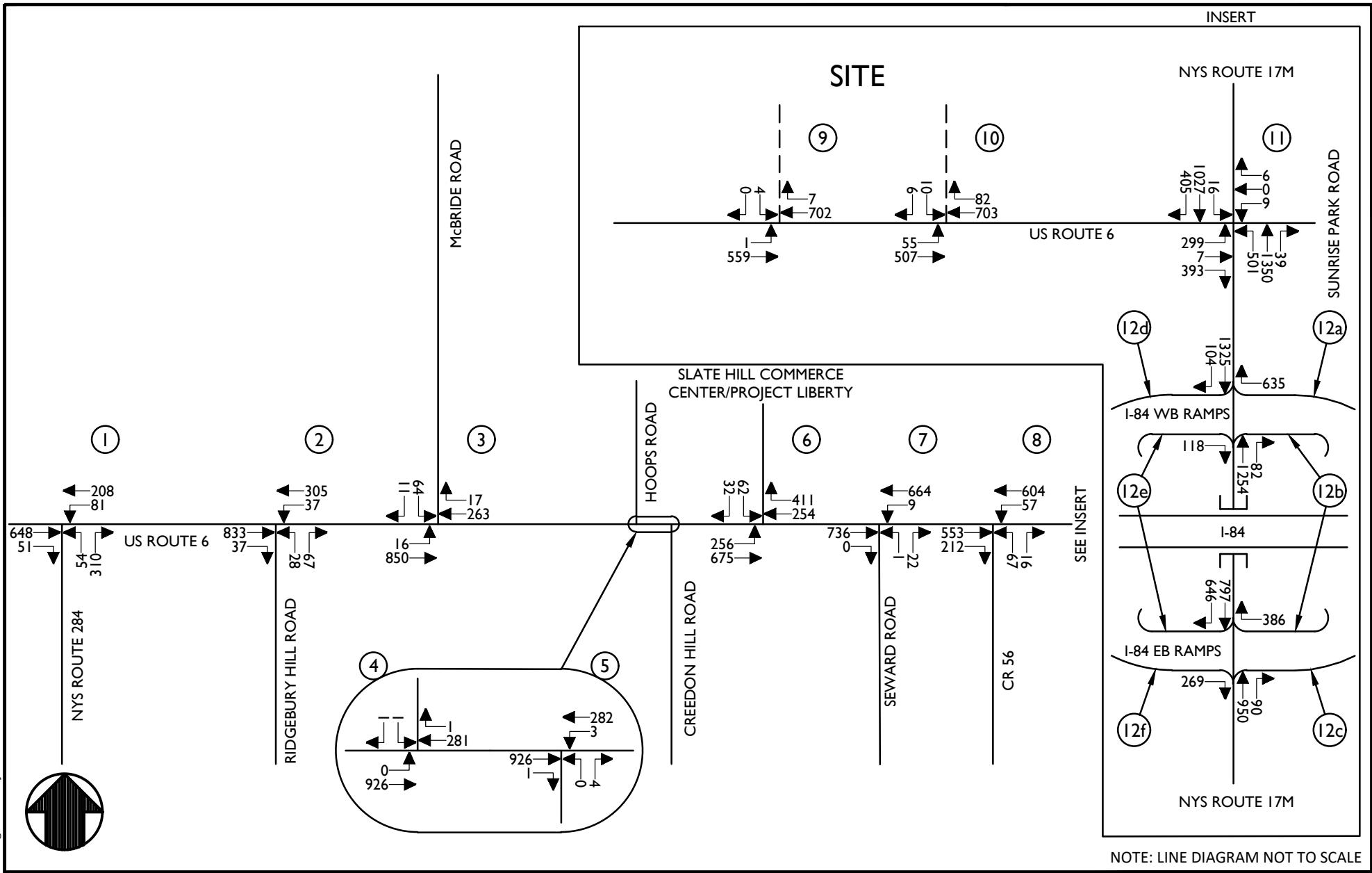
COLLIERS ENGINEERING & DESIGN CT., P.C.
DOING BUSINESS AS MASER CONSULTING
ENGINEERING & LAND SURVEYING

TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/15/23	P.W.G.	P.J.G.
PROJECT NUMBER:	DRAWING NAME:		
22011192A	230315PWG_FIGURE		

SHEET TITLE:
SITE GENERATED
TRAFFIC VOLUMES (TRUCKS)
PEAK PM HOUR

SHEET NUMBER:
17 of 19



Engineering & Design

www.colliersengineering.com



Copyright © 2023, Colliers Engineering & Design. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, revised, disclosed, distributed or relied upon for any other purpose without the express written consent of Colliers Engineering & Design.

REV	DATE	DRAWN BY	DESCRIPTION

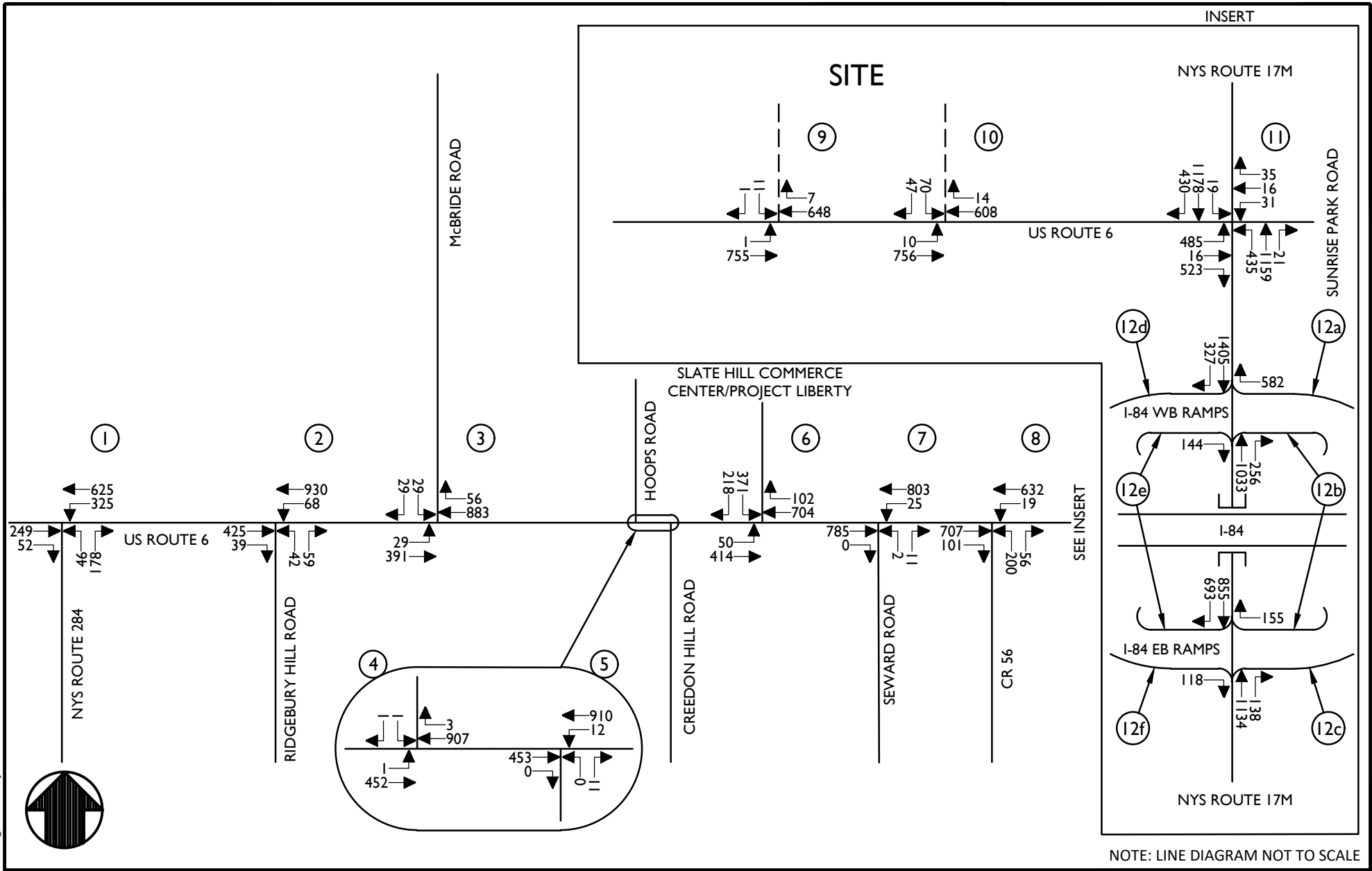
TRAFFIC IMPACT STUDY
FOR
3333 US ROUTE 6

TOWN OF WAWAYANDA
ORANGE COUNTY
NEW YORK

811
PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

Colliers
Engineering & Design
WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
COLLIERS ENGINEERING & DESIGN CT., P.C.
DOING BUSINESS AS MASER CONSULTING ENGINEERING & LAND SURVEYING

TRAFFIC IMPACT STUDY			
SCALE: AS SHOWN	DATE: 3/15/23	DRAWN BY: P.W.G.	CHECKED BY: P.J.G.
PROJECT NUMBER: 22011192A	DRAWING NAME: 230315PWG_FIGURE		
SHEET TITLE: 2026 BUILD TRAFFIC VOLUMES PEAK AM HOUR			
SHEET NUMBER: 18 of 19			



NOTE: LINE DIAGRAM NOT TO SCALE

1192A\Reports\Traffic\230315PWG_Figure.dwg\19 By: PGOITHEL



Engineering & Design

www.colliersengineering.com



Copyright © 2023, Colliers Engineering & Design. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, revised, disclosed, distributed or relied upon for any other purpose without the express written consent of Colliers Engineering & Design.

REV	DATE	DRAWN BY	DESCRIPTION

TRAFFIC IMPACT STUDY
FOR
3333 US ROUTE 6

TOWN OF WAWAYANDA
ORANGE COUNTY
NEW YORK



Know what's below.
Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS
VISIT: WWW.CALL811.COM

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION
OF EXCAVATORS, DESIGNERS, OR
ANY PERSON PREPARING TO
DISTURB THE EARTH'S SURFACE
ANYWHERE IN ANY STATE



Engineering & Design

WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500

COLLIERS ENGINEERING & DESIGN CT, P.C.
DOING BUSINESS AS MASER CONSULTING
ENGINEERING & LAND SURVEYING

TRAFFIC IMPACT STUDY

SCALE: AS SHOWN	DATE: 3/15/23	DRAWN BY: P.W.G.	CHECKED BY: P.J.G.
PROJECT NUMBER: 22011192A		DRAWING NAME: 230315PWG_FIGURE	

SHEET TITLE:
2026 BUILD
TRAFFIC VOLUMES
PEAK PM HOUR

SHEET NUMBER:
19 of 19

Traffic Impact Study

Appendix B | Tables

Table No. 1
Hourly Trip Generation Rates (HTGR) and
Anticipated Site Generated Traffic Volumes

RDM Group - Route 6 Warehouse Town of Wawayanda, Orange County, NY	Entry				Exit			
	HTGR ¹	Passenger Cars	Trucks	Total Volume	HTGR ¹	Passenger Cars	Trucks	Total Volume
Warehouse (402,854 Sq. Ft.)								
Peak AM Hour	0.36	137	8	145	0.05	16	4	20
Peak PM Hour	0.08	24	8	32	0.32	117	12	129

NOTES:

- 1) THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 11TH EDITION, 2021. ITE LAND USE CODE - 130 - INDUSTRIAL PARK.

Table No. 2
Level of Service Summary Table
Weekday Peak AM Hour

			2021 Existing			2026 No-Build			2026 Build			Change in Delay No-Build to Build			
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay				
1	U.S. Route 6 & NYS Route 284	Unsignalized													
			U.S. Route 6 NYS Route 284	WB NB	LT LR	0.07 0.60	A C	8.6 21.9	0.11 1.20	A F	9.9 147.0	0.12 1.33	B F	10.2 202.7	0.3 55.7
2	U.S. Route 6 & Ridgebury Hill Road	Unsignalized													
			U.S. Route 6 Ridgebury Hill Road	SB WB	LT LR	0.04 0.25	A C	8.8 16.2	0.06 0.47	B D	10.4 33.3	0.07 0.53	B E	10.8 39.2	0.4 5.9
3	U.S. Route 6 & McBride Road	Unsignalized													
			U.S. Route 6 McBride Road	NEB SEB	LT LR	0.01 0.27	A C	7.8 20.1	0.02 0.55	A F	7.9 51.6	0.02 0.60	A F	7.9 61.6	0.0 10.0
4	U.S. Route 6 & Hoops Road	Unsignalized													
			U.S. Route 6 Hoops Road	EB SB	LT LR	0.00 0.01	A C	0.0 15.5	0.00 0.01	A C	0.0 24.4	0.00 0.01	A D	0.0 26.7	0.0 2.3
5	U.S. Route 6 & Creedon Hill Road	Unsignalized													
			U.S. Route 6 Creedon Hill Road	WB NB	LT LR	0.00 0.01	A B	9.3 13.3	0.01 0.02	B C	11.2 20.4	0.01 0.02	B C	11.6 22.1	0.4 1.7
6	U.S. Route 6 & Slate Hill Commerce Center/Project Liberty	Signalized													
			U.S. Route 6	EB	L	-	-	-	0.41	A	5.1	0.42	A	5.2	0.1
					T	-	-	-	0.63	A	4.4	0.69	A	4.9	0.5
				EB Overall		-	-	-	-	A	4.6	-	A	4.9	0.3
			U.S. Route 6	WB	T	-	-	-	0.40	A	9.2	0.41	A	9.3	0.1
					R	-	-	-	0.77	B	12.8	0.77	B	12.8	0.0
				WB Overall		-	-	-	-	B	11.5	-	B	11.4	-0.1
			Access Driveway	SB	L	-	-	-	0.60	C	23.7	0.60	C	23.7	0.0
					R	-	-	-	0.28	B	19.6	0.28	B	19.6	0.0
				SB Overall		-	-	-	-	C	22.3	-	C	22.3	0.0
	Overall		-	-	-	-	A	8.4	-	A	8.5	0.1			
7	U.S. Route 6 & Seward Road	Unsignalized													
			U.S. Route 6 Seward Road	WB NB	LT LR	0.01 0.05	A B	8.7 12.7	0.01 0.07	A C	9.3 15.4	0.01 0.08	A C	9.5 16.4	0.2 1.0
8	U.S. Route 6 & C.R. 56	Unsignalized													
			U.S. Route 6 C.R. 56	SWB WB	L LR	0.01 0.19	A C	8.7 15.4	- -	- -	- -	- -	- -	- -	
		With Traffic Signal													
	U.S. Route 6	NEB	T	-	-	-	0.58	A	4.8	0.63	A	5.0	0.2		
			R	-	-	-	0.00	A	0.0	0.00	A	0.0	0.0		
		NEB Overall		-	-	-	-	A	4.8	-	A	5.0	0.2		
	U.S. Route 6	SWB	L	-	-	-	0.12	A	6.7	0.13	A	7.3	0.6		
			T	-	-	-	0.70	A	5.7	0.69	A	5.5	-0.2		
		SWB Overall		-	-	-	-	A	5.8	-	A	5.7	-0.1		
		C.R. 56	WB	LR	-	-	-	0.57	B	14.3	0.58	B	14.9	0.6	
	Overall		-	-	-	-	A	6.0	-	A	6.0	0.0			

Table No. 2
Level of Service Summary Table
Weekday Peak AM Hour

		2021 Existing			2026 No-Build			2026 Build			Change in Delay No-Build to Build	
		v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay		
9	U.S. Route 6 & Site Driveway (Trucks)	Unsignalized										
	U.S. Route 6	NB	L	-	-	-	-	-	0.00	B	11.8	-
	Access Driveway	EB	LR	-	-	-	-	-	0.04	E	42.6	-
10	U.S. Route 6 & Site Driveway (Cars)	Unsignalized										
	U.S. Route 6	NB	L	-	-	-	-	-	0.08	A	9.9	-
	Access Driveway	EB	LR	-	-	-	-	-	0.10	D	28.1	-
11	U.S. Route 6 & NYS Route 17M	Signalized										
	U.S. Route 6	EB	LT	0.67	C	33.4	-	-	-	-	-	-
			R	0.00	A	0.0	-	-	-	-	-	-
		EB Overall		-	C	33.4	-	-	-	-	-	-
	Sunrise Park Road	WB	LTR	0.04	C	26.2	-	-	-	-	-	-
	NYS Route 17M	NB	L	0.63	B	14.7	-	-	-	-	-	-
		T, TR		0.55	A	9.6	-	-	-	-	-	-
		NB Overall		-	B	10.4	-	-	-	-	-	-
	NYS Route 17M	SB	L	0.07	B	13.1	-	-	-	-	-	-
		T, T		0.65	B	17.9	-	-	-	-	-	-
		R		0.00	A	0.0	-	-	-	-	-	-
		SB Overall		-	B	17.9	-	-	-	-	-	-
		Overall		-	B	15.3	-	-	-	-	-	-
	With Additional EB Left Turn Lane	Signalized										
	U.S. Route 6	EB	L, LT	-	-	-	0.82	D	54.0	-	-	-
			R	-	-	-	0.00	A	0.0	-	-	-
		EB Overall		-	-	-	-	D	54.0	-	-	-
	Sunrise Park Road	WB	LTR	-	-	-	0.57	E	70.6	-	-	-
	NYS Route 17M	NB	L	-	-	-	0.99	E	66.8	-	-	-
		T, TR		-	-	-	0.63	B	11.3	-	-	-
		NB Overall		-	-	-	-	C	24.9	-	-	-
	NYS Route 17M	SB	L	-	-	-	0.10	C	24.0	-	-	-
		T, T		-	-	-	0.89	D	41.5	-	-	-
		R		-	-	-	0.00	A	0.0	-	-	-
		SB Overall		-	-	-	-	D	41.2	-	-	-
		Overall		-	-	-	-	C	33.2	-	-	-
	With Signal Timing Changes	Signalized										
	U.S. Route 6	EB	L, LT	-	-	-	-	-	0.83	D	54.4	0.4
			R	-	-	-	-	-	0.00	A	0.0	0.0
		EB Overall		-	-	-	-	-	-	D	54.4	0.4
	Sunrise Park Road	WB	LTR	-	-	-	-	-	0.57	E	71.5	0.9
	NYS Route 17M	NB	L	-	-	-	-	-	1.05	F	84.0	17.2
		T, TR		-	-	-	-	-	0.63	B	11.5	0.2
		NB Overall		-	-	-	-	-	-	C	30.7	5.8
	NYS Route 17M	SB	L	-	-	-	-	-	0.11	C	26.1	2.1
		T, T		-	-	-	-	-	0.94	D	50.3	8.8
		R		-	-	-	-	-	0.00	A	0.0	0.0
		SB Overall		-	-	-	-	-	-	D	49.9	8.7
		Overall		-	-	-	-	-	-	D	39.3	6.1

**Table No. 2
Level of Service Summary Table
Weekday Peak AM Hour**

		2021 Existing			2026 No-Build			2026 Build			Change in Delay No-Build to Build	
		v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay		
12a	NYS Route 17M & I-84 Interchange I-84 WB Off-Ramp to NYS 17M WB	Unsignalized WB R	1.00	F	68.5	(2)	(2)	(2)	(2)	(2)	(2)	-

			2021 Existing			2026 No-Build			2026 Build			Change in Delay No-Build to Build
			v/c	LOS	Density	v/c	LOS	Density	v/c	LOS	Density	
12a	NYS Route 17M & I-84 Interchange (3) I-84 WB Off-Ramp to NYS 17M WB/U.S. Route 6	Ramps Weave	-	-	-	0.67	C	25.0	0.69	C	25.8	0.8
12b	I-84 EB Off-Ramp to NYS 17M WB & I-84 WB On-Ramp from NYS 17M WB	Weave	0.23	A	8.8	0.32	B	12.2	0.33	B	12.6	0.4
12c	I-84 EB On-Ramp from NYS Route 17M WB	Diverge	0.07	B	11.9	0.07	B	13.4	0.07	B	13.6	0.2
12d	I-84 WB On-Ramp from NYS 17M EB	Diverge	0.05	B	15.4	0.08	B	16.6	0.08	B	16.7	0.1
12e	I-84 WB Off-Ramp to NYS 17M EB & I-84 EB On-Ramp from NYS 17M EB	Weave	0.37	B	12.0	0.4	B	13.2	0.41	B	13.3	0.1
12f	I-84 EB Off-Ramp to NYS 17M EB	Merge	0.19	B	13.7	0.19	B	14.1	0.19	B	14.3	0.2

NOTES:

- 1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.
- 2) TO MITIGATE THESE DELAYS UNDER THE EXISTING, NO-BUILD AND BUILD CONDITIONS IT IS SUGGESTED THAT THE NORTHBOUND ROUTE 17M APPROACH BETWEEN THE WESTBOUND I-84 ON RAMP AND THE WESTBOUND I-84 OFF RAMP TO ROUTE 17M NORTHBOUND BE REDUCED TO A SINGLE LANE THROUGH THE USE OF A TAPER. THIS MODIFICATION WOULD ALLOW THE I-84 WESTBOUND EXIT MOVEMENT TO ROUTE 17M NORTHBOUND TO BE PROVIDED WITH A DEDICATED LANE, ELIMINATING THE NEED FOR A "STOP" CONDITION.
- 3) INTERSECTION 8B-F ARE MERGE/DIVERGE RAMPS AND WEAVING SEGMENT TYPE INTERSECTIONS. ANALYSIS FOR THESE INTERSECTIONS WAS CONDUCTED UTILIZING THE HIGHWAY CAPACITY MANUAL (6TH EDITION) METHODOLOGY WITH THE HCS 7 ANALYSIS SOFTWARE. LEVEL OF SERVICE FOR RAMP AND WEAVING SEGMENT TYPE INTERSECTIONS IS DETERMINED BY THE DENSITY MEASURED IN UNITS OF PASSENGER CARS PER MILE PER LANE, WHICH ARE THE VALUES SUMMARIZED ABOVE. APPENDIX "C" CONTAINS A DESCRIPTION OF THE LEVELS OF SERVICE FOR RAMP AND WEAVING SEGMENTS.

Table No. 2
Level of Service Summary Table
Weekday Peak PM Hour

			2021 Existing			2026 No-Build			2026 Build			Change in Delay No-Build to Build			
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay				
1	U.S. Route 6 & NYS Route 284	Unsignalized													
			U.S. Route 6 NYS Route 284	WB NB	LT LR	0.20 0.51	A C	8.5 21.7	0.27 0.96	A F	9.0 90.7	0.28 1.10	A F	9.1 136.9	0.1 46.2
2	U.S. Route 6 & Ridgebury Hill Road	Unsignalized													
			U.S. Route 6 Ridgebury Hill Road	SB WB	LT LR	0.06 0.32	A C	8.4 21.0	0.07 0.52	A E	8.6 40.4	0.07 0.57	A E	8.7 46.5	0.1 6.1
3	U.S. Route 6 & McBride Road	Unsignalized													
			U.S. Route 6 McBride Road	NEB SEB	LT LR	0.03 0.20	A C	8.9 19.9	0.04 0.35	B E	10.1 36.4	0.04 0.39	B E	10.4 41.3	0.3 4.9
4	U.S. Route 6 & Hoops Road	Unsignalized													
			U.S. Route 6 Hoops Road	EB SB	LT LR	0.00 0.01	A C	8.6 18.1	0.00 0.01	A D	9.7 27.5	0.00 0.01	A D	9.9 29.8	0.2 2.3
5	U.S. Route 6 & Creedon Hill Road	Unsignalized													
			U.S. Route 6 Creedon Hill Road	WB NB	LT LR	0.01 0.02	A B	9.1 11.7	0.02 0.02	A B	9.3 12.6	0.02 0.02	A B	9.4 12.7	0.1 0.1
6	U.S. Route 6 & Slate Hill Commerce Center/Project Liberty	Signalized													
			U.S. Route 6	EB	L	-	-	-	0.24	C	20.6	0.27	C	22.0	1.4
					T	-	-	-	0.60	B	11.2	0.62	B	11.6	0.4
				EB Overall		-	-	-	-	B	12.2	-	B	12.7	0.5
			U.S. Route 6	WB	T	-	-	-	0.88	C	22.7	0.94	C	31.6	8.9
					R	-	-	-	0.21	A	8.3	0.21	A	8.3	0.0
				WB Overall		-	-	-	-	C	20.8	-	C	28.7	7.9
			Access Driveway	SB	L	-	-	-	0.77	B	17.5	0.77	B	17.5	0.0
					R	-	-	-	0.47	B	12.8	0.47	B	12.8	0.0
				SB Overall		-	-	-	-	B	15.8	-	B	15.8	0.0
	Overall		-	-	-	-	B	17.0	-	C	20.6	3.6			
7	U.S. Route 6 & Seward Road	Unsignalized													
			U.S. Route 6 Seward Road	WB NB	LT LR	0.02 0.03	A B	8.2 12.4	0.03 0.06	A C	9.6 20.0	0.03 0.06	A C	9.7 20.9	0.1 0.9
8	U.S. Route 6 & C.R. 56	Unsignalized													
			U.S. Route 6 C.R. 56	SWB WB	L LR	0.01 0.59	A D	8.2 28.6	- -	- -	- -	- -	- -	- -	
		With Traffic Signal	Signalized												
	U.S. Route 6	NEB	T	-	-	-	0.80	A	8.9	0.80	A	9.0	0.1		
			R	-	-	-	0.00	A	0.0	0.00	A	0.0	0.0		
		NEB Overall		-	-	-	-	A	8.9	-	A	9.0	0.1		
	U.S. Route 6	SWB	L	-	-	-	0.07	B	13.0	0.07	B	13.1	0.1		
			T	-	-	-	0.67	A	7.3	0.71	A	7.7	0.4		
		SWB Overall		-	-	-	-	A	7.5	-	A	7.8	0.3		
		C.R. 56	WB	LR	-	-	-	0.76	B	16.8	0.76	B	17.3	0.5	
	Overall		-	-	-	-	A	9.7	-	A	9.9	0.2			

Table No. 2
Level of Service Summary Table
Weekday Peak PM Hour

		2021 Existing			2026 No-Build			2026 Build			Change in Delay No-Build to Build	
		v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay		
9	U.S. Route 6 & Site Driveway	Unsignalized										
	U.S. Route 6	NB	L	-	-	-	-	-	0.00	B	11.4	-
	Access Driveway	EB	LR	-	-	-	-	-	0.16	F	56.3	-
10	U.S. Route 6 & Site Driveway (Cars)	Unsignalized										
	U.S. Route 6	NB	L	-	-	-	-	-	0.01	A	8.9	-
	Access Driveway	EB	LR	-	-	-	-	-	0.69	F	59.5	-
11	U.S. Route 6 & NYS Route 17M	Signalized										
	U.S. Route 6	EB	LT	0.70	C	33.8	-	-	-	-	-	-
			R	0.00	A	0.0	-	-	-	-	-	-
		EB Overall		-	C	33.8	-	-	-	-	-	-
	Sunrise Park Road	WB	LTR	0.19	C	27.0	-	-	-	-	-	-
	NYS Route 17M	NB	L	0.81	C	22.8	-	-	-	-	-	-
			T, TR	0.49	A	9.3	-	-	-	-	-	-
		NB Overall		-	B	12.4	-	-	-	-	-	-
	NYS Route 17M	SB	L	0.07	B	14.5	-	-	-	-	-	-
			T, T	0.66	C	21.0	-	-	-	-	-	-
			R	0.00	A	0.0	-	-	-	-	-	-
		SB Overall		-	C	20.8	-	-	-	-	-	-
		Overall		-	B	17.9	-	-	-	-	-	-
	With Additional EB Left Turn Lane	Signalized										
	U.S. Route 6	EB	L, LT	-	-	-	0.89	E	62.3	-	-	-
			R	-	-	-	0.00	A	0.0	-	-	-
		EB Overall		-	-	-	-	E	62.3	-	-	-
	Sunrise Park Road	WB	LTR	-	-	-	0.79	E	64.4	-	-	-
	NYS Route 17M	NB	L	-	-	-	0.99	E	75.6	-	-	-
			T, TR	-	-	-	0.53	B	13.6	-	-	-
		NB Overall		-	-	-	-	C	29.9	-	-	-
	NYS Route 17M	SB	L	-	-	-	0.09	C	25.7	-	-	-
			T, T	-	-	-	0.97	D	54.9	-	-	-
			R	-	-	-	0.00	A	0.0	-	-	-
		SB Overall		-	-	-	-	D	54.5	-	-	-
		Overall		-	-	-	-	D	44.0	-	-	-
	With Signal Timing Changes	Signalized										
	U.S. Route 6	EB	L, LT	-	-	-	-	-	0.92	E	71.1	8.8
			R	-	-	-	-	-	0.00	A	0.0	0.0
		EB Overall		-	-	-	-	-	-	E	71.1	8.8
	Sunrise Park Road	WB	LTR	-	-	-	-	-	0.81	E	74.9	10.5
	NYS Route 17M	NB	L	-	-	-	-	-	1.03	F	88.7	13.1
			T, TR	-	-	-	-	-	0.52	B	14.0	0.4
		NB Overall		-	-	-	-	-	-	C	34.1	4.2
	NYS Route 17M	SB	L	-	-	-	-	-	0.09	C	26.8	1.1
			T, T	-	-	-	-	-	0.94	D	52.7	-2.2
			R	-	-	-	-	-	0.00	A	0.0	0.0
		SB Overall		-	-	-	-	-	-	D	52.2	-2.3
		Overall		-	-	-	-	-	-	D	46.9	2.9

**Table No. 2
Level of Service Summary Table
Weekday Peak PM Hour**

		2021 Existing			2026 No-Build			2026 Build			Change in Delay No-Build to Build	
		v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay		
12a	NYS Route 17M & I-84 Interchange I-84 WB Off-Ramp to NYS 17M WB	Unsignalized WB R	1.03	F	74.6	(2)	(2)	(2)	(2)	(2)	(2)	-

			2021 Existing			2026 No-Build			2026 Build			Change in Delay No-Build to Build
			v/c	LOS	Density	v/c	LOS	Density	v/c	LOS	Density	
12a	NYS Route 17M & I-84 Interchange (3) I-84 WB Off-Ramp to NYS 17M WB/U.S. Route 6	Ramps Weave	-	-	-	0.52	B	18.8	0.54	B	19.6	0.8
12b	I-84 EB Off-Ramp to NYS 17M WB & I-84 WB On-Ramp from NYS 17M WB	Weave	0.24	A	9.0	0.26	A	10.0	0.27	B	10.1	0.1
12c	I-84 EB On-Ramp from NYS Route 17M WB	Diverge	0.08	B	13.2	0.08	B	13.7	0.08	B	13.7	0.0
12d	I-84 WB On-Ramp from NYS 17M EB	Diverge	0.09	B	12.6	0.19	B	16.2	0.21	B	16.6	0.4
12e	I-84 WB Off-Ramp to NYS 17M EB & I-84 EB On-Ramp from NYS 17M EB	Weave	0.31	A	10.0	0.4	B	13.0	0.42	B	13.5	0.5
12f	I-84 EB Off-Ramp to NYS 17M EB	Merge	0.08	B	11.1	0.08	B	12.1	0.08	B	12.2	0.1

NOTES:

- 1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.
- 2) TO MITIGATE THESE DELAYS UNDER THE EXISTING, NO-BUILD AND BUILD CONDITIONS IT IS SUGGESTED THAT THE NORTHBOUND ROUTE 17M APPROACH BETWEEN THE WESTBOUND I-84 ON RAMP AND THE WESTBOUND I-84 OFF RAMP TO ROUTE 17M NORTHBOUND BE REDUCED TO A SINGLE LANE THROUGH THE USE OF A TAPER. THIS MODIFICATION WOULD ALLOW THE I-84 WESTBOUND EXIT MOVEMENT TO ROUTE 17M NORTHBOUND TO BE PROVIDED WITH A DEDICATED LANE, ELIMINATING THE NEED FOR A "STOP" CONDITION.
- 3) INTERSECTION 8B-F ARE MERGE/DIVERGE RAMPS AND WEAVING SEGMENT TYPE INTERSECTIONS. ANALYSIS FOR THESE INTERSECTIONS WAS CONDUCTED UTILIZING THE HIGHWAY CAPACITY MANUAL (6TH EDITION) METHODOLOGY WITH THE HCS 7 ANALYSIS SOFTWARE. LEVEL OF SERVICE FOR RAMP AND WEAVING SEGMENT TYPE INTERSECTIONS IS DETERMINED BY THE DENSITY MEASURED IN UNITS OF PASSENGER CARS PER MILE PER LANE, WHICH ARE THE VALUES SUMMARIZED ABOVE. APPENDIX "C" CONTAINS A DESCRIPTION OF THE LEVELS OF SERVICE FOR RAMP AND WEAVING SEGMENTS.

TABLE 3
ACCIDENT SUMMARY
US ROUTE 6 BETWEEN NYS ROUTE 284 AND NYS ROUTE 17M

Node/Link	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
Route 6	At Int. w/ Route 284	6 83012119	01/09/18	07:05pm	STOP SIGN	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	UNKNOWN	NOT ENTERED
Route 284	At Int. w/ Route 6	6 83012119	02/26/18	04:10pm	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 6	At Int. w/ Route 284	6 83012119	04/01/18	02:20pm	STOP SIGN	PDO & I	2-2	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	NOT ENTERED
Route 6	At Int. w/ Route 284	6 83012119	05/08/18	08:40am	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT TURN (WITH OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 6	At Int. w/ Route 284	6 83012119	07/09/18	12:00am	UNKNOWN	PDO	2-0	UNKNOWN	UNKNOWN	UNKNOWN	LEFT TURN (AGAINST OTHER CAR)	NOT ENTERED
Route 6	Route 6	6 83012119	07/11/18	05:15pm	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	NOT APPLICABLE
Route 6	At Int. w/ Route 284	6 83012119	07/27/18	07:29pm	NONE	PDO	2-0	DAYLIGHT	WET	RAIN	UNKNOWN	FAILURE TO YIELD RIGHT OF WAY
Route 284	At Int. w/ Route 6	6 83012119	09/27/18	01:25pm	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	UNKNOWN	FAILURE TO YIELD RIGHT OF WAY
Route 284	Route 284	6 83012119	12/19/18	10:25am	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Route 6	At Int. w/ Route 284	6 83012119	07/10/19	12:33pm	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	SIDESWIPE	FAILURE TO YIELD RIGHT OF WAY
Route 6	At Int. w/ Route 284	6 83012119	09/06/19	03:35pm	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 284	At Int. w/ Route 6	6 83012119	12/28/19	12:00am	UNKNOWN	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	NOT APPLICABLE
Route 6	At Int. w/ Route 284	6 83012119	04/08/20	01:50pm	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
Route 6	Route 6	6 83012120	11/10/18	07:50am	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	PASSING OR LANE USAGE IMPROPERLY
Route 6	Route 6	6 83012121	09/29/19	05:58am	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ALCOHOL INVOLVEMENT
Route 6	Route 6	6 83012121	11/21/20	08:42am	NO PASSING ZONE	PDO & I	1-1	DAYLIGHT	DRY	CLEAR	OTHER	UNSAFE SPEED
Route 6	Route 6	6 83012121	12/10/20	04:15pm	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	SIDESWIPE	UNKNOWN
Route 6	Route 6	6 83012122	01/20/20	06:34pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012123	02/24/18	11:10am	NONE	PDO	1-0	DAYLIGHT	WET	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012124	01/14/18	10:09pm	NO PASSING ZONE	N/R	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012124	04/29/18	08:40pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012124	02/01/19	09:40pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012124	07/16/19	01:05pm	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012125	08/08/18	07:30pm	NO PASSING ZONE	PDO	2-0	DUSK	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 6	Route 6	6 83012125	05/04/20	12:26am	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012125	08/06/20	02:47pm	NO PASSING ZONE	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE
Route 6	Route 6	6 83012126	10/29/19	05:10pm	NONE	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY
Route 6	Route 6	6 83012126	12/27/20	11:45pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	At Int. w/ Ridgebury Hill Rd	6 83012127	11/16/18	07:25pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Ridgebury Hill Rd	At Int. w/ Route 6	6 83012127	11/18/18	11:00am	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 6	At Int. w/ Ridgebury Hill Rd	6 83012127	11/30/18	07:25pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	At Int. w/ Ridgebury Hill Rd	6 83012127	11/17/19	09:25pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	At Int. w/ Ridgebury Hill Rd	6 83012127	01/02/20	10:15pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012127	03/03/20	02:10am	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012127	09/25/20	11:00am	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012128	11/18/18	08:30pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012129	09/25/19	04:00pm	NONE	PDO & I	3-2	DAYLIGHT	DRY	CLEAR	OTHER	UNSAFE SPEED
Route 6	Route 6	6 83012129	12/18/19	06:00pm	NONE	N/R	2-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OVERTAKING	AGGRESSIVE DRIVING/ROAD RAGE
Route 6	Route 6	6 83012130	08/23/18	09:25am	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	NOT APPLICABLE
Route 6	At Int. w/ McBride Rd	6 83012130	08/20/19	03:35pm	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE
Route 6	Route 6	6 83012132	09/07/18	07:20am	NONE	I	1-1	DAYLIGHT	DRY	CLOUDY	OTHER	DRIVER INATTENTION
Route 6	Route 6	6 83012132	12/01/19	05:59pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	SNOW/ICE	SNOW	OTHER	UNSAFE SPEED
Route 6	At Int. w/ Hoops Rd	6 83012134	11/16/18	07:38am	NONE	N/R	2-0	DAYLIGHT	SNOW/ICE	T/HAIL/FREEZING	OTHER	PAVEMENT SLIPPERY
Route 6	Route 6	6 83012134	07/05/19	06:30am	NONE	PDO & I	2-1	DAYLIGHT	DRY	CLOUDY	OVERTAKING	PASSING TOO CLOSELY

TABLE 3
ACCIDENT SUMMARY
US ROUTE 6 BETWEEN NYS ROUTE 284 AND NYS ROUTE 17M

Node/Link	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injured	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
Route 6	Route 6	6 83012135	11/10/19	06:35am	NO PASSING ZONE	PDO	1-0	DAWN	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012135	11/02/20	08:17am	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012136	10/30/20	07:25pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012137	06/09/18	06:20pm	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	At Int. w/ Seward Rd	6 83012138	10/08/19	07:45am	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	NOT ENTERED
Route 6	Route 6	6 83012138	02/01/20	06:35pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012139	07/15/19	09:55pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012139	11/14/19	08:33pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012139	10/16/20	07:15am	NONE	PDO	1-0	DAWN	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012139	10/19/20	06:45am	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	At Int. w/ County Route 56	6 83012140	01/03/18	05:25pm	UNKNOWN	PDO	1-0	UNKNOWN	UNKNOWN	UNKNOWN	OTHER	NOT ENTERED
Route 6	At Int. w/ County Route 56	6 83012140	07/15/18	09:55pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION
County Route 56	At Int. w/ Route 6	6 83012140	10/19/18	01:02pm	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 6	Route 6	6 83012140	06/03/19	10:15pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLOUDY	OTHER	OTHER (VEHICLE)
Route 6	Route 6	6 83012140	06/03/19	09:58pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	At Int. w/ County Route 56	6 83012140	06/05/19	02:50pm	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
Route 6	Route 6	6 83012140	08/30/19	08:25pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Route 6	At Int. w/ County Route 56	6 83012140	03/04/20	07:33am	NO PASSING ZONE	PDO & I	2-2	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
Route 6	At Int. w/ County Route 56	6 83012140	03/17/20	05:10am	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	WET	SNOW	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012141	09/28/18	04:00pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	TURNING IMPROPER
Route 6	Route 6	6 83012141	12/02/19	07:10am	NO PASSING ZONE	PDO & I	1-2	DAYLIGHT	SNOW/ICE	SNOW	OTHER	PAVEMENT SLIPPERY
Route 6	Route 6	6 83012142	03/23/20	12:23pm	NO PASSING ZONE	PDO	2-0	DAYLIGHT	SNOW/ICE	T/HAIL/FREEZING	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
Route 6	Route 6	6 83012143	03/28/19	09:15pm	NO PASSING ZONE	PDO & I	2-1	DARK-ROAD UNLIGHTED	DRY	CLOUDY	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
I 84	I 84	6 83012144	02/20/19	02:35pm	NONE	PDO	1-0	DAYLIGHT	SNOW/ICE	SNOW	OTHER	UNSAFE SPEED
US Route 6	US Route 6	6 83012144	05/24/20	08:35am	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012145	02/02/18	09:30am	NONE	PDO & I	2-1	DAYLIGHT	WET	CLEAR	REAR END	NOT APPLICABLE
Route 6	At Int. w/ Unnamed Street	6 83012145	09/25/18	01:00pm	STOP SIGN	PDO	2-0	DAYLIGHT	WET	RAIN	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 6	Route 6	6 83012145	07/01/20	06:38pm	NONE	PDO	2-0	DAYLIGHT	WET	CLOUDY	UNKNOWN	UNKNOWN
Route 6	Route 6	6 83012146	07/12/18	09:50pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012147	02/04/19	05:50pm	NONE	PDO	1-0	DUSK	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012148	04/16/18	11:46pm	NONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012148	08/03/18	07:10am	NONE	PDO	1-0	DAWN	WET	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012148	12/18/19	10:50am	NONE	N/R	2-0	DAYLIGHT	WET	CLOUDY	OTHER	OBSTRUCTION/DEBRIS
Route 6	Route 6	6 83012149	08/19/20	08:38pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012150	03/17/18	03:00pm	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012150	03/28/20	07:55am	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Route 6	At Int. w/ Kirbytown Rd	6 83012151	04/22/18	06:15pm	STOP SIGN	PDO & I	2-2	DAYLIGHT	DRY	CLOUDY	RIGHT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 6	At Int. w/ Kirbytown Rd	6 83012151	06/25/18	03:30pm	NO PASSING ZONE	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 6	Route 6	6 83012151	09/16/18	09:05am	NO PASSING ZONE	PDO & I	1-1	DAYLIGHT	DRY	CLEAR	OTHER	UNSAFE SPEED
Kirbytown Rd	At Int. w/ Apple Lane Dr	6 83012151	05/13/19	10:28pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	WET	CLEAR	OTHER	ALCOHOL INVOLVEMENT
Route 6	At Int. w/ Kirbytown Rd	6 83012151	11/13/19	01:40pm	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	REACTION TO OTHER UNINVOLVED VEHICLE
Route 6	Route 6	6 83012151	12/09/20	04:00pm	NO PASSING ZONE	PDO & I	3-1	DUSK	WET	SNOW	OTHER	UNSAFE SPEED
Route 6	Route 6	6 83012151	12/23/20	09:05pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012153	08/23/18	12:00pm	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	TURNING IMPROPER
Route 6	Route 6	6 83012153	08/02/19	12:20pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	PASSING OR LANE USAGE IMPROPERLY
Route 6	Route 6	6 83012153	09/19/20	01:40am	NO PASSING ZONE	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY

TABLE 3

ACCIDENT SUMMARY
US ROUTE 6 BETWEEN NYS ROUTE 284 AND NYS ROUTE 17M

Node/Link	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injured	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
Sunrise Park Rd	At Int. w/ Dolson Ave	6 83012154	01/13/18	03:20pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 6	Route 6	6 83012154	01/14/18	02:17pm	TRAFFIC SIGNAL	N/R	2-0	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE
Dolson Ave	Dolson Ave	6 83012154	01/15/18	06:14pm	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	DRIVER INATTENTION
Dolson Ave	At Int. w/ Route 6	6 83012154	01/18/18	09:30am	UNKNOWN	PDO	2-0	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT ENTERED
Dolson Ave	At Int. w/ Route 6	6 83012154	01/19/18	05:20pm	TRAFFIC SIGNAL	PDO & I	2-1	DUSK	DRY	CLEAR	RIGHT TURN (AGAINST OTHER CAR)	DRIVER INATTENTION
Route 6	At Int. w/ Ramp	6 83012154	02/01/18	05:30pm	YIELD SIGN	PDO & I	2-1	DARK-ROAD UNLIGHTED	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Dolson Ave	Dolson Ave	6 83012154	02/02/18	05:05pm	NONE	PDO	2-0	DUSK	SNOW/ICE	CLEAR	SIDESWIPE	UNSAFE SPEED
Route 6	Route 6	6 83012154	02/02/18	12:30pm	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	NOT APPLICABLE
Dolson Ave	Dolson Ave	6 83012154	02/03/18	01:45pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION
Dolson Ave	Dolson Ave	6 83012154	02/13/18	08:02am	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Sunrise Park Rd	At Int. w/ Dolson Ave	6 83012154	02/20/18	08:43am	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 6	At Int. w/ Old Route 17M	6 83012154	03/06/18	08:15am	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 17M	Route 17M	6 83012154	03/06/18	05:00pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Dolson Ave	Dolson Ave	6 83012154	03/12/18	09:10am	TRAFFIC SIGNAL	PDO & I	3-1	DAYLIGHT	DRY	CLEAR	OTHER	NOT APPLICABLE
Route 6	Route 6	6 83012154	03/15/18	09:50pm	TRAFFIC SIGNAL	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	UNSAFE SPEED
Dolson Ave	At Int. w/ Sunrise Park Rd	6 83012154	04/13/18	02:15pm	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	NOT APPLICABLE
Dolson Ave	At Int. w/ Ramp	6 83012154	04/24/18	08:54am	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 6	Ramp	6 83012154	05/30/18	08:27pm	NONE	PDO	1-0	DUSK	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Ramp	Ramp	6 83012154	06/12/18	11:45pm	NONE	PDO & I	1-1	DARK-ROAD LIGHTED	DRY	CLEAR	OTHER	ILLNESS
Dolson Ave	At Int. w/ Sunrise Park Rd	6 83012154	07/16/18	05:10pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT TURN (AGAINST OTHER CAR)	NOT APPLICABLE
Route 6	Route 6	6 83012154	07/28/18	07:30am	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	NOT ENTERED
Ramp	At Int. w/ Route 6	6 83012154	08/01/18	07:05pm	TRAFFIC SIGNAL	PDO & I	3-1	DAYLIGHT	DRY	CLOUDY	OTHER	NOT APPLICABLE
Dolson Ave	At Int. w/ Route 6	6 83012154	08/17/18	03:30pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	NOT APPLICABLE
Route 6	At Int. w/ Sunrise Park Rd	6 83012154	10/03/18	08:10pm	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 17M	At Int. w/ Route 6	6 83012154	10/09/18	09:45pm	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLOUDY	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
Route 17M	At Int. w/ Route 6	6 83012154	10/31/18	05:40am	TRAFFIC SIGNAL	PDO & I	2-1	DARK-ROAD UNLIGHTED	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 6	At Int. w/ Route 17M	6 83012154	12/05/18	01:30pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (WITH OTHER CAR)	PASSING OR LANE USAGE IMPROPERLY
US Route 6	At Int. w/ Route 17M	6 83012154	01/10/19	07:20pm	TRAFFIC SIGNAL	PDO & I	2-1	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	NOT APPLICABLE
Dolson Ave	Dolson Ave	6 83012154	01/11/19	12:40pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Dolson Ave	Dolson Ave	6 83012154	01/19/19	10:05pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	SNOW/ICE	SNOW	OTHER	UNSAFE SPEED
Route 17M	At Int. w/ Route 6	6 83012154	01/23/19	08:02pm	TRAFFIC SIGNAL	PDO & I	2-1	DARK-ROAD LIGHTED	WET	RAIN	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 17M	Route 17M	6 83012154	03/11/19	04:45pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE
Dolson Ave	Dolson Ave	6 83012154	06/08/19	03:15am	NONE	I	2-1	DARK-ROAD UNLIGHTED	DRY	CLEAR	UNKNOWN	ALCOHOL INVOLVEMENT
Route 17M	Route 17M	6 83012154	06/14/19	09:55am	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Dolson Ave	Dolson Ave	6 83012154	06/25/19	09:16pm	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Dolson Ave	At Int. w/ Sunrise Park Rd	6 83012154	07/31/19	12:40pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY
Route 17M	At Int. w/ Route 6	6 83012154	08/22/19	08:36pm	TRAFFIC SIGNAL	PDO	1-0	DARK-ROAD LIGHTED	WET	RAIN	OTHER	TURNING IMPROPER
Dolson Ave	Dolson Ave	6 83012154	08/23/19	10:10pm	TRAFFIC SIGNAL	PDO & I	2-1	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Dolson Ave	Dolson Ave	6 83012154	08/29/19	01:40pm	TRAFFIC SIGNAL	PDO & I	2-2	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Route 6	At Int. w/ Old Route 17M	6 83012154	10/04/19	02:15pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 17M	At Int. w/ Route 6	6 83012154	10/08/19	07:07pm	NONE	I	2-1	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	DRIVER INATTENTION
Dolson Ave	Dolson Ave	6 83012154	11/02/19	03:15pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION
Ramp	At Int. w/ Route 6	6 83012154	11/04/19	01:19pm	YIELD SIGN	PDO & I	2-2	DAYLIGHT	DRY	CLOUDY	REAR END	NOT APPLICABLE
Route 17M	At Int. w/ Route 6	6 83012154	11/12/19	03:10pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	LEFT TURN (WITH OTHER CAR)	NOT APPLICABLE
Dolson Ave	Dolson Ave	6 83012154	11/15/19	04:40pm	YIELD SIGN	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Ramp	At Int. w/ Route 6	6 83012154	03/14/20	05:05pm	YIELD SIGN	PDO & I	2-1	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Route 6	Route 6	6 83012154	05/27/20	01:15pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Dolson Ave	Dolson Ave	6 83012154	07/01/20	12:45pm	TRAFFIC SIGNAL	I	2-2	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Ramp	At Int. w/ Dolson Ave	6 83012154	07/11/20	11:31am	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	NOT APPLICABLE
Route 17M	At Int. w/ Sunrise Park Rd	6 83012154	07/15/20	05:45pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Dolson Ave	At Int. w/ Sunrise Park Rd	6 83012154	07/20/20	02:16am	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 6	Route 6	6 83012154	07/28/20	03:50pm	TRAFFIC SIGNAL	I	4-2	DAYLIGHT	DRY	CLEAR	OTHER	UNSAFE SPEED
Route 17M	At Int. w/ Route 6	6 83012154	09/01/20	05:40pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Dolson Ave	Dolson Ave	6 83012154	09/18/20	05:30pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Route 17M	At Int. w/ Route 6	6 83012154	10/29/20	06:20pm	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	WET	RAIN	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
Ramp	At Int. w/ Route 6	6 83012154	11/20/20	06:30pm	YIELD SIGN	N/R	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 6	At Int. w/ Old Route 17M	6 83012154	11/30/20	04:45pm	YIELD SIGN	PDO	2-0	DARK-ROAD UNLIGHTED	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY
Route 17M	Route 17M	6 83012154	12/03/20	06:21pm	NONE	PDO & I	2-2	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 17M	At Int. w/ Route 6	6 83012154	12/10/20	06:11am	TRAFFIC SIGNAL	PDO & I	2-1	DARK-ROAD UNLIGHTED	DRY	CLEAR	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
Route 17M	At Int. w/ Ramp	6 83012154	12/23/20	08:00am	NONE	N/R	2-0	DAYLIGHT	DRY	CLEAR	REAR END	REACTION TO OTHER UNINVOLVED VEHICLE

ACCIDENT DATA OBTAINED FROM THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYS DOT) RECORDS ACCESS DEPARTMENT FOR THE TIME PERIOD BETWEEN JANUARY 1, 2018 THROUGH DECEMBER 31, 2020

Traffic Impact Study

Appendix C | Level of Service Standards

Level of Service Standards

Level of Service for Signalized Intersections

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a measure of driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

- **LOS A** describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
- **LOS B** describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
- **LOS C** describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate.
- **LOS D** describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long.
- **LOS E** describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long.
- **LOS F** describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long.

A lane group can incur a delay less than 80 s/veh when the volume-to-capacity ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and volume-to-capacity ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).

The Level of Service Criteria for signalized intersections are given in Exhibit 19-8 from the *Highway Capacity Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 19-8 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	$v/c \leq 1.0$	$v/c \geq 1.0$
≤ 10	A	F
>10-20	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

For approach-based and intersection wide assessments, LOS is defined solely by control delay.

Level of Service Criteria For Two-Way Stop-Controlled (TWSC) Unsignalized Intersections

Level of Service (LOS) for a two-way stop-controlled (TWSC) intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. LOS is not defined for the intersection as a whole or for major-street approaches.

The Level of Service Criteria for TWSC unsignalized intersections are given in Exhibit 20-2 from the Highway Capacity Manual, 6th Edition published by the Transportation Research Board.

Exhibit 20-2 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	$v/c \leq 1.0$	$v/c \geq 1.0$
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

As Exhibit 20-2 notes, LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

The Level of Service Criteria for unsignalized intersections are somewhat different from the criteria for signalized intersections.

Level of Service Criteria For All-Way Stop-Controlled (AWSC) Unsignalized Intersections

The Levels of Service (LOS) for all-way stop-controlled (AWSC) intersections are given in Exhibit 21-8. As the exhibit notes, LOS F is assigned if the volume-to-capacity (v/c) ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

The Level of Service Criteria for AWSC unsignalized intersections are given in Exhibit 21-8 from the *Highway Capacity Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 21-8 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	v/c ≤ 1.0	v/c ≥ 1.0
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

For approaches and intersection wide assessment, LOS is defined solely by control delay.

LEVEL OF SERVICE CRITERIA FOR MERGE/DIVERGE AREA

Level of Service merge and diverge influence areas are determined by density for all cases of stable operations, represented by Level of Service A through E. Level of Service F exists when the total flow departing from the merge area or diverge area (v) exceeds the capacity of the downstream freeway segment.

Level of Service criteria for merge and diverge areas are listed in Exhibit 14-3. The density values shown for Level of Service A through E assume stable operations, with no breakdowns within the merge or diverge influence area.

Level of Service thresholds for merge and diverge areas are summarized below:

Exhibit 14-3

Level of Service Criteria for Merge/Diverge Areas

Level of Service (LOS)	Density Range (pc/mi/ln)
A	≤10
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

Criteria from the Highway Capacity Manual, 6th Edition, published by the Transportation Research Board

LEVEL OF SERVICE CRITERIA FOR WEAVING SEGMENTS

The Level of Service in a weaving segment, as in all freeway analysis, is related to the density in the segment. Exhibit 13-6 provides Level of Service criteria for weaving segments on freeways, collector-distributor (C-D) roadways and multilane highways. A single Level of Service is used to characterize total flow in the weaving segment, although it is recognized that in some situations (particularly in cases of constrained operations) non-weaving vehicles may achieve higher –quality operations than weaving vehicles.

Level of Service thresholds for weaving conditions are summarized below:

Exhibit 13-6

LOS	Density (pc/mi/in)	
	Freeway Weaving Segments	Weaving Segments on Multilane Highways or C-D Roadways
A	0-10	0-12
B	>10-20	>12-24
C	>20-28	>24-32
D	>28-35	>32-36
E	>35-43	>36-40
F	>43, or demand exceeds capacity	>40, or demand exceeds capacity

Criteria from the Highway Capacity Manual, 6th Edition, published by the Transportation Research Board

LEVEL OF SERVICE CRITERIA FOR FREEWAY SEGMENTS

A basic freeway segment can be characterized by three performance measures – density in terms of passenger cars per mile per lane, speed in terms of mean passenger car speed and volume-to-capacity (v/c) ratio. Each of these measures is an indication of how well traffic flow is being accommodated by the freeway. The measure used to provide an estimate of Level of Service is density.

Level of Service thresholds for a basic freeway segment are summarized below.

Exhibit 10-6

Level of Service Criteria for Basic Freeway Segments

Level of Service	Freeway Facility Density (pc/mi/in)	
	Urban	Rural
A	≤11	≤6
B	>11-18	>6-14
C	>18-26	>14-22
D	>26-35	>22-29
E	>35-45	>29-39
F	>45, or demand exceeds capacity	>39, or demand exceeds capacity

Criteria from the Highway Capacity Manual, 6th Edition, published by the Transportation Research Board

Traffic Impact Study

Appendix D | Capacity Analysis

2021 Existing Traffic Volumes
 1: NYS Route 284 & US Route 6

AM Peak Hour
 04/27/2023



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	346	50	67	162	53	213
Future Volume (vph)	346	50	67	162	53	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983			0.892		
Flt Protected				0.986	0.990	
Satd. Flow (prot)	1774	0	0	1774	1568	0
Flt Permitted				0.986	0.990	
Satd. Flow (perm)	1774	0	0	1774	1568	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	10.8	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	5%	7%	7%	5%	7%	7%
Adj. Flow (vph)	407	59	79	191	62	251
Shared Lane Traffic (%)						
Lane Group Flow (vph)	466	0	0	270	313	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Traffic Volumes
1: NYS Route 284 & US Route 6

AM Peak Hour
04/27/2023

Intersection						
Int Delay, s/veh	7.2					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	346	50	67	162	53	213
Future Vol, veh/h	346	50	67	162	53	213
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	5	7	7	5	7	7
Mvmt Flow	407	59	79	191	62	251

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	466	0	786
Stage 1	-	-	-	-	437
Stage 2	-	-	-	-	349
Critical Hdwy	-	-	4.17	-	6.47
Critical Hdwy Stg 1	-	-	-	-	5.47
Critical Hdwy Stg 2	-	-	-	-	5.47
Follow-up Hdwy	-	-	2.263	-	3.563
Pot Cap-1 Maneuver	-	-	1070	-	354
Stage 1	-	-	-	-	641
Stage 2	-	-	-	-	703
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1070	-	325
Mov Cap-2 Maneuver	-	-	-	-	325
Stage 1	-	-	-	-	641
Stage 2	-	-	-	-	645

Approach	EB	WB	NE
HCM Control Delay, s	0	2.5	21.9
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	519	-	-	1070	-
HCM Lane V/C Ratio	0.603	-	-	0.074	-
HCM Control Delay (s)	21.9	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	4	-	-	0.2	-

2021 Existing Traffic Volumes
2: US Route 6 & Ridgebury Hill Rd

AM Peak Hour
04/27/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	27	64	437	36	35	245
Future Volume (vph)	27	64	437	36	35	245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905		0.990			
Flt Protected	0.985					0.994
Satd. Flow (prot)	1613	0	1782	0	0	1799
Flt Permitted	0.985					0.994
Satd. Flow (perm)	1613	0	1782	0	0	1799
Link Speed (mph)	30		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	12.2		18.5			17.6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	32	75	514	42	41	288
Shared Lane Traffic (%)						
Lane Group Flow (vph)	107	0	556	0	0	329
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Traffic Volumes
2: US Route 6 & Ridgebury Hill Rd

AM Peak Hour
04/27/2023

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	27	64	437	36	35	245
Future Vol, veh/h	27	64	437	36	35	245
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	1	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	32	75	514	42	41	288

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	905	535	0	0	556	0
Stage 1	535	-	-	-	-	-
Stage 2	370	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	303	540	-	-	1000	-
Stage 1	581	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	288	540	-	-	1000	-
Mov Cap-2 Maneuver	288	-	-	-	-	-
Stage 1	581	-	-	-	-	-
Stage 2	658	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	16.2	0	1.1
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	429	1000
HCM Lane V/C Ratio	-	-	0.25	0.041
HCM Control Delay (s)	-	-	16.2	8.8
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1	0.1

2021 Existing Traffic Volumes
3: US Route 6 & McBride Rd

AM Peak Hour
04/27/2023



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	62	11	16	453	202	17
Future Volume (vph)	62	11	16	453	202	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.980				0.990	
Flt Protected	0.959			0.998		
Satd. Flow (prot)	1453	0	0	1800	1707	0
Flt Permitted	0.959			0.998		
Satd. Flow (perm)	1453	0	0	1800	1707	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	16%	0%	0%	5%	7%	41%
Adj. Flow (vph)	73	13	19	533	238	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	86	0	0	552	258	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2021 Existing Traffic Volumes
3: US Route 6 & McBride Rd

AM Peak Hour
04/27/2023

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	T			T		T
Traffic Vol, veh/h	62	11	16	453	202	17
Future Vol, veh/h	62	11	16	453	202	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	1	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	16	0	0	5	7	41
Mvmt Flow	73	13	19	533	238	20

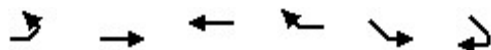
Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	819	248	258	0	0
Stage 1	248	-	-	-	-
Stage 2	571	-	-	-	-
Critical Hdwy	6.96	6.4	4.1	-	-
Critical Hdwy Stg 1	5.96	-	-	-	-
Critical Hdwy Stg 2	5.96	-	-	-	-
Follow-up Hdwy	3.644	3.3	2.2	-	-
Pot Cap-1 Maneuver	298	785	1318	-	-
Stage 1	741	-	-	-	-
Stage 2	505	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	292	785	1318	-	-
Mov Cap-2 Maneuver	292	-	-	-	-
Stage 1	726	-	-	-	-
Stage 2	505	-	-	-	-

Approach	EB	NE	SW
HCM Control Delay, s	20.1	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR
Capacity (veh/h)	1318	-	323	-	-
HCM Lane V/C Ratio	0.014	-	0.266	-	-
HCM Control Delay (s)	7.8	0	20.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

2021 Existing Traffic Volumes
4: US Route 6 & Hoops Rd

AM Peak Hour
04/27/2023



Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	0	527	220	1	1	1
Future Volume (vph)	0	527	220	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)		2%	-5%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1758	1753	0	1114	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1758	1753	0	1114	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		219	226		485	
Travel Time (s)		2.7	2.8		11.0	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	7%	11%	0%	100%	0%
Adj. Flow (vph)	0	613	256	1	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	613	257	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.97	0.97	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2021 Existing Traffic Volumes
4: US Route 6 & Hoops Rd

AM Peak Hour
04/27/2023

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	0	527	220	1	1	1
Future Vol, veh/h	0	527	220	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-5	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	7	11	0	100	0
Mvmt Flow	0	613	256	1	1	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	257	0	-	0	870 257
Stage 1	-	-	-	-	257 -
Stage 2	-	-	-	-	613 -
Critical Hdwy	4.1	-	-	-	7.4 6.2
Critical Hdwy Stg 1	-	-	-	-	6.4 -
Critical Hdwy Stg 2	-	-	-	-	6.4 -
Follow-up Hdwy	2.2	-	-	-	4.4 3.3
Pot Cap-1 Maneuver	1320	-	-	-	222 787
Stage 1	-	-	-	-	604 -
Stage 2	-	-	-	-	391 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1320	-	-	-	222 787
Mov Cap-2 Maneuver	-	-	-	-	222 -
Stage 1	-	-	-	-	604 -
Stage 2	-	-	-	-	391 -

Approach	EB	WB	SE
HCM Control Delay, s	0	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	1320	-	-	-	346
HCM Lane V/C Ratio	-	-	-	-	0.007
HCM Control Delay (s)	0	-	-	-	15.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

2021 Existing Traffic Volumes
5: Creedon Hill Rd & US Route 6

AM Peak Hour
04/27/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	527	1	3	221	0	4
Future Volume (vph)	527	1	3	221	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.865	
Fl _t Protected				0.999		
Satd. Flow (prot)	1731	0	0	1749	1525	0
Fl _t Permitted				0.999		
Satd. Flow (perm)	1731	0	0	1749	1525	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	7%	0%	33%	11%	0%	0%
Adj. Flow (vph)	606	1	3	254	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	607	0	0	257	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	527	1	3	221	0	4
Future Vol, veh/h	527	1	3	221	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	8	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	7	0	33	11	0	0
Mvmt Flow	606	1	3	254	0	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	607	0	867 607
Stage 1	-	-	-	-	607 -
Stage 2	-	-	-	-	260 -
Critical Hdwy	-	-	4.43	-	8 7
Critical Hdwy Stg 1	-	-	-	-	7 -
Critical Hdwy Stg 2	-	-	-	-	7 -
Follow-up Hdwy	-	-	2.497	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	837	-	222 437
Stage 1	-	-	-	-	418 -
Stage 2	-	-	-	-	702 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	837	-	221 437
Mov Cap-2 Maneuver	-	-	-	-	221 -
Stage 1	-	-	-	-	418 -
Stage 2	-	-	-	-	699 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	437	-	-	837	-
HCM Lane V/C Ratio	0.011	-	-	0.004	-
HCM Control Delay (s)	13.3	-	-	9.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

2021 Existing Traffic Volumes
6: US Route 6 & Slate Hill Commerce Center

AM Peak Hour
04/27/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	531	224	0	0	0
Future Volume (vph)	0	531	224	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			0	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr						
Flt Protected						
Satd. Flow (prot)	1853	1731	1696	0	1900	0
Flt Permitted						
Satd. Flow (perm)	1853	1731	1696	0	1900	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	7%	12%	0%	0%	0%
Adj. Flow (vph)	0	577	243	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	577	243	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Traffic Volumes
6: US Route 6 & Slate Hill Commerce Center

AM Peak Hour
04/27/2023

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	531	224	0	0	0
Future Vol, veh/h	0	531	224	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	7	12	0	0	0
Mvmt Flow	0	577	243	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	243	0	-	0	820 243
Stage 1	-	-	-	-	243 -
Stage 2	-	-	-	-	577 -
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	1335	-	-	-	347 801
Stage 1	-	-	-	-	802 -
Stage 2	-	-	-	-	566 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1335	-	-	-	347 801
Mov Cap-2 Maneuver	-	-	-	-	347 -
Stage 1	-	-	-	-	802 -
Stage 2	-	-	-	-	566 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1335	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

2021 Existing Traffic Volumes
7: Seward Road & US Route 6

AM Peak Hour
04/27/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	531	0	9	223	1	21
Future Volume (vph)	531	0	9	223	1	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.870	
Fl _t Protected				0.998	0.998	
Satd. Flow (prot)	1820	0	0	1724	1650	0
Fl _t Permitted				0.998	0.998	
Satd. Flow (perm)	1820	0	0	1724	1650	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	8.3	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	7%	0%	0%	13%	0%	0%
Adj. Flow (vph)	597	0	10	251	1	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	597	0	0	261	25	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	531	0	9	223	1	21
Future Vol, veh/h	531	0	9	223	1	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-5	-	-	2	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	7	0	0	13	0	0
Mvmt Flow	597	0	10	251	1	24

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	597	0	868
Stage 1	-	-	-	-	597
Stage 2	-	-	-	-	271
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	989	-	325
Stage 1	-	-	-	-	554
Stage 2	-	-	-	-	779
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	989	-	321
Mov Cap-2 Maneuver	-	-	-	-	321
Stage 1	-	-	-	-	554
Stage 2	-	-	-	-	770

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	494	-	-	989	-
HCM Lane V/C Ratio	0.05	-	-	0.01	-
HCM Control Delay (s)	12.7	-	-	8.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

2021 Existing Traffic Volumes
8: US Route 6 & CR 56

AM Peak Hour
04/27/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	62	8	377	182	6	168
Future Volume (vph)	62	8	377	182	6	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985		0.956			
Flt Protected	0.958				0.950	
Satd. Flow (prot)	1635	0	1730	0	1350	1729
Flt Permitted	0.958				0.950	
Satd. Flow (perm)	1635	0	1730	0	1350	1729
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	8%	0%	7%	4%	33%	13%
Adj. Flow (vph)	70	9	424	204	7	189
Shared Lane Traffic (%)						
Lane Group Flow (vph)	79	0	628	0	7	189
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	62	8	377	182	6	168
Future Vol, veh/h	62	8	377	182	6	168
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	-2	-	-	1
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	8	0	7	4	33	13
Mvmt Flow	70	9	424	204	7	189

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	729	526	0	0	424
Stage 1	526	-	-	-	-
Stage 2	203	-	-	-	-
Critical Hdwy	6.08	6	-	-	4.43
Critical Hdwy Stg 1	5.08	-	-	-	-
Critical Hdwy Stg 2	5.08	-	-	-	-
Follow-up Hdwy	3.572	3.3	-	-	2.497
Pot Cap-1 Maneuver	413	572	-	-	988
Stage 1	616	-	-	-	-
Stage 2	836	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	410	572	-	-	988
Mov Cap-2 Maneuver	410	-	-	-	-
Stage 1	616	-	-	-	-
Stage 2	830	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	15.4	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	424	988
HCM Lane V/C Ratio	-	-	0.185	0.007
HCM Control Delay (s)	-	-	15.4	8.7
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.7	0

2021 Existing Traffic Volumes
 11: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
 04/27/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↔		↖	↕↔		↖	↕↕	↗
Traffic Volume (vph)	213	7	334	9	0	6	197	1084	38	16	942	135
Future Volume (vph)	213	7	334	9	0	6	197	1084	38	16	942	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	0		0	0		0	525		0	100		0
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.944			0.995				0.850
Flt Protected		0.954			0.971		0.950			0.950		
Satd. Flow (prot)	0	1713	1509	0	1603	0	1591	3472	0	1805	3471	1583
Flt Permitted		0.721			0.814		0.109			0.211		
Satd. Flow (perm)	0	1295	1509	0	1344	0	183	3472	0	401	3471	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			359		109			7				157
Link Speed (mph)		55			45			45				45
Link Distance (ft)		319			392			755				645
Travel Time (s)		4.0			5.9			11.4				9.8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	6%	0%	7%	11%	0%	0%	14%	4%	3%	0%	4%	2%
Adj. Flow (vph)	248	8	388	10	0	7	229	1260	44	19	1095	157
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	256	388	0	17	0	229	1304	0	19	1095	157
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2		2	2		2	2	2
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83		83	83		83	83	83
Trailing Detector (ft)	0	-5	-5	0	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43	43		43		43	43		43	43	43
Detector 2 Size(ft)		40	40		40		40	40		40	40	40
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm

2021 Existing Traffic Volumes
11: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
04/27/2023

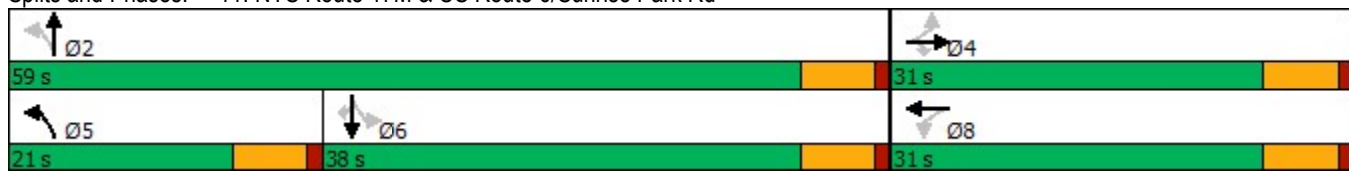


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	24.0		24.0	24.0	24.0
Total Split (s)	31.0	31.0	31.0	31.0	31.0		21.0	59.0		38.0	38.0	38.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	34.4%		23.3%	65.6%		42.2%	42.2%	42.2%
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0		15.0	53.0		32.0	32.0	32.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
v/c Ratio		0.81	0.61		0.04		0.74	0.61		0.12	0.77	0.21
Control Delay		51.6	8.6		0.2		31.3	12.2		21.8	28.5	4.3
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		51.6	8.6		0.2		31.3	12.2		21.8	28.5	4.3
Queue Length 50th (ft)		131	12		0		70	226		7	287	0
Queue Length 95th (ft)		#209	71		0		140	278		23	#367	35
Internal Link Dist (ft)		239			312			675			565	
Turn Bay Length (ft)							525			100		
Base Capacity (vph)		376	693		468		358	2144		163	1417	739
Starvation Cap Reductn		0	0		0		0	0		0	0	0
Spillback Cap Reductn		0	0		0		0	0		0	0	0
Storage Cap Reductn		0	0		0		0	0		0	0	0
Reduced v/c Ratio		0.68	0.56		0.04		0.64	0.61		0.12	0.77	0.21

Intersection Summary

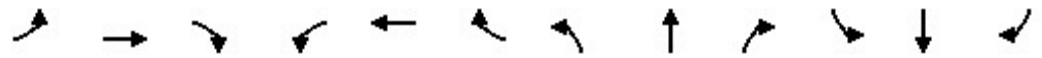
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 86.2
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 17M & US Route 6/Sunrise Park Rd



2021 Existing Traffic Volumes
11: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↔		↖	↕		↖	↕	↗
Traffic Volume (veh/h)	213	7	334	9	0	6	197	1084	38	16	942	135
Future Volume (veh/h)	213	7	334	9	0	6	197	1084	38	16	942	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1900	1796	1643	1806	1806	1729	1879	1894	1900	1841	1870
Adj Flow Rate, veh/h	248	8	0	10	0	7	229	1260	44	19	1095	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	6	0	7	11	0	0	14	4	3	0	4	2
Cap, veh/h	373	9		255	17	141	362	2289	80	284	1682	
Arrive On Green	0.20	0.20	0.00	0.20	0.00	0.20	0.10	0.65	0.65	0.48	0.48	0.00
Sat Flow, veh/h	1411	46	1522	913	84	698	1647	3520	123	429	3497	1585
Grp Volume(v), veh/h	256	0	0	17	0	0	229	639	665	19	1095	0
Grp Sat Flow(s),veh/h/ln	1457	0	1522	1695	0	0	1647	1785	1857	429	1749	1585
Q Serve(g_s), s	13.2	0.0	0.0	0.0	0.0	0.0	5.2	15.9	15.9	2.1	19.3	0.0
Cycle Q Clear(g_c), s	13.8	0.0	0.0	0.7	0.0	0.0	5.2	15.9	15.9	4.2	19.3	0.0
Prop In Lane	0.97		1.00	0.59		0.41	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	382	0		413	0	0	362	1161	1208	284	1682	
V/C Ratio(X)	0.67	0.00		0.04	0.00	0.00	0.63	0.55	0.55	0.07	0.65	
Avail Cap(c_a), veh/h	532	0		562	0	0	508	1161	1208	284	1682	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.4	0.0	0.0	26.2	0.0	0.0	12.9	7.8	7.8	12.6	16.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.0	0.0	0.0	1.8	1.9	1.8	0.5	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	0.0	0.3	0.0	0.0	1.6	4.9	5.1	0.2	7.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	0.0	0.0	26.2	0.0	0.0	14.7	9.6	9.6	13.1	17.9	0.0
LnGrp LOS	C	A		C	A	A	B	A	A	B	B	
Approach Vol, veh/h		256	A		17			1533			1114	A
Approach Delay, s/veh		33.4			26.2			10.4			17.9	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		59.0		22.5	13.8	45.2		22.5				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		53.0		25.0	15.0	32.0		25.0				
Max Q Clear Time (g_c+I1), s		17.9		15.8	7.2	21.3		2.7				
Green Ext Time (p_c), s		8.8		0.7	0.6	5.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

2021 Existing Traffic Volumes
 12: WB On Ramp & NYS Route 17M & WB Off Ramp

AM Peak Hour
 04/27/2023



Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	0	428	0	891	0	0	1222	63	0	0
Future Volume (vph)	0	428	0	891	0	0	1222	63	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.865					0.993			
Flt Protected										
Satd. Flow (prot)	0	1638	0	3374	0	0	3424	0	0	0
Flt Permitted										
Satd. Flow (perm)	0	1638	0	3374	0	0	3424	0	0	0
Link Speed (mph)	30			45			45		30	
Link Distance (ft)	567			429			228		250	
Travel Time (s)	12.9			6.5			3.5		5.7	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	7%	0%	7%	0%	0%	4%	18%	0%	0%
Adj. Flow (vph)	0	492	0	1024	0	0	1405	72	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	492	0	1024	0	0	1477	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)	0			0			0		0	
Link Offset(ft)	0			0			0		0	
Crosswalk Width(ft)	16			16			16		16	
Two way Left Turn Lane										
Headway Factor	1.00	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	9
Sign Control	Stop			Free			Free		Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Traffic Volumes
 12: WB On Ramp & NYS Route 17M & WB Off Ramp

AM Peak Hour
 04/27/2023

Intersection										
Int Delay, s/veh	11.3									
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations		↗		↕↕			↕↗			
Traffic Vol, veh/h	0	428	0	891	0	0	1222	63	0	0
Future Vol, veh/h	0	428	0	891	0	0	1222	63	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None	-	-
Storage Length	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	-	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	7	0	7	0	0	4	18	0	0
Mvmt Flow	0	492	0	1024	0	0	1405	72	0	0

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	512	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7.04	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.37	-
Pot Cap-1 Maneuver	0	494	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	494	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	68.5	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBTWBLn1	SBT	SBR
Capacity (veh/h)	- 494	-	-
HCM Lane V/C Ratio	- 0.996	-	-
HCM Control Delay (s)	- 68.5	-	-
HCM Lane LOS	- F	-	-
HCM 95th %tile Q(veh)	- 13.5	-	-

2021 Existing Traffic Volumes
 1: NYS Route 284 & US Route 6

PM Peak Hour
 04/27/2023



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	189	51	243	369	45	158
Future Volume (vph)	189	51	243	369	45	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.971			0.895		
Flt Protected				0.981	0.989	
Satd. Flow (prot)	1790	0	0	1792	1572	0
Flt Permitted				0.981	0.989	
Satd. Flow (perm)	1790	0	0	1792	1572	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	10.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	7%	7%	2%	7%	7%
Adj. Flow (vph)	201	54	259	393	48	168
Shared Lane Traffic (%)						
Lane Group Flow (vph)	255	0	0	652	216	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Traffic Volumes
1: NYS Route 284 & US Route 6

PM Peak Hour
04/27/2023

Intersection						
Int Delay, s/veh	6.1					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	189	51	243	369	45	158
Future Vol, veh/h	189	51	243	369	45	158
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	7	7	2	7	7
Mvmt Flow	201	54	259	393	48	168

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	255	0	1139 228
Stage 1	-	-	-	-	228 -
Stage 2	-	-	-	-	911 -
Critical Hdwy	-	-	4.17	-	6.47 6.27
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	-	-	2.263	-	3.563 3.363
Pot Cap-1 Maneuver	-	-	1281	-	218 799
Stage 1	-	-	-	-	798 -
Stage 2	-	-	-	-	384 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1281	-	162 799
Mov Cap-2 Maneuver	-	-	-	-	162 -
Stage 1	-	-	-	-	798 -
Stage 2	-	-	-	-	285 -

Approach	EB	WB	NE
HCM Control Delay, s	0	3.4	21.7
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	427	-	-	1281	-
HCM Lane V/C Ratio	0.506	-	-	0.202	-
HCM Control Delay (s)	21.7	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.8	-	-	0.8	-

2021 Existing Traffic Volumes
 2: US Route 6 & Ridgebury Hill Rd

PM Peak Hour
 04/27/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	41	57	345	38	66	592
Future Volume (vph)	41	57	345	38	66	592
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922		0.987			
Flt Protected	0.979					0.995
Satd. Flow (prot)	1633	0	1824	0	0	1848
Flt Permitted	0.979					0.995
Satd. Flow (perm)	1633	0	1824	0	0	1848
Link Speed (mph)	30		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	12.2		18.5			17.6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	5%	2%	5%	5%	2%
Adj. Flow (vph)	44	61	367	40	70	630
Shared Lane Traffic (%)						
Lane Group Flow (vph)	105	0	407	0	0	700
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

2021 Existing Traffic Volumes
2: US Route 6 & Ridgebury Hill Rd

PM Peak Hour
04/27/2023

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	W	W	T			T
Traffic Vol, veh/h	41	57	345	38	66	592
Future Vol, veh/h	41	57	345	38	66	592
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	1	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	2	5	5	2
Mvmt Flow	44	61	367	40	70	630

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1157	387	0	0	407
Stage 1	387	-	-	-	-
Stage 2	770	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15
Critical Hdwy Stg 1	5.45	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245
Pot Cap-1 Maneuver	214	654	-	-	1136
Stage 1	680	-	-	-	-
Stage 2	452	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	194	654	-	-	1136
Mov Cap-2 Maneuver	194	-	-	-	-
Stage 1	680	-	-	-	-
Stage 2	409	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	21	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	328	1136
HCM Lane V/C Ratio	-	-	0.318	0.062
HCM Control Delay (s)	-	-	21	8.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.3	0.2

2021 Existing Traffic Volumes
3: US Route 6 & McBride Rd

PM Peak Hour
04/27/2023



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	28	28	28	311	546	55
Future Volume (vph)	28	28	28	311	546	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.988	
Flt Protected	0.976			0.996		
Satd. Flow (prot)	1492	0	0	1849	1823	0
Flt Permitted	0.976			0.996		
Satd. Flow (perm)	1492	0	0	1849	1823	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	14%	0%	0%	2%	2%	7%
Adj. Flow (vph)	30	30	30	331	581	59
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	0	0	361	640	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	T			T		
Traffic Vol, veh/h	28	28	28	311	546	55
Future Vol, veh/h	28	28	28	311	546	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	1	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	14	0	0	2	2	7
Mvmt Flow	30	30	30	331	581	59

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1002	611	640	0	0
Stage 1	611	-	-	-	-
Stage 2	391	-	-	-	-
Critical Hdwy	6.94	6.4	4.1	-	-
Critical Hdwy Stg 1	5.94	-	-	-	-
Critical Hdwy Stg 2	5.94	-	-	-	-
Follow-up Hdwy	3.626	3.3	2.2	-	-
Pot Cap-1 Maneuver	228	481	954	-	-
Stage 1	485	-	-	-	-
Stage 2	630	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	219	481	954	-	-
Mov Cap-2 Maneuver	219	-	-	-	-
Stage 1	466	-	-	-	-
Stage 2	630	-	-	-	-

Approach	EB	NE	SW
HCM Control Delay, s	19.9	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR
Capacity (veh/h)	954	-	301	-	-
HCM Lane V/C Ratio	0.031	-	0.198	-	-
HCM Control Delay (s)	8.9	0	19.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

2021 Existing Traffic Volumes
4: US Route 6 & Hoops Rd

PM Peak Hour
04/27/2023



Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	1	371	569	3	1	1
Future Volume (vph)	1	371	569	3	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)		2%	-5%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1792	1889	0	1114	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1792	1889	0	1114	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		219	226		485	
Travel Time (s)		2.7	2.8		11.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	5%	3%	0%	100%	0%
Adj. Flow (vph)	1	382	587	3	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	383	590	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.97	0.97	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2021 Existing Traffic Volumes
4: US Route 6 & Hoops Rd

PM Peak Hour
04/27/2023

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	1	371	569	3	1	1
Future Vol, veh/h	1	371	569	3	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-5	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	5	3	0	100	0
Mvmt Flow	1	382	587	3	1	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	590	0	-	0	973 589
Stage 1	-	-	-	-	589 -
Stage 2	-	-	-	-	384 -
Critical Hdwy	4.1	-	-	-	7.4 6.2
Critical Hdwy Stg 1	-	-	-	-	6.4 -
Critical Hdwy Stg 2	-	-	-	-	6.4 -
Follow-up Hdwy	2.2	-	-	-	4.4 3.3
Pot Cap-1 Maneuver	995	-	-	-	189 512
Stage 1	-	-	-	-	403 -
Stage 2	-	-	-	-	518 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	995	-	-	-	189 512
Mov Cap-2 Maneuver	-	-	-	-	189 -
Stage 1	-	-	-	-	403 -
Stage 2	-	-	-	-	518 -

Approach	EB	WB	SE
HCM Control Delay, s	0	0	18.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	995	-	-	-	276
HCM Lane V/C Ratio	0.001	-	-	-	0.007
HCM Control Delay (s)	8.6	0	-	-	18.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

2021 Existing Traffic Volumes
5: Creedon Hill Rd & US Route 6

PM Peak Hour
04/27/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	372	0	12	572	0	11
Future Volume (vph)	372	0	12	572	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.865	
Fl _t Protected				0.999		
Satd. Flow (prot)	1764	0	0	1866	1121	0
Fl _t Permitted				0.999		
Satd. Flow (perm)	1764	0	0	1866	1121	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	0%	67%	3%	0%	36%
Adj. Flow (vph)	384	0	12	590	0	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	384	0	0	602	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	372	0	12	572	0	11
Future Vol, veh/h	372	0	12	572	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	8	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	0	67	3	0	36
Mvmt Flow	384	0	12	590	0	11

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	384	0	998
Stage 1	-	-	-	-	384
Stage 2	-	-	-	-	614
Critical Hdwy	-	-	4.77	-	8
Critical Hdwy Stg 1	-	-	-	-	7
Critical Hdwy Stg 2	-	-	-	-	7
Follow-up Hdwy	-	-	2.803	-	3.5
Pot Cap-1 Maneuver	-	-	893	-	175
Stage 1	-	-	-	-	584
Stage 2	-	-	-	-	414
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	893	-	172
Mov Cap-2 Maneuver	-	-	-	-	172
Stage 1	-	-	-	-	584
Stage 2	-	-	-	-	406

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	546	-	-	893	-
HCM Lane V/C Ratio	0.021	-	-	0.014	-
HCM Control Delay (s)	11.7	-	-	9.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

2021 Existing Traffic Volumes
6: US Route 6 & Slate Hill Commerce Center

PM Peak Hour
04/27/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	383	584	0	0	0
Future Volume (vph)	0	383	584	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			0	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr						
Flt Protected						
Satd. Flow (prot)	1853	1748	1845	0	1900	0
Flt Permitted						
Satd. Flow (perm)	1853	1748	1845	0	1900	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	6%	3%	0%	0%	0%
Adj. Flow (vph)	0	416	635	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	416	635	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2021 Existing Traffic Volumes
6: US Route 6 & Slate Hill Commerce Center

PM Peak Hour
04/27/2023

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	383	584	0	0	0
Future Vol, veh/h	0	383	584	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	6	3	0	0	0
Mvmt Flow	0	416	635	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	635	0	-	0	1051
Stage 1	-	-	-	-	635
Stage 2	-	-	-	-	416
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	958	-	-	-	253
Stage 1	-	-	-	-	532
Stage 2	-	-	-	-	670
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	958	-	-	-	253
Mov Cap-2 Maneuver	-	-	-	-	253
Stage 1	-	-	-	-	532
Stage 2	-	-	-	-	670

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	958	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

2021 Existing Traffic Volumes
7: Seward Road & US Route 6

PM Peak Hour
04/27/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	383	0	24	582	2	11
Future Volume (vph)	383	0	24	582	2	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.884	
Fl _t Protected				0.998	0.993	
Satd. Flow (prot)	1820	0	0	1834	1668	0
Fl _t Permitted				0.998	0.993	
Satd. Flow (perm)	1820	0	0	1834	1668	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	0%	0%	6%	0%	0%
Adj. Flow (vph)	416	0	26	633	2	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	416	0	0	659	14	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	383	0	24	582	2	11
Future Vol, veh/h	383	0	24	582	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-5	-	-	2	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	0	0	6	0	0
Mvmt Flow	416	0	26	633	2	12

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	416	0	1101
Stage 1	-	-	-	-	416
Stage 2	-	-	-	-	685
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1154	-	237
Stage 1	-	-	-	-	670
Stage 2	-	-	-	-	504
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1154	-	229
Mov Cap-2 Maneuver	-	-	-	-	229
Stage 1	-	-	-	-	670
Stage 2	-	-	-	-	486

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	502	-	-	1154	-
HCM Lane V/C Ratio	0.028	-	-	0.023	-
HCM Control Delay (s)	12.4	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

2021 Existing Traffic Volumes
8: US Route 6 & CR 56

PM Peak Hour
04/27/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	175	15	310	96	13	435
Future Volume (vph)	175	15	310	96	13	435
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.968			
Flt Protected	0.956				0.950	
Satd. Flow (prot)	1684	0	1755	0	1562	1843
Flt Permitted	0.956				0.950	
Satd. Flow (perm)	1684	0	1755	0	1562	1843
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	7%	7%	2%	15%	6%
Adj. Flow (vph)	190	16	337	104	14	473
Shared Lane Traffic (%)						
Lane Group Flow (vph)	206	0	441	0	14	473
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	5.3					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	175	15	310	96	13	435
Future Vol, veh/h	175	15	310	96	13	435
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	-2	-	-	1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	7	7	2	15	6
Mvmt Flow	190	16	337	104	14	473

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	890	389	0	0	337
Stage 1	389	-	-	-	-
Stage 2	501	-	-	-	-
Critical Hdwy	6.04	6.07	-	-	4.25
Critical Hdwy Stg 1	5.04	-	-	-	-
Critical Hdwy Stg 2	5.04	-	-	-	-
Follow-up Hdwy	3.536	3.363	-	-	2.335
Pot Cap-1 Maneuver	343	663	-	-	1153
Stage 1	711	-	-	-	-
Stage 2	639	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	339	663	-	-	1153
Mov Cap-2 Maneuver	339	-	-	-	-
Stage 1	711	-	-	-	-
Stage 2	631	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	28.6	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	353	1153
HCM Lane V/C Ratio	-	-	0.585	0.012
HCM Control Delay (s)	-	-	28.6	8.2
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	3.5	0

2021 Existing Traffic Volumes
 11: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
 04/27/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↔		↖	↕↔		↖	↕↕	↗
Traffic Volume (vph)	256	16	239	30	16	34	344	1094	20	19	974	338
Future Volume (vph)	256	16	239	30	16	34	344	1094	20	19	974	338
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	0		0	0		0	525		0	100		0
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.942			0.997				0.850
Flt Protected		0.955			0.981		0.950			0.950		
Satd. Flow (prot)	0	1781	1495	0	1659	0	1680	3511	0	1719	3539	1599
Flt Permitted		0.718			0.767		0.114			0.247		
Satd. Flow (perm)	0	1339	1495	0	1297	0	202	3511	0	447	3539	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			246		35			3				348
Link Speed (mph)		55			45			45				45
Link Distance (ft)		319			392			755				645
Travel Time (s)		4.0			5.9			11.4				9.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	0%	8%	3%	0%	6%	8%	3%	5%	5%	2%	1%
Adj. Flow (vph)	264	16	246	31	16	35	355	1128	21	20	1004	348
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	280	246	0	82	0	355	1149	0	20	1004	348
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2		2	2		2	2	2
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83		83	83		83	83	83
Trailing Detector (ft)	0	-5	-5	0	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43	43		43		43	43		43	43	43
Detector 2 Size(ft)		40	40		40		40	40		40	40	40
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm

2021 Existing Traffic Volumes
11: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
04/27/2023

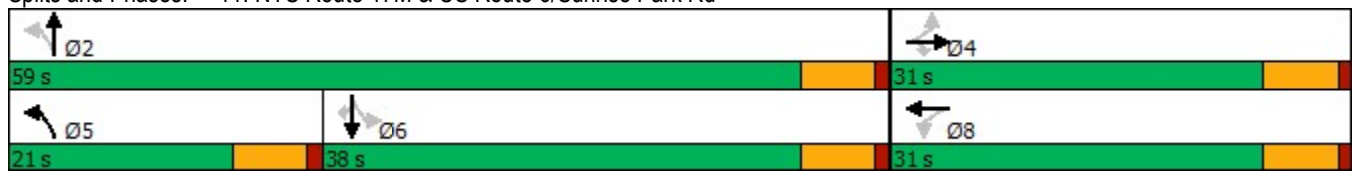


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	24.0		24.0	24.0	24.0
Total Split (s)	31.0	31.0	31.0	31.0	31.0		21.0	59.0		38.0	38.0	38.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	34.4%		23.3%	65.6%		42.2%	42.2%	42.2%
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0		15.0	53.0		32.0	32.0	32.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0		0	0	0
v/c Ratio		0.83	0.44		0.23		0.94	0.54		0.12	0.77	0.43
Control Delay		52.3	6.2		17.8		57.0	11.5		22.1	29.7	4.2
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		52.3	6.2		17.8		57.0	11.5		22.1	29.7	4.2
Queue Length 50th (ft)		145	0		20		148	193		8	266	0
Queue Length 95th (ft)		#267	54		56		#325	248		25	345	56
Internal Link Dist (ft)		239			312			675			565	
Turn Bay Length (ft)							525			100		
Base Capacity (vph)		384	604		397		378	2141		164	1302	808
Starvation Cap Reductn		0	0		0		0	0		0	0	0
Spillback Cap Reductn		0	0		0		0	0		0	0	0
Storage Cap Reductn		0	0		0		0	0		0	0	0
Reduced v/c Ratio		0.73	0.41		0.21		0.94	0.54		0.12	0.77	0.43

Intersection Summary

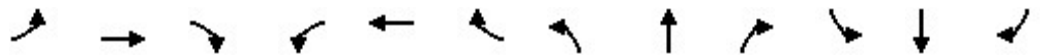
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 87.1
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 17M & US Route 6/Sunrise Park Rd



2021 Existing Traffic Volumes
11: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↔		↖	↕	↔	↖	↕	↗
Traffic Volume (veh/h)	256	16	239	30	16	34	344	1094	20	19	974	338
Future Volume (veh/h)	256	16	239	30	16	34	344	1094	20	19	974	338
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1781	1761	1806	1717	1819	1894	1864	1826	1870	1885
Adj Flow Rate, veh/h	264	16	0	31	16	35	355	1128	21	20	1004	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	0	8	3	0	6	8	3	5	5	2	1
Cap, veh/h	383	18		174	96	157	438	2314	43	292	1529	
Arrive On Green	0.21	0.21	0.00	0.21	0.21	0.21	0.14	0.64	0.64	0.43	0.43	0.00
Sat Flow, veh/h	1391	84	1510	530	449	729	1733	3614	67	478	3554	1598
Grp Volume(v), veh/h	280	0	0	82	0	0	355	562	587	20	1004	0
Grp Sat Flow(s),veh/h/ln	1475	0	1510	1708	0	0	1733	1800	1882	478	1777	1598
Q Serve(g_s), s	11.7	0.0	0.0	0.0	0.0	0.0	8.7	13.5	13.5	2.1	18.6	0.0
Cycle Q Clear(g_c), s	15.0	0.0	0.0	3.3	0.0	0.0	8.7	13.5	13.5	2.1	18.6	0.0
Prop In Lane	0.94		1.00	0.38		0.43	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	401	0		427	0	0	438	1152	1205	292	1529	
V/C Ratio(X)	0.70	0.00		0.19	0.00	0.00	0.81	0.49	0.49	0.07	0.66	
Avail Cap(c_a), veh/h	523	0		558	0	0	513	1152	1205	292	1529	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.1	0.0	0.0	26.8	0.0	0.0	14.5	7.8	7.8	14.0	18.7	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.2	0.0	0.0	8.3	1.5	1.4	0.5	2.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	0.0	1.3	0.0	0.0	3.6	4.3	4.5	0.2	7.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	0.0	0.0	27.0	0.0	0.0	22.8	9.3	9.2	14.5	21.0	0.0
LnGrp LOS	C	A		C	A	A	C	A	A	B	C	
Approach Vol, veh/h		280	A		82			1504			1024	A
Approach Delay, s/veh		33.8			27.0			12.4			20.8	
Approach LOS		C			C			B			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		59.0		23.8	17.4	41.6		23.8				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		53.0		25.0	15.0	32.0		25.0				
Max Q Clear Time (g_c+I1), s		15.5		17.0	10.7	20.6		5.3				
Green Ext Time (p_c), s		7.3		0.7	0.7	4.7		0.3				

Intersection Summary

HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

2021 Existing Traffic Volumes
 12: WB On Ramp & NYS Route 17M & WB Off Ramp

PM Peak Hour
 04/27/2023



Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	0	523	0	935	0	0	1091	152	0	0
Future Volume (vph)	0	523	0	935	0	0	1091	152	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.865					0.982			
Flt Protected										
Satd. Flow (prot)	0	1686	0	3438	0	0	3376	0	0	0
Flt Permitted										
Satd. Flow (perm)	0	1686	0	3438	0	0	3376	0	0	0
Link Speed (mph)	30			45			45		30	
Link Distance (ft)	567			429			228		250	
Travel Time (s)	12.9			6.5			3.5		5.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	4%	0%	5%	0%	0%	5%	5%	0%	0%
Adj. Flow (vph)	0	539	0	964	0	0	1125	157	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	539	0	964	0	0	1282	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)	0			0			0		0	
Link Offset(ft)	0			0			0		0	
Crosswalk Width(ft)	16			16			16		16	
Two way Left Turn Lane										
Headway Factor	1.00	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	9
Sign Control	Stop			Free			Free		Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Traffic Volumes
 12: WB On Ramp & NYS Route 17M & WB Off Ramp

PM Peak Hour
 04/27/2023

Intersection										
Int Delay, s/veh	14.4									
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations		↗		↕↕			↕↗			
Traffic Vol, veh/h	0	523	0	935	0	0	1091	152	0	0
Future Vol, veh/h	0	523	0	935	0	0	1091	152	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None	-	-
Storage Length	-	0	-	-	-	-	-	-	-	-
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
Heavy Vehicles, %	0	4	0	5	0	0	5	5	0	0
Mvmt Flow	0	539	0	964	0	0	1125	157	0	0

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	482	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.98	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.34	-
Pot Cap-1 Maneuver	0 ~ 525	0	0
Stage 1	0	0	0
Stage 2	0	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	- ~ 525	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	74.6	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBTWBLn1	SBT	SBR
Capacity (veh/h)	- 525	-	-
HCM Lane V/C Ratio	- 1.027	-	-
HCM Control Delay (s)	- 74.6	-	-
HCM Lane LOS	- F	-	-
HCM 95th %tile Q(veh)	- 15.1	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

2026 No-Build Traffic Volumes
 1: NYS Route 284 & US Route 6

AM Peak Hour
 04/27/2023



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	606	51	79	203	54	296
Future Volume (vph)	606	51	79	203	54	296
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990			0.886		
Flt Protected				0.986	0.992	
Satd. Flow (prot)	1821	0	0	1779	1586	0
Flt Permitted				0.986	0.992	
Satd. Flow (perm)	1821	0	0	1779	1586	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	10.8	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	3%	7%	6%	5%	7%	5%
Adj. Flow (vph)	713	60	93	239	64	348
Shared Lane Traffic (%)						
Lane Group Flow (vph)	773	0	0	332	412	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2026 No-Build Traffic Volumes
1: NYS Route 284 & US Route 6

AM Peak Hour
04/27/2023

Intersection						
Int Delay, s/veh	40.5					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	606	51	79	203	54	296
Future Vol, veh/h	606	51	79	203	54	296
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	7	6	5	7	5
Mvmt Flow	713	60	93	239	64	348

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	773	0	1168 743
Stage 1	-	-	-	-	743 -
Stage 2	-	-	-	-	425 -
Critical Hdwy	-	-	4.16	-	6.47 6.25
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	-	-	2.254	-	3.563 3.345
Pot Cap-1 Maneuver	-	-	825	-	209 410
Stage 1	-	-	-	-	461 -
Stage 2	-	-	-	-	649 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	825	-	182 410
Mov Cap-2 Maneuver	-	-	-	-	182 -
Stage 1	-	-	-	-	461 -
Stage 2	-	-	-	-	565 -

Approach	EB	WB	NE
HCM Control Delay, s	0	2.8	147
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	344	-	-	825	-
HCM Lane V/C Ratio	1.197	-	-	0.113	-
HCM Control Delay (s)	147	-	-	9.9	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	17.4	-	-	0.4	-

2026 No-Build Traffic Volumes
 2: US Route 6 & Ridgebury Hill Rd

AM Peak Hour
 04/27/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	28	67	777	37	37	298
Future Volume (vph)	28	67	777	37	37	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905		0.994			
Flt Protected	0.985					0.994
Satd. Flow (prot)	1613	0	1823	0	0	1799
Flt Permitted	0.985					0.994
Satd. Flow (perm)	1613	0	1823	0	0	1799
Link Speed (mph)	30		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	12.2		18.5			17.6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	5%	5%	3%	5%	5%	5%
Adj. Flow (vph)	33	79	914	44	44	351
Shared Lane Traffic (%)						
Lane Group Flow (vph)	112	0	958	0	0	395
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	28	67	777	37	37	298
Future Vol, veh/h	28	67	777	37	37	298
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	1	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	5	5	3	5	5	5
Mvmt Flow	33	79	914	44	44	351

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1375	936	0	0	958
Stage 1	936	-	-	-	-
Stage 2	439	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15
Critical Hdwy Stg 1	5.45	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245
Pot Cap-1 Maneuver	158	317	-	-	706
Stage 1	377	-	-	-	-
Stage 2	644	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	146	317	-	-	706
Mov Cap-2 Maneuver	146	-	-	-	-
Stage 1	377	-	-	-	-
Stage 2	594	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	33.3	0	1.2
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	236	706
HCM Lane V/C Ratio	-	-	0.474	0.062
HCM Control Delay (s)	-	-	33.3	10.4
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	2.3	0.2

2026 No-Build Traffic Volumes
3: US Route 6 & McBride Rd

AM Peak Hour
04/27/2023



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	64	11	16	795	256	17
Future Volume (vph)	64	11	16	795	256	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.980				0.992	
Flt Protected	0.959			0.999		
Satd. Flow (prot)	1452	0	0	1835	1720	0
Flt Permitted	0.959			0.999		
Satd. Flow (perm)	1452	0	0	1835	1720	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	16%	0%	0%	3%	7%	40%
Adj. Flow (vph)	75	13	19	935	301	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	0	0	954	321	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2026 No-Build Traffic Volumes
3: US Route 6 & McBride Rd

AM Peak Hour
04/27/2023

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	T			T		T
Traffic Vol, veh/h	64	11	16	795	256	17
Future Vol, veh/h	64	11	16	795	256	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	1	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	16	0	0	3	7	40
Mvmt Flow	75	13	19	935	301	20

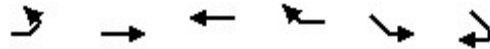
Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1284	311	321	0	0
Stage 1	311	-	-	-	-
Stage 2	973	-	-	-	-
Critical Hdwy	6.96	6.4	4.1	-	-
Critical Hdwy Stg 1	5.96	-	-	-	-
Critical Hdwy Stg 2	5.96	-	-	-	-
Follow-up Hdwy	3.644	3.3	2.2	-	-
Pot Cap-1 Maneuver	147	721	1250	-	-
Stage 1	688	-	-	-	-
Stage 2	310	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	142	721	1250	-	-
Mov Cap-2 Maneuver	142	-	-	-	-
Stage 1	666	-	-	-	-
Stage 2	310	-	-	-	-

Approach	EB	NE	SW
HCM Control Delay, s	51.6	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR
Capacity (veh/h)	1250	-	161	-	-
HCM Lane V/C Ratio	0.015	-	0.548	-	-
HCM Control Delay (s)	7.9	0	51.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	2.8	-	-

2026 No-Build Traffic Volumes
4: US Route 6 & Hoops Rd

AM Peak Hour
04/27/2023



Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	0	871	274	1	1	1
Future Volume (vph)	0	871	274	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)		2%	-5%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.932	
Fl _t Protected					0.976	
Satd. Flow (prot)	0	1791	1771	0	1121	0
Fl _t Permitted					0.976	
Satd. Flow (perm)	0	1791	1771	0	1121	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		219	226		485	
Travel Time (s)		2.7	2.8		11.0	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	5%	10%	0%	98%	0%
Adj. Flow (vph)	0	1013	319	1	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1013	320	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.97	0.97	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2026 No-Build Traffic Volumes
4: US Route 6 & Hoops Rd

AM Peak Hour
04/27/2023

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	0	871	274	1	1	1
Future Vol, veh/h	0	871	274	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-5	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	5	10	0	98	0
Mvmt Flow	0	1013	319	1	1	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	320	0	-	0	1333 320
Stage 1	-	-	-	-	320 -
Stage 2	-	-	-	-	1013 -
Critical Hdwy	4.1	-	-	-	7.38 6.2
Critical Hdwy Stg 1	-	-	-	-	6.38 -
Critical Hdwy Stg 2	-	-	-	-	6.38 -
Follow-up Hdwy	2.2	-	-	-	4.382 3.3
Pot Cap-1 Maneuver	1251	-	-	-	108 725
Stage 1	-	-	-	-	563 -
Stage 2	-	-	-	-	237 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1251	-	-	-	108 725
Mov Cap-2 Maneuver	-	-	-	-	108 -
Stage 1	-	-	-	-	563 -
Stage 2	-	-	-	-	237 -

Approach	EB	WB	SE
HCM Control Delay, s	0	0	24.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	1251	-	-	-	188
HCM Lane V/C Ratio	-	-	-	-	0.012
HCM Control Delay (s)	0	-	-	-	24.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

2026 No-Build Traffic Volumes
5: Creedon Hill Rd & US Route 6

AM Peak Hour
04/27/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	871	1	3	275	0	4
Future Volume (vph)	871	1	3	275	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.865	
Fl _t Protected						
Satd. Flow (prot)	1764	0	0	1767	1525	0
Fl _t Permitted						
Satd. Flow (perm)	1764	0	0	1767	1525	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	33%	10%	0%	0%
Adj. Flow (vph)	1001	1	3	316	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1002	0	0	319	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2026 No-Build Traffic Volumes
5: Creedon Hill Rd & US Route 6

AM Peak Hour
04/27/2023

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	871	1	3	275	0	4
Future Vol, veh/h	871	1	3	275	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	8	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	0	33	10	0	0
Mvmt Flow	1001	1	3	316	0	5

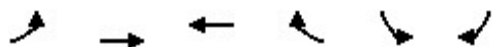
Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1002	0	1324
Stage 1	-	-	-	-	1002
Stage 2	-	-	-	-	322
Critical Hdwy	-	-	4.43	-	8
Critical Hdwy Stg 1	-	-	-	-	7
Critical Hdwy Stg 2	-	-	-	-	7
Follow-up Hdwy	-	-	2.497	-	3.5
Pot Cap-1 Maneuver	-	-	583	-	96
Stage 1	-	-	-	-	229
Stage 2	-	-	-	-	641
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	583	-	95
Mov Cap-2 Maneuver	-	-	-	-	95
Stage 1	-	-	-	-	229
Stage 2	-	-	-	-	637

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	20.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	238	-	-	583	-
HCM Lane V/C Ratio	0.019	-	-	0.006	-
HCM Control Delay (s)	20.4	-	-	11.2	0
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

2026 No-Build Traffic Volumes
6: US Route 6 & Slate Hill Commerce Center

AM Peak Hour
04/27/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	256	619	247	411	62	32
Future Volume (vph)	256	619	247	411	62	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1742	1748	1712	1495	1410	1524
Fl _t Permitted	0.411				0.950	
Satd. Flow (perm)	754	1748	1712	1495	1410	1524
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				478		37
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	6%	11%	8%	28%	6%
Adj. Flow (vph)	298	720	287	478	72	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	298	720	287	478	72	37
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm

2026 No-Build Traffic Volumes
6: US Route 6 & Slate Hill Commerce Center

AM Peak Hour
04/27/2023

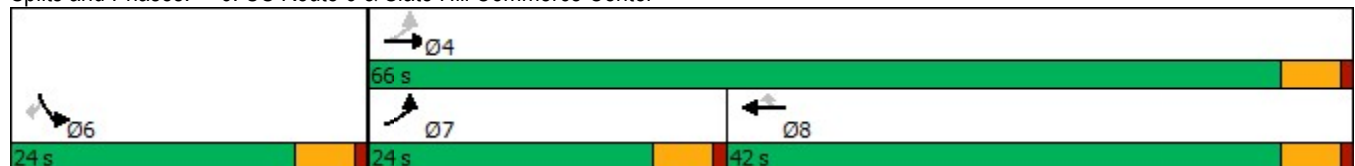


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	24.0	66.0	42.0	42.0	24.0	24.0
Total Split (%)	26.7%	73.3%	46.7%	46.7%	26.7%	26.7%
Maximum Green (s)	19.0	61.0	37.0	37.0	19.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
v/c Ratio	0.37	0.52	0.52	0.59	0.27	0.11
Control Delay	5.0	6.4	18.4	5.3	23.4	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.0	6.4	18.4	5.3	23.4	9.8
Queue Length 50th (ft)	30	103	69	0	18	0
Queue Length 95th (ft)	65	206	144	46	57	20
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	1012	1720	1364	1288	673	747
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.42	0.21	0.37	0.11	0.05

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 45.4
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 6: US Route 6 & Slate Hill Commerce Center



2026 No-Build Traffic Volumes
6: US Route 6 & Slate Hill Commerce Center

AM Peak Hour
04/27/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	256	619	247	411	62	32	
Future Volume (veh/h)	256	619	247	411	62	32	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1738	1664	1737	1781	1485	1811	
Adj Flow Rate, veh/h	298	720	287	478	72	37	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	
Percent Heavy Veh, %	1	6	11	8	28	6	
Cap, veh/h	721	1135	718	624	120	130	
Arrive On Green	0.15	0.68	0.41	0.41	0.08	0.08	
Sat Flow, veh/h	1655	1664	1737	1510	1414	1535	
Grp Volume(v), veh/h	298	720	287	478	72	37	
Grp Sat Flow(s),veh/h/ln	1655	1664	1737	1510	1414	1535	
Q Serve(g_s), s	3.7	10.4	5.0	11.7	2.1	1.0	
Cycle Q Clear(g_c), s	3.7	10.4	5.0	11.7	2.1	1.0	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	721	1135	718	624	120	130	
V/C Ratio(X)	0.41	0.63	0.40	0.77	0.60	0.28	
Avail Cap(c_a), veh/h	1203	2367	1499	1303	627	680	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	4.7	3.8	8.8	10.8	18.9	18.4	
Incr Delay (d2), s/veh	0.4	0.6	0.4	2.0	4.8	1.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.3	0.2	1.1	2.4	0.8	0.9	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	5.1	4.4	9.2	12.8	23.7	19.6	
LnGrp LOS	A	A	A	B	C	B	
Approach Vol, veh/h		1018	765		109		
Approach Delay, s/veh		4.6	11.5		22.3		
Approach LOS		A	B		C		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				34.2	8.6	11.5	22.7
Change Period (Y+Rc), s				5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s				61.0	19.0	19.0	37.0
Max Q Clear Time (g_c+I1), s				12.4	4.1	5.7	13.7
Green Ext Time (p_c), s				4.2	0.4	1.1	4.1
Intersection Summary							
HCM 6th Ctrl Delay			8.4				
HCM 6th LOS			A				

2026 No-Build Traffic Volumes
7: Seward Road & US Route 6

AM Peak Hour
04/27/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	681	0	9	657	1	22
Future Volume (vph)	681	0	9	657	1	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.870	
Fl _t Protected				0.999	0.998	
Satd. Flow (prot)	1803	0	0	1783	1650	0
Fl _t Permitted				0.999	0.998	
Satd. Flow (perm)	1803	0	0	1783	1650	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	8.3	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	8%	0%	0%	9%	0%	0%
Adj. Flow (vph)	765	0	10	738	1	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	765	0	0	748	26	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2026 No-Build Traffic Volumes
7: Seward Road & US Route 6

AM Peak Hour
04/27/2023

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	681	0	9	657	1	22
Future Vol, veh/h	681	0	9	657	1	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-5	-	-	2	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	8	0	0	9	0	0
Mvmt Flow	765	0	10	738	1	25

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	765	0	1523
Stage 1	-	-	-	-	765
Stage 2	-	-	-	-	758
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	857	-	131
Stage 1	-	-	-	-	463
Stage 2	-	-	-	-	466
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	857	-	128
Mov Cap-2 Maneuver	-	-	-	-	128
Stage 1	-	-	-	-	463
Stage 2	-	-	-	-	457

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	15.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	371	-	-	857	-
HCM Lane V/C Ratio	0.07	-	-	0.012	-
HCM Control Delay (s)	15.4	-	-	9.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

2026 No-Build Traffic Volumes
8: US Route 6 & CR 56

AM Peak Hour
04/27/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	67	16	497	212	57	597
Future Volume (vph)	67	16	497	212	57	597
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974		0.960			
Flt Protected	0.961				0.950	
Satd. Flow (prot)	1644	0	1714	0	1744	1792
Flt Permitted	0.961				0.271	
Satd. Flow (perm)	1644	0	1714	0	497	1792
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	18		53			
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	7%	0%	9%	4%	3%	9%
Adj. Flow (vph)	75	18	558	238	64	671
Shared Lane Traffic (%)						
Lane Group Flow (vph)	93	0	796	0	64	671
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template						
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

2026 No-Build Traffic Volumes
8: US Route 6 & CR 56

AM Peak Hour
04/27/2023

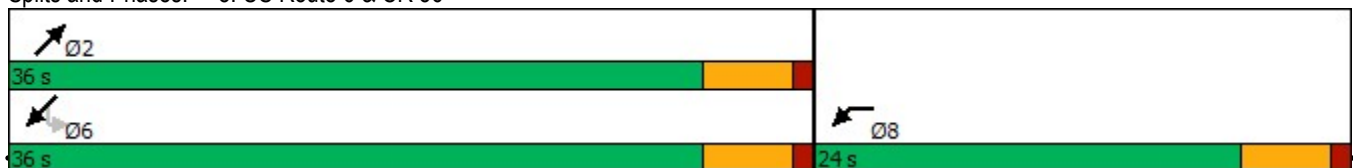


Lane Group	WBL	WBR	NET	NER	SWL	SWT
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	24.0		36.0		36.0	36.0
Total Split (%)	40.0%		60.0%		60.0%	60.0%
Maximum Green (s)	19.0		31.0		31.0	31.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.23		0.60		0.17	0.49
Control Delay	15.6		8.2		5.6	6.4
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	15.6		8.2		5.6	6.4
Queue Length 50th (ft)	17		108		6	86
Queue Length 95th (ft)	50		#262		23	189
Internal Link Dist (ft)	2041		792			1050
Turn Bay Length (ft)					200	
Base Capacity (vph)	1040		1358		390	1408
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.09		0.59		0.16	0.48

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 36.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: US Route 6 & CR 56



2026 No-Build Traffic Volumes
8: US Route 6 & CR 56

AM Peak Hour
04/27/2023

























Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	67	16	497	212	57	597
Future Volume (veh/h)	67	16	497	212	57	597
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1874	1979	1844	1919	1850	1831
Adj Flow Rate, veh/h	75	18	558	0	64	671
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	7	0	9	4	3	9
Cap, veh/h	132	32	960		540	953
Arrive On Green	0.09	0.09	0.52	0.00	0.52	0.52
Sat Flow, veh/h	1391	334	1844	0	842	1831
Grp Volume(v), veh/h	94	0	558	0	64	671
Grp Sat Flow(s),veh/h/ln	1744	0	1844	0	842	1831
Q Serve(g_s), s	1.3	0.0	5.4	0.0	1.5	7.2
Cycle Q Clear(g_c), s	1.3	0.0	5.4	0.0	6.9	7.2
Prop In Lane	0.80	0.19		0.00	1.00	
Lane Grp Cap(c), veh/h	165	0	960		540	953
V/C Ratio(X)	0.57	0.00	0.58		0.12	0.70
Avail Cap(c_a), veh/h	1274	0	2198		1105	2183
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	11.3	0.0	4.3	0.0	6.6	4.7
Incr Delay (d2), s/veh	3.1	0.0	0.6	0.0	0.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.1	0.0	0.1	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.3	0.0	4.8	0.0	6.7	5.7
LnGrp LOS	B	A	A		A	A
Approach Vol, veh/h	94		558	A		735
Approach Delay, s/veh	14.3		4.8			5.8
Approach LOS	B		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		18.5			18.5	7.5
Change Period (Y+Rc), s		5.0			5.0	5.0
Max Green Setting (Gmax), s		31.0			31.0	19.0
Max Q Clear Time (g_c+I1), s		7.4			9.2	3.3
Green Ext Time (p_c), s		3.1			4.3	0.2
Intersection Summary						
HCM 6th Ctrl Delay			6.0			
HCM 6th LOS			A			

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NER] is excluded from calculations of the approach delay and intersection delay.

2026 No-Build Traffic Volumes
 11: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
 04/27/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	294	7	385	9	0	6	453	1350	39	16	1027	363
Future Volume (vph)	294	7	385	9	0	6	453	1350	39	16	1027	363
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	0		0	0		0	525		0	100		0
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.944			0.996				0.850
Flt Protected	0.950	0.954			0.971		0.950			0.950		
Satd. Flow (prot)	1649	1659	1455	0	1603	0	1605	3508	0	1805	3505	1599
Flt Permitted	0.950	0.954			0.971		0.081			0.154		
Satd. Flow (perm)	1649	1659	1455	0	1603	0	137	3508	0	293	3505	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			448		121			4				289
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		319			392			755			645	
Travel Time (s)		4.0			5.9			11.4			9.8	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	4%	0%	11%	11%	0%	0%	13%	3%	3%	0%	3%	1%
Adj. Flow (vph)	342	8	448	10	0	7	527	1570	45	19	1194	422
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	174	176	448	0	17	0	527	1615	0	19	1194	422
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	2	2		2	2		2	2	2
Detector Template Left												
Leading Detector (ft)	20	83	83	83	83		83	83		83	83	83
Trailing Detector (ft)	0	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43	43	43	43		43	43		43	43	43
Detector 2 Size(ft)		40	40	40	40		40	40		40	40	40
Detector 2 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		Perm	NA	Perm

2026 No-Build Traffic Volumes
 11: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
 04/27/2023

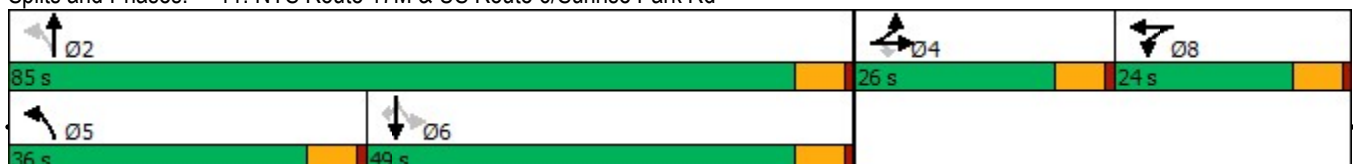


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases			4				2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	24.0		24.0	24.0	24.0
Total Split (s)	26.0	26.0	26.0	24.0	24.0		36.0	85.0		49.0	49.0	49.0
Total Split (%)	19.3%	19.3%	19.3%	17.8%	17.8%		26.7%	63.0%		36.3%	36.3%	36.3%
Maximum Green (s)	20.0	20.0	20.0	18.0	18.0		30.0	79.0		43.0	43.0	43.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
v/c Ratio	0.71	0.71	0.75		0.09		1.08	0.65		0.17	0.89	0.53
Control Delay	62.4	62.7	12.9		0.9		95.8	11.9		31.2	42.9	11.7
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	62.4	62.7	12.9		0.9		95.8	11.9		31.2	42.9	11.7
Queue Length 50th (ft)	121	122	0		0		~356	263		8	397	61
Queue Length 95th (ft)	209	210	78		0		#627	449		31	#586	157
Internal Link Dist (ft)		239			312			675			565	
Turn Bay Length (ft)							525			100		
Base Capacity (vph)	294	296	627		359		489	2476		112	1346	792
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.59	0.59	0.71		0.05		1.08	0.65		0.17	0.89	0.53

Intersection Summary

Area Type: Other
 Cycle Length: 135
 Actuated Cycle Length: 112.6
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 17M & US Route 6/Sunrise Park Rd



2026 No-Build Traffic Volumes
 11: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
 04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	294	7	385	9	0	6	453	1350	39	16	1027	363
Future Volume (veh/h)	294	7	385	9	0	6	453	1350	39	16	1027	363
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1900	1737	1643	1806	1806	1744	1894	1894	1900	1856	1885
Adj Flow Rate, veh/h	348	0	0	10	0	7	527	1570	45	19	1194	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	4	0	11	11	0	0	13	3	3	0	3	1
Cap, veh/h	423	0		18	0	12	535	2506	72	185	1346	
Arrive On Green	0.12	0.00	0.00	0.02	0.00	0.02	0.27	0.70	0.70	0.38	0.38	0.00
Sat Flow, veh/h	3506	0	1472	963	0	674	1661	3573	102	318	3526	1598
Grp Volume(v), veh/h	348	0	0	17	0	0	527	789	826	19	1194	0
Grp Sat Flow(s),veh/h/ln	1753	0	1472	1636	0	0	1661	1800	1876	318	1763	1598
Q Serve(g_s), s	10.9	0.0	0.0	1.2	0.0	0.0	29.2	26.3	26.5	4.4	35.7	0.0
Cycle Q Clear(g_c), s	10.9	0.0	0.0	1.2	0.0	0.0	29.2	26.3	26.5	4.4	35.7	0.0
Prop In Lane	1.00		1.00	0.59		0.41	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	423	0		30	0	0	535	1262	1315	185	1346	
V/C Ratio(X)	0.82	0.00		0.57	0.00	0.00	0.99	0.63	0.63	0.10	0.89	
Avail Cap(c_a), veh/h	622	0		261	0	0	535	1262	1315	185	1346	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	48.4	0.0	0.0	54.9	0.0	0.0	31.7	9.0	9.0	22.9	32.6	0.0
Incr Delay (d2), s/veh	5.7	0.0	0.0	15.7	0.0	0.0	35.1	2.3	2.3	1.1	9.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	0.0	0.6	0.0	0.0	13.0	9.0	9.4	0.4	15.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.0	0.0	0.0	70.6	0.0	0.0	66.8	11.3	11.3	24.0	41.5	0.0
LnGrp LOS	D	A		E	A	A	E	B	B	C	D	
Approach Vol, veh/h		348	A		17			2142			1213	A
Approach Delay, s/veh		54.0			70.6			24.9			41.2	
Approach LOS		D			E			C			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		85.0		19.6	36.0	49.0		8.1				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		79.0		20.0	30.0	43.0		18.0				
Max Q Clear Time (g_c+I1), s		28.5		12.9	31.2	37.7		3.2				
Green Ext Time (p_c), s		13.9		0.7	0.0	3.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay	33.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

2026 No-Build Traffic Volumes
1: NYS Route 284 & US Route 6

PM Peak Hour
04/27/2023



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	241	52	313	589	46	176
Future Volume (vph)	241	52	313	589	46	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.976			0.893		
Flt Protected				0.983	0.990	
Satd. Flow (prot)	1788	0	0	1813	1582	0
Flt Permitted				0.983	0.990	
Satd. Flow (perm)	1788	0	0	1813	1582	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	10.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	7%	5%	2%	7%	6%
Adj. Flow (vph)	256	55	333	627	49	187
Shared Lane Traffic (%)						
Lane Group Flow (vph)	311	0	0	960	236	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2026 No-Build Traffic Volumes
 1: NYS Route 284 & US Route 6

PM Peak Hour
 04/27/2023

Intersection						
Int Delay, s/veh	16.2					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	241	52	313	589	46	176
Future Vol, veh/h	241	52	313	589	46	176
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	7	5	2	7	6
Mvmt Flow	256	55	333	627	49	187

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	311	0	1577
Stage 1	-	-	-	-	284
Stage 2	-	-	-	-	1293
Critical Hdwy	-	-	4.15	-	6.47
Critical Hdwy Stg 1	-	-	-	-	5.47
Critical Hdwy Stg 2	-	-	-	-	5.47
Follow-up Hdwy	-	-	2.245	-	3.563
Pot Cap-1 Maneuver	-	-	1233	-	117
Stage 1	-	-	-	-	753
Stage 2	-	-	-	-	251
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1233	-	69
Mov Cap-2 Maneuver	-	-	-	-	69
Stage 1	-	-	-	-	753
Stage 2	-	-	-	-	147

Approach	EB	WB	NE
HCM Control Delay, s	0	3.1	90.7
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	246	-	-	1233	-
HCM Lane V/C Ratio	0.96	-	-	0.27	-
HCM Control Delay (s)	90.7	-	-	9	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	8.8	-	-	1.1	-

2026 No-Build Traffic Volumes
 2: US Route 6 & Ridgebury Hill Rd

PM Peak Hour
 04/27/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	42	59	415	39	68	882
Future Volume (vph)	42	59	415	39	68	882
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921		0.989			
Flt Protected	0.980					0.996
Satd. Flow (prot)	1633	0	1812	0	0	1851
Flt Permitted	0.980					0.996
Satd. Flow (perm)	1633	0	1812	0	0	1851
Link Speed (mph)	30		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	12.2		18.5			17.6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	5%	3%	5%	5%	2%
Adj. Flow (vph)	45	63	441	41	72	938
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	0	482	0	0	1010
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

2026 No-Build Traffic Volumes
2: US Route 6 & Ridgebury Hill Rd

PM Peak Hour
04/27/2023

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	42	59	415	39	68	882
Future Vol, veh/h	42	59	415	39	68	882
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	1	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	3	5	5	2
Mvmt Flow	45	63	441	41	72	938

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1544	462	0	0	482
Stage 1	462	-	-	-	-
Stage 2	1082	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15
Critical Hdwy Stg 1	5.45	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245
Pot Cap-1 Maneuver	124	594	-	-	1065
Stage 1	628	-	-	-	-
Stage 2	321	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	107	594	-	-	1065
Mov Cap-2 Maneuver	107	-	-	-	-
Stage 1	628	-	-	-	-
Stage 2	276	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	40.4	0	0.6
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	205	1065
HCM Lane V/C Ratio	-	-	0.524	0.068
HCM Control Delay (s)	-	-	40.4	8.6
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	2.7	0.2

2026 No-Build Traffic Volumes
3: US Route 6 & McBride Rd

PM Peak Hour
04/27/2023



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	29	29	29	380	835	56
Future Volume (vph)	29	29	29	380	835	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.991	
Flt Protected	0.976			0.996		
Satd. Flow (prot)	1492	0	0	1849	1831	0
Flt Permitted	0.976			0.996		
Satd. Flow (perm)	1492	0	0	1849	1831	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	14%	0%	0%	2%	2%	7%
Adj. Flow (vph)	31	31	31	404	888	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	0	435	948	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	T			T		
Traffic Vol, veh/h	29	29	29	380	835	56
Future Vol, veh/h	29	29	29	380	835	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	1	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	14	0	0	2	2	7
Mvmt Flow	31	31	31	404	888	60

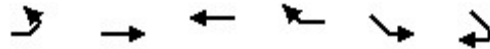
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1384	918	948	0	-	0
Stage 1	918	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Critical Hdwy	6.94	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.94	-	-	-	-	-
Critical Hdwy Stg 2	5.94	-	-	-	-	-
Follow-up Hdwy	3.626	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	128	316	732	-	-	-
Stage 1	335	-	-	-	-	-
Stage 2	577	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	121	316	732	-	-	-
Mov Cap-2 Maneuver	121	-	-	-	-	-
Stage 1	317	-	-	-	-	-
Stage 2	577	-	-	-	-	-

Approach	EB	NE	SW
HCM Control Delay, s	36.4	0.7	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR
Capacity (veh/h)	732	-	175	-	-
HCM Lane V/C Ratio	0.042	-	0.353	-	-
HCM Control Delay (s)	10.1	0	36.4	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.5	-	-

2026 No-Build Traffic Volumes
4: US Route 6 & Hoops Rd

PM Peak Hour
04/27/2023



Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	1	442	859	3	1	1
Future Volume (vph)	1	442	859	3	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)		2%	-5%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.932	
Fl _t Protected					0.976	
Satd. Flow (prot)	0	1792	1891	0	1121	0
Fl _t Permitted					0.976	
Satd. Flow (perm)	0	1792	1891	0	1121	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		219	226		485	
Travel Time (s)		2.7	2.8		11.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	5%	3%	0%	98%	0%
Adj. Flow (vph)	1	456	886	3	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	457	889	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.97	0.97	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	442	859	3	1	1
Future Vol, veh/h	1	442	859	3	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-5	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	5	3	0	98	0
Mvmt Flow	1	456	886	3	1	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	889	0	-	0	1346 888
Stage 1	-	-	-	-	888 -
Stage 2	-	-	-	-	458 -
Critical Hdwy	4.1	-	-	-	7.38 6.2
Critical Hdwy Stg 1	-	-	-	-	6.38 -
Critical Hdwy Stg 2	-	-	-	-	6.38 -
Follow-up Hdwy	2.2	-	-	-	4.382 3.3
Pot Cap-1 Maneuver	771	-	-	-	106 345
Stage 1	-	-	-	-	279 -
Stage 2	-	-	-	-	476 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	771	-	-	-	106 345
Mov Cap-2 Maneuver	-	-	-	-	106 -
Stage 1	-	-	-	-	278 -
Stage 2	-	-	-	-	476 -

Approach	EB	WB	SE
HCM Control Delay, s	0	0	27.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	771	-	-	-	162
HCM Lane V/C Ratio	0.001	-	-	-	0.013
HCM Control Delay (s)	9.7	0	-	-	27.5
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0

2026 No-Build Traffic Volumes
5: Creedon Hill Rd & US Route 6

PM Peak Hour
04/27/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	443	0	12	862	0	11
Future Volume (vph)	443	0	12	862	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.865	
Fl _t Protected				0.999		
Satd. Flow (prot)	1764	0	0	1874	1130	0
Fl _t Permitted				0.999		
Satd. Flow (perm)	1764	0	0	1874	1130	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	0%	65%	3%	0%	35%
Adj. Flow (vph)	457	0	12	889	0	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	457	0	0	901	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	443	0	12	862	0	11
Future Vol, veh/h	443	0	12	862	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	8	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	0	65	3	0	35
Mvmt Flow	457	0	12	889	0	11

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	457	0	1370 457
Stage 1	-	-	-	-	457 -
Stage 2	-	-	-	-	913 -
Critical Hdwy	-	-	4.75	-	8 7.35
Critical Hdwy Stg 1	-	-	-	-	7 -
Critical Hdwy Stg 2	-	-	-	-	7 -
Follow-up Hdwy	-	-	2.785	-	3.5 3.615
Pot Cap-1 Maneuver	-	-	840	-	89 488
Stage 1	-	-	-	-	524 -
Stage 2	-	-	-	-	263 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	840	-	87 488
Mov Cap-2 Maneuver	-	-	-	-	87 -
Stage 1	-	-	-	-	524 -
Stage 2	-	-	-	-	256 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	488	-	-	840	-
HCM Lane V/C Ratio	0.023	-	-	0.015	-
HCM Control Delay (s)	12.6	-	-	9.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

2026 No-Build Traffic Volumes
6: US Route 6 & Slate Hill Commerce Center

PM Peak Hour
04/27/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	404	656	102	371	218
Future Volume (vph)	50	404	656	102	371	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1645	1764	1845	1233	1583	1568
Fl _t Permitted	0.221				0.950	
Satd. Flow (perm)	383	1764	1845	1233	1583	1568
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				105		100
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	7%	5%	3%	31%	14%	3%
Adj. Flow (vph)	52	416	676	105	382	225
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	416	676	105	382	225
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	NA	Perm	Prot	Perm

2026 No-Build Traffic Volumes
6: US Route 6 & Slate Hill Commerce Center

PM Peak Hour
04/27/2023

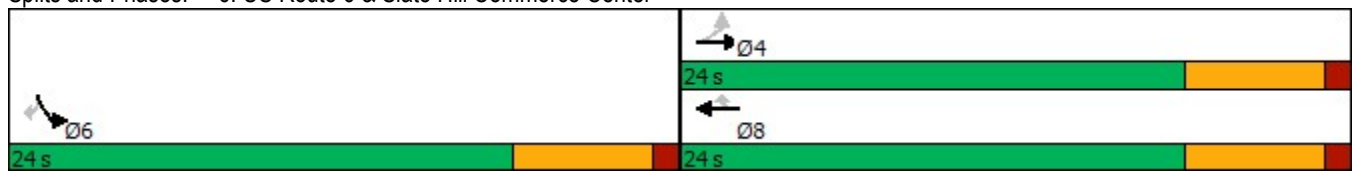


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
v/c Ratio	0.34	0.59	0.91	0.19	0.73	0.39
Control Delay	18.4	15.7	35.8	3.8	22.5	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	15.7	35.8	3.8	22.5	8.6
Queue Length 50th (ft)	10	87	170	0	84	23
Queue Length 95th (ft)	37	166	#364	22	#159	61
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	153	708	741	558	636	689
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.59	0.91	0.19	0.60	0.33

Intersection Summary

Area Type: Other
 Cycle Length: 48
 Actuated Cycle Length: 45.1
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 6: US Route 6 & Slate Hill Commerce Center



2026 No-Build Traffic Volumes
6: US Route 6 & Slate Hill Commerce Center

PM Peak Hour
04/27/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	404	656	102	371	218
Future Volume (veh/h)	50	404	656	102	371	218
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1649	1679	1856	1441	1693	1856
Adj Flow Rate, veh/h	52	416	676	105	382	225
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	7	5	3	31	14	3
Cap, veh/h	216	698	771	508	495	483
Arrive On Green	0.42	0.42	0.42	0.42	0.31	0.31
Sat Flow, veh/h	610	1679	1856	1221	1612	1572
Grp Volume(v), veh/h	52	416	676	105	382	225
Grp Sat Flow(s),veh/h/ln	610	1679	1856	1221	1612	1572
Q Serve(g_s), s	3.5	8.3	14.5	2.4	9.3	5.0
Cycle Q Clear(g_c), s	18.0	8.3	14.5	2.4	9.3	5.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	216	698	771	508	495	483
V/C Ratio(X)	0.24	0.60	0.88	0.21	0.77	0.47
Avail Cap(c_a), veh/h	216	698	771	508	670	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	9.8	11.6	8.1	13.6	12.1
Incr Delay (d2), s/veh	0.6	1.4	11.1	0.2	3.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.9	5.6	0.4	3.2	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.6	11.2	22.7	8.3	17.5	12.8
LnGrp LOS	C	B	C	A	B	B
Approach Vol, veh/h		468	781		607	
Approach Delay, s/veh		12.2	20.8		15.8	
Approach LOS		B	C		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				24.0	19.3	24.0
Change Period (Y+Rc), s				6.0	6.0	6.0
Max Green Setting (Gmax), s				18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s				20.0	11.3	16.5
Green Ext Time (p_c), s				0.0	2.0	0.7
Intersection Summary						
HCM 6th Ctrl Delay			17.0			
HCM 6th LOS			B			

2026 No-Build Traffic Volumes
7: Seward Road & US Route 6

PM Peak Hour
04/27/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	775	0	25	755	2	11
Future Volume (vph)	775	0	25	755	2	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.884	
Flt Protected				0.998	0.993	
Satd. Flow (prot)	1770	0	0	1833	1668	0
Flt Permitted				0.998	0.993	
Satd. Flow (perm)	1770	0	0	1833	1668	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	0%	0%	6%	0%	0%
Adj. Flow (vph)	842	0	27	821	2	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	842	0	0	848	14	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	775	0	25	755	2	11
Future Vol, veh/h	775	0	25	755	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-5	-	-	2	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	0	0	6	0	0
Mvmt Flow	842	0	27	821	2	12

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	842	0
Stage 1	-	-	-	842
Stage 2	-	-	-	875
Critical Hdwy	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-
Pot Cap-1 Maneuver	-	-	802	-
Stage 1	-	-	-	426
Stage 2	-	-	-	411
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	802	-
Mov Cap-2 Maneuver	-	-	-	94
Stage 1	-	-	-	426
Stage 2	-	-	-	386

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	20
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	254	-	-	802	-
HCM Lane V/C Ratio	0.056	-	-	0.034	-
HCM Control Delay (s)	20	-	-	9.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

2026 No-Build Traffic Volumes
8: US Route 6 & CR 56

PM Peak Hour
04/27/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	200	56	697	101	19	584
Future Volume (vph)	200	56	697	101	19	584
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.970		0.983			
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1671	0	1717	0	1618	1776
Flt Permitted	0.962				0.152	
Satd. Flow (perm)	1671	0	1717	0	259	1776
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	25		18			
Link Speed (mph)	30		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	48.2		10.8			14.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	11%	2%	11%	10%
Adj. Flow (vph)	217	61	758	110	21	635
Shared Lane Traffic (%)						
Lane Group Flow (vph)	278	0	868	0	21	635
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template						
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

2026 No-Build Traffic Volumes
8: US Route 6 & CR 56

PM Peak Hour
04/27/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	24.0		36.0		36.0	36.0
Total Split (%)	40.0%		60.0%		60.0%	60.0%
Maximum Green (s)	19.0		31.0		31.0	31.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.64		0.89		0.14	0.64
Control Delay	23.8		26.3		10.1	12.6
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	23.8		26.3		10.1	12.6
Queue Length 50th (ft)	73		207		3	120
Queue Length 95th (ft)	136		#525		16	267
Internal Link Dist (ft)	2041		792			1050
Turn Bay Length (ft)					200	
Base Capacity (vph)	619		1020		152	1047
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.45		0.85		0.14	0.61

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 53.3
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: US Route 6 & CR 56



2026 No-Build Traffic Volumes
8: US Route 6 & CR 56

PM Peak Hour
04/27/2023



Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	200	56	697	101	19	584
Future Volume (veh/h)	200	56	697	101	19	584
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1919	1949	1814	1949	1731	1816
Adj Flow Rate, veh/h	217	61	758	0	21	635
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	2	11	2	11	10
Cap, veh/h	287	81	942		311	943
Arrive On Green	0.21	0.21	0.52	0.00	0.52	0.52
Sat Flow, veh/h	1384	389	1814	0	654	1816
Grp Volume(v), veh/h	279	0	758	0	21	635
Grp Sat Flow(s),veh/h/ln	1779	0	1814	0	654	1816
Q Serve(g_s), s	5.4	0.0	12.6	0.0	1.0	9.5
Cycle Q Clear(g_c), s	5.4	0.0	12.6	0.0	13.6	9.5
Prop In Lane	0.78	0.22		0.00	1.00	
Lane Grp Cap(c), veh/h	369	0	942		311	943
V/C Ratio(X)	0.76	0.00	0.80		0.07	0.67
Avail Cap(c_a), veh/h	924	0	1536		525	1538
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.6	0.0	7.3	0.0	12.9	6.5
Incr Delay (d2), s/veh	3.2	0.0	1.7	0.0	0.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	1.6	0.0	0.1	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.8	0.0	8.9	0.0	13.0	7.3
LnGrp LOS	B	A	A		B	A
Approach Vol, veh/h	279		758	A		656
Approach Delay, s/veh	16.8		8.9			7.5
Approach LOS	B		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		24.0			24.0	12.6
Change Period (Y+Rc), s		5.0			5.0	5.0
Max Green Setting (Gmax), s		31.0			31.0	19.0
Max Q Clear Time (g_c+I1), s		14.6			15.6	7.4
Green Ext Time (p_c), s		4.2			3.4	0.7
Intersection Summary						
HCM 6th Ctrl Delay			9.7			
HCM 6th LOS			A			

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NER] is excluded from calculations of the approach delay and intersection delay.

2026 No-Build Traffic Volumes
 11: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
 04/27/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	450	16	478	31	16	35	421	1159	21	19	1178	422
Future Volume (vph)	450	16	478	31	16	35	421	1159	21	19	1178	422
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	0		0	0		0	525		0	100		0
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.942			0.997				0.850
Flt Protected	0.950	0.955			0.981		0.950			0.950		
Satd. Flow (prot)	1681	1692	1417	0	1659	0	1605	3511	0	1719	3539	1583
Flt Permitted	0.950	0.955			0.981		0.087			0.231		
Satd. Flow (perm)	1681	1692	1417	0	1659	0	147	3511	0	418	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			493		25			2				317
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		319			392			755			645	
Travel Time (s)		4.0			5.9			11.4			9.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	0%	14%	3%	0%	6%	13%	3%	5%	5%	2%	2%
Adj. Flow (vph)	464	16	493	32	16	36	434	1195	22	20	1214	435
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	241	239	493	0	84	0	434	1217	0	20	1214	435
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	2	2		2	2		2	2	2
Detector Template				Left								
Leading Detector (ft)	20	83	83	83	83		83	83		83	83	83
Trailing Detector (ft)	0	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43	43	43	43		43	43		43	43	43
Detector 2 Size(ft)		40	40	40	40		40	40		40	40	40
Detector 2 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		Perm	NA	Perm

2026 No-Build Traffic Volumes
 11: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
 04/27/2023

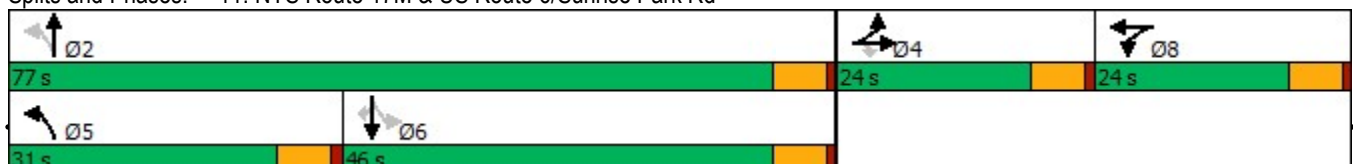


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases			4				2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	24.0		24.0	24.0	24.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0		31.0	77.0		46.0	46.0	46.0
Total Split (%)	19.2%	19.2%	19.2%	19.2%	19.2%		24.8%	61.6%		36.8%	36.8%	36.8%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0		25.0	71.0		40.0	40.0	40.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
v/c Ratio	0.91	0.90	0.77		0.52		1.06	0.56		0.14	0.98	0.57
Control Delay	85.4	82.7	13.3		48.5		93.9	14.5		30.9	58.5	12.0
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	85.4	82.7	13.3		48.5		93.9	14.5		30.9	58.5	12.0
Queue Length 50th (ft)	190	188	0		43		~318	269		10	476	63
Queue Length 95th (ft)	#372	#368	120		94		#554	366		32	#677	176
Internal Link Dist (ft)		239			312			675			565	
Turn Bay Length (ft)							525			100		
Base Capacity (vph)	265	267	639		283		411	2188		146	1242	761
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.91	0.90	0.77		0.30		1.06	0.56		0.14	0.98	0.57

Intersection Summary

Area Type: Other
 Cycle Length: 125
 Actuated Cycle Length: 114.4
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 17M & US Route 6/Sunrise Park Rd



2026 No-Build Traffic Volumes
 11: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
 04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	450	16	478	31	16	35	421	1159	21	19	1178	422
Future Volume (veh/h)	450	16	478	31	16	35	421	1159	21	19	1178	422
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1693	1761	1806	1717	1744	1894	1864	1826	1870	1870
Adj Flow Rate, veh/h	475	0	0	32	16	36	434	1195	22	20	1214	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	0	14	3	0	6	13	3	5	5	2	2
Cap, veh/h	536	0		41	20	46	437	2264	42	221	1254	
Arrive On Green	0.15	0.00	0.00	0.06	0.06	0.06	0.22	0.63	0.63	0.35	0.35	0.00
Sat Flow, veh/h	3563	0	1434	628	314	706	1661	3615	67	448	3554	1585
Grp Volume(v), veh/h	475	0	0	84	0	0	434	595	622	20	1214	0
Grp Sat Flow(s),veh/h/ln	1781	0	1434	1647	0	0	1661	1800	1882	448	1777	1585
Q Serve(g_s), s	14.8	0.0	0.0	5.7	0.0	0.0	24.7	20.9	20.9	3.4	38.1	0.0
Cycle Q Clear(g_c), s	14.8	0.0	0.0	5.7	0.0	0.0	24.7	20.9	20.9	3.4	38.1	0.0
Prop In Lane	1.00		1.00	0.38		0.43	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	536	0		106	0	0	437	1127	1179	221	1254	
V/C Ratio(X)	0.89	0.00		0.79	0.00	0.00	0.99	0.53	0.53	0.09	0.97	
Avail Cap(c_a), veh/h	566	0		262	0	0	437	1127	1179	221	1254	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	47.2	0.0	0.0	52.3	0.0	0.0	34.5	11.8	11.8	24.9	36.1	0.0
Incr Delay (d2), s/veh	15.1	0.0	0.0	12.2	0.0	0.0	41.1	1.8	1.7	0.8	18.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.0	0.0	2.7	0.0	0.0	11.6	7.9	8.2	0.4	18.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.3	0.0	0.0	64.4	0.0	0.0	75.6	13.6	13.5	25.7	54.9	0.0
LnGrp LOS	E	A		E	A	A	E	B	B	C	D	
Approach Vol, veh/h		475	A		84			1651			1234	A
Approach Delay, s/veh		62.3			64.4			29.9			54.5	
Approach LOS		E			E			C			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		77.0		23.1	31.0	46.0		13.3				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		71.0		18.0	25.0	40.0		18.0				
Max Q Clear Time (g_c+I1), s		22.9		16.8	26.7	40.1		7.7				
Green Ext Time (p_c), s		8.2		0.2	0.0	0.0		0.2				

Intersection Summary

HCM 6th Ctrl Delay	44.0
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

2026 Build Traffic Volumes
 1: NYS Route 284 & US Route 6

AM Peak Hour
 04/27/2023



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	648	51	81	208	54	310
Future Volume (vph)	648	51	81	208	54	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.990			0.885		
Fl _t Protected				0.986	0.993	
Satd. Flow (prot)	1821	0	0	1779	1586	0
Fl _t Permitted				0.986	0.993	
Satd. Flow (perm)	1821	0	0	1779	1586	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	10.8	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	3%	7%	6%	5%	7%	5%
Adj. Flow (vph)	762	60	95	245	64	365
Shared Lane Traffic (%)						
Lane Group Flow (vph)	822	0	0	340	429	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	55.2					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	648	51	81	208	54	310
Future Vol, veh/h	648	51	81	208	54	310
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	7	6	5	7	5
Mvmt Flow	762	60	95	245	64	365

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	822	0	1227 792
Stage 1	-	-	-	-	792 -
Stage 2	-	-	-	-	435 -
Critical Hdwy	-	-	4.16	-	6.47 6.25
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	-	-	2.254	-	3.563 3.345
Pot Cap-1 Maneuver	-	-	790	-	192 384
Stage 1	-	-	-	-	438 -
Stage 2	-	-	-	-	642 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	790	-	165 384
Mov Cap-2 Maneuver	-	-	-	-	165 -
Stage 1	-	-	-	-	438 -
Stage 2	-	-	-	-	553 -

Approach	EB	WB	NE
HCM Control Delay, s	0	2.9	202.7
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	321	-	-	790	-
HCM Lane V/C Ratio	1.334	-	-	0.121	-
HCM Control Delay (s)	202.7	-	-	10.2	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	21	-	-	0.4	-

2026 Build Traffic Volumes
 2: US Route 6 & Ridgebury Hill Rd

AM Peak Hour
 04/27/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	28	67	833	37	37	305
Future Volume (vph)	28	67	833	37	37	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905		0.994			
Flt Protected	0.985					0.995
Satd. Flow (prot)	1613	0	1823	0	0	1800
Flt Permitted	0.985					0.995
Satd. Flow (perm)	1613	0	1823	0	0	1800
Link Speed (mph)	30		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	12.2		18.5			17.6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	5%	5%	3%	5%	5%	5%
Adj. Flow (vph)	33	79	980	44	44	359
Shared Lane Traffic (%)						
Lane Group Flow (vph)	112	0	1024	0	0	403
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

2026 Build Traffic Volumes
2: US Route 6 & Ridgebury Hill Rd

AM Peak Hour
04/27/2023

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	28	67	833	37	37	305
Future Vol, veh/h	28	67	833	37	37	305
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	1	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	5	5	3	5	5	5
Mvmt Flow	33	79	980	44	44	359

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1449	1002	0	0	1024	0
Stage 1	1002	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	142	290	-	-	666	-
Stage 1	350	-	-	-	-	-
Stage 2	638	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	130	290	-	-	666	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	350	-	-	-	-	-
Stage 2	585	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	39.2	0	1.2
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	213	666
HCM Lane V/C Ratio	-	-	0.525	0.065
HCM Control Delay (s)	-	-	39.2	10.8
HCM Lane LOS	-	-	E	B
HCM 95th %tile Q(veh)	-	-	2.7	0.2

2026 Build Traffic Volumes
3: US Route 6 & McBride Rd

AM Peak Hour
04/27/2023



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	64	11	16	850	263	17
Future Volume (vph)	64	11	16	850	263	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.980				0.992	
Flt Protected	0.959			0.999		
Satd. Flow (prot)	1452	0	0	1835	1719	0
Flt Permitted	0.959			0.999		
Satd. Flow (perm)	1452	0	0	1835	1719	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	16%	0%	0%	3%	7%	41%
Adj. Flow (vph)	75	13	19	1000	309	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	0	0	1019	329	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	T			T		T
Traffic Vol, veh/h	64	11	16	850	263	17
Future Vol, veh/h	64	11	16	850	263	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	1	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	16	0	0	3	7	41
Mvmt Flow	75	13	19	1000	309	20

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1357	319	329	0	-	0
Stage 1	319	-	-	-	-	-
Stage 2	1038	-	-	-	-	-
Critical Hdwy	6.96	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.96	-	-	-	-	-
Critical Hdwy Stg 2	5.96	-	-	-	-	-
Follow-up Hdwy	3.644	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	132	714	1242	-	-	-
Stage 1	682	-	-	-	-	-
Stage 2	286	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	128	714	1242	-	-	-
Mov Cap-2 Maneuver	128	-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	286	-	-	-	-	-

Approach	EB	NE	SW
HCM Control Delay, s	61.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR
Capacity (veh/h)	1242	-	146	-	-
HCM Lane V/C Ratio	0.015	-	0.604	-	-
HCM Control Delay (s)	7.9	0	61.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	3.2	-	-

2026 Build Traffic Volumes
4: US Route 6 & Hoops Rd

AM Peak Hour
04/27/2023



Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	926	281	1	1	1
Future Volume (vph)	0	926	281	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)		2%	-5%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.932	
Fl _t Protected					0.976	
Satd. Flow (prot)	0	1809	1771	0	1114	0
Fl _t Permitted					0.976	
Satd. Flow (perm)	0	1809	1771	0	1114	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		219	226		485	
Travel Time (s)		2.7	2.8		11.0	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	4%	10%	0%	100%	0%
Adj. Flow (vph)	0	1077	327	1	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1077	328	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.97	0.97	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2026 Build Traffic Volumes
4: US Route 6 & Hoops Rd

AM Peak Hour
04/27/2023

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	0	926	281	1	1	1
Future Vol, veh/h	0	926	281	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-5	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	4	10	0	100	0
Mvmt Flow	0	1077	327	1	1	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	328	0	-	0	1405 328
Stage 1	-	-	-	-	328 -
Stage 2	-	-	-	-	1077 -
Critical Hdwy	4.1	-	-	-	7.4 6.2
Critical Hdwy Stg 1	-	-	-	-	6.4 -
Critical Hdwy Stg 2	-	-	-	-	6.4 -
Follow-up Hdwy	2.2	-	-	-	4.4 3.3
Pot Cap-1 Maneuver	1243	-	-	-	95 718
Stage 1	-	-	-	-	554 -
Stage 2	-	-	-	-	217 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1243	-	-	-	95 718
Mov Cap-2 Maneuver	-	-	-	-	95 -
Stage 1	-	-	-	-	554 -
Stage 2	-	-	-	-	217 -

Approach	EB	WB	SE
HCM Control Delay, s	0	0	26.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	1243	-	-	-	168
HCM Lane V/C Ratio	-	-	-	-	0.014
HCM Control Delay (s)	0	-	-	-	26.7
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0

2026 Build Traffic Volumes
5: Creedon Hill Rd & US Route 6

AM Peak Hour
04/27/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	926	1	3	282	0	4
Future Volume (vph)	926	1	3	282	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.865	
Fl _t Protected						
Satd. Flow (prot)	1781	0	0	1767	1525	0
Fl _t Permitted						
Satd. Flow (perm)	1781	0	0	1767	1525	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	4%	0%	33%	10%	0%	0%
Adj. Flow (vph)	1064	1	3	324	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1065	0	0	327	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	926	1	3	282	0	4
Future Vol, veh/h	926	1	3	282	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	8	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	0	33	10	0	0
Mvmt Flow	1064	1	3	324	0	5

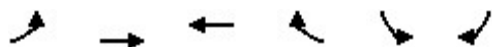
Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1065	0	1395
Stage 1	-	-	-	-	1065
Stage 2	-	-	-	-	330
Critical Hdwy	-	-	4.43	-	8
Critical Hdwy Stg 1	-	-	-	-	7
Critical Hdwy Stg 2	-	-	-	-	7
Follow-up Hdwy	-	-	2.497	-	3.5
Pot Cap-1 Maneuver	-	-	550	-	85
Stage 1	-	-	-	-	208
Stage 2	-	-	-	-	633
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	550	-	84
Mov Cap-2 Maneuver	-	-	-	-	84
Stage 1	-	-	-	-	208
Stage 2	-	-	-	-	629

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	22.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	215	-	-	550	-
HCM Lane V/C Ratio	0.021	-	-	0.006	-
HCM Control Delay (s)	22.1	-	-	11.6	0
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

2026 Build Traffic Volumes
6: US Route 6 & Slate Hill Commerce Center

AM Peak Hour
04/27/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	256	675	254	411	62	32
Future Volume (vph)	256	675	254	411	62	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1742	1748	1712	1495	1410	1524
Fl _t Permitted	0.393				0.950	
Satd. Flow (perm)	721	1748	1712	1495	1410	1524
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				478		37
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	6%	11%	8%	28%	6%
Adj. Flow (vph)	298	785	295	478	72	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	298	785	295	478	72	37
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm

2026 Build Traffic Volumes
6: US Route 6 & Slate Hill Commerce Center

AM Peak Hour
04/27/2023

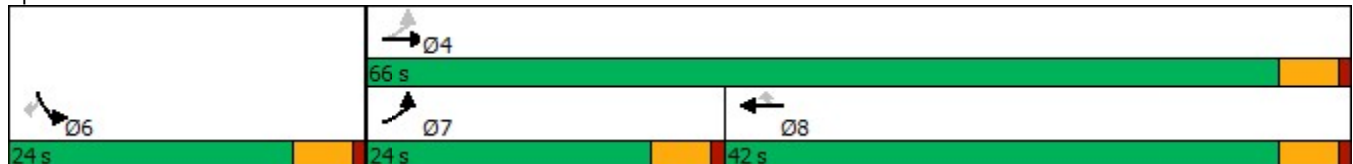


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	24.0	66.0	42.0	42.0	24.0	24.0
Total Split (%)	26.7%	73.3%	46.7%	46.7%	26.7%	26.7%
Maximum Green (s)	19.0	61.0	37.0	37.0	19.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
v/c Ratio	0.41	0.63	0.56	0.60	0.28	0.12
Control Delay	5.9	8.8	20.0	5.5	24.1	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.9	8.8	20.0	5.5	24.1	9.8
Queue Length 50th (ft)	30	119	70	0	18	0
Queue Length 95th (ft)	67	249	151	47	57	20
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	936	1715	1310	1256	626	697
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.46	0.23	0.38	0.12	0.05

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 47.9
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 6: US Route 6 & Slate Hill Commerce Center



2026 Build Traffic Volumes
6: US Route 6 & Slate Hill Commerce Center

AM Peak Hour
04/27/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	256	675	254	411	62	32	
Future Volume (veh/h)	256	675	254	411	62	32	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1738	1664	1737	1781	1485	1811	
Adj Flow Rate, veh/h	298	785	295	478	72	37	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	
Percent Heavy Veh, %	1	6	11	8	28	6	
Cap, veh/h	716	1135	719	625	120	130	
Arrive On Green	0.15	0.68	0.41	0.41	0.08	0.08	
Sat Flow, veh/h	1655	1664	1737	1510	1414	1535	
Grp Volume(v), veh/h	298	785	295	478	72	37	
Grp Sat Flow(s),veh/h/ln	1655	1664	1737	1510	1414	1535	
Q Serve(g_s), s	3.7	12.2	5.1	11.7	2.1	1.0	
Cycle Q Clear(g_c), s	3.7	12.2	5.1	11.7	2.1	1.0	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	716	1135	719	625	120	130	
V/C Ratio(X)	0.42	0.69	0.41	0.77	0.60	0.28	
Avail Cap(c_a), veh/h	1196	2364	1497	1301	626	679	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	4.8	4.1	8.9	10.8	18.9	18.4	
Incr Delay (d2), s/veh	0.4	0.8	0.4	2.0	4.8	1.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.3	0.2	1.1	2.4	0.8	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	5.2	4.9	9.3	12.8	23.7	19.6	
LnGrp LOS	A	A	A	B	C	B	
Approach Vol, veh/h		1083	773		109		
Approach Delay, s/veh		4.9	11.4		22.3		
Approach LOS		A	B		C		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				34.3	8.6	11.5	22.8
Change Period (Y+Rc), s				5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s				61.0	19.0	19.0	37.0
Max Q Clear Time (g_c+I1), s				14.2	4.1	5.7	13.7
Green Ext Time (p_c), s				4.9	0.4	1.1	4.1
Intersection Summary							
HCM 6th Ctrl Delay			8.5				
HCM 6th LOS			A				

2026 Build Traffic Volumes
7: Seward Road & US Route 6

AM Peak Hour
04/27/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩			↩	↩	
Traffic Volume (vph)	736	0	9	664	1	22
Future Volume (vph)	736	0	9	664	1	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.870	
Fl _t Protected				0.999	0.998	
Satd. Flow (prot)	1820	0	0	1783	1650	0
Fl _t Permitted				0.999	0.998	
Satd. Flow (perm)	1820	0	0	1783	1650	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	8.3	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	7%	0%	0%	9%	0%	0%
Adj. Flow (vph)	827	0	10	746	1	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	827	0	0	756	26	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	736	0	9	664	1	22
Future Vol, veh/h	736	0	9	664	1	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-5	-	-	2	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	7	0	0	9	0	0
Mvmt Flow	827	0	10	746	1	25

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	827	0	1593
Stage 1	-	-	-	-	827
Stage 2	-	-	-	-	766
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	813	-	119
Stage 1	-	-	-	-	433
Stage 2	-	-	-	-	462
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	813	-	117
Mov Cap-2 Maneuver	-	-	-	-	117
Stage 1	-	-	-	-	433
Stage 2	-	-	-	-	452

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	16.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	342	-	-	813	-
HCM Lane V/C Ratio	0.076	-	-	0.012	-
HCM Control Delay (s)	16.4	-	-	9.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

2026 Build Traffic Volumes
8: US Route 6 & CR 56

AM Peak Hour
04/27/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	67	16	553	212	57	604
Future Volume (vph)	67	16	553	212	57	604
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974		0.963			
Flt Protected	0.961				0.950	
Satd. Flow (prot)	1631	0	1729	0	1727	1792
Flt Permitted	0.961				0.241	
Satd. Flow (perm)	1631	0	1729	0	438	1792
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	18		48			
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	8%	0%	8%	4%	4%	9%
Adj. Flow (vph)	75	18	621	238	64	679
Shared Lane Traffic (%)						
Lane Group Flow (vph)	93	0	859	0	64	679
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template						
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

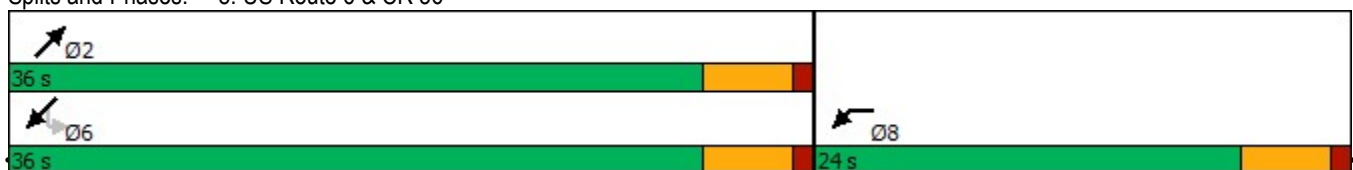


Lane Group	WBL	WBR	NET	NER	SWL	SWT
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	24.0		36.0		36.0	36.0
Total Split (%)	40.0%		60.0%		60.0%	60.0%
Maximum Green (s)	19.0		31.0		31.0	31.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.26		0.64		0.19	0.49
Control Delay	16.5		9.4		6.1	6.3
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	16.5		9.4		6.1	6.3
Queue Length 50th (ft)	19		127		6	88
Queue Length 95th (ft)	50		#388		24	193
Internal Link Dist (ft)	2041		792			1050
Turn Bay Length (ft)					200	
Base Capacity (vph)	935		1346		338	1384
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.10		0.64		0.19	0.49

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 39
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: US Route 6 & CR 56



2026 Build Traffic Volumes
8: US Route 6 & CR 56

AM Peak Hour
04/27/2023



Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	67	16	553	212	57	604
Future Volume (veh/h)	67	16	553	212	57	604
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1859	1979	1859	1919	1835	1831
Adj Flow Rate, veh/h	75	18	621	0	64	679
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	8	0	8	4	4	9
Cap, veh/h	130	31	992		504	978
Arrive On Green	0.09	0.09	0.53	0.00	0.53	0.53
Sat Flow, veh/h	1380	331	1859	0	788	1831
Grp Volume(v), veh/h	94	0	621	0	64	679
Grp Sat Flow(s),veh/h/ln	1730	0	1859	0	788	1831
Q Serve(g_s), s	1.4	0.0	6.3	0.0	1.7	7.4
Cycle Q Clear(g_c), s	1.4	0.0	6.3	0.0	7.9	7.4
Prop In Lane	0.80	0.19		0.00	1.00	
Lane Grp Cap(c), veh/h	162	0	992		504	978
V/C Ratio(X)	0.58	0.00	0.63		0.13	0.69
Avail Cap(c_a), veh/h	1224	0	2145		993	2113
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	11.7	0.0	4.4	0.0	7.2	4.6
Incr Delay (d2), s/veh	3.2	0.0	0.7	0.0	0.1	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.2	0.0	0.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.9	0.0	5.0	0.0	7.3	5.5
LnGrp LOS	B	A	A		A	A
Approach Vol, veh/h	94		621	A		743
Approach Delay, s/veh	14.9		5.0			5.7
Approach LOS	B		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		19.3			19.3	7.5
Change Period (Y+Rc), s		5.0			5.0	5.0
Max Green Setting (Gmax), s		31.0			31.0	19.0
Max Q Clear Time (g_c+I1), s		8.3			9.9	3.4
Green Ext Time (p_c), s		3.6			4.4	0.2
Intersection Summary						
HCM 6th Ctrl Delay			6.0			
HCM 6th LOS			A			

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NER] is excluded from calculations of the approach delay and intersection delay.

2026 Build Traffic Volumes
 9: US Route 6 & Site Driveway (Trucks)

AM Peak Hour
 04/27/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	0	1	559	702	7
Future Volume (vph)	4	0	1	559	702	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			300
Storage Lanes	1	0	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected	0.950					
Satd. Flow (prot)	902	0	0	1725	1743	808
Flt Permitted	0.950					
Satd. Flow (perm)	902	0	0	1725	1743	808
Link Speed (mph)	30			55	55	
Link Distance (ft)	505			1954	451	
Travel Time (s)	11.5			24.2	5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	100%	100%	10%	9%	100%
Adj. Flow (vph)	4	0	1	608	763	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	609	763	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized

2026 Build Traffic Volumes
 9: US Route 6 & Site Driveway (Trucks)

AM Peak Hour
 04/27/2023

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	↔
Traffic Vol, veh/h	4	0	1	559	702	7
Future Vol, veh/h	4	0	1	559	702	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	100	100	10	9	100
Mvmt Flow	4	0	1	608	763	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1373	763	771	0	-	0
Stage 1	763	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Critical Hdwy	7.4	7.2	5.1	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	3.1	-	-	-
Pot Cap-1 Maneuver	100	281	533	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	392	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	100	281	533	-	-	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	323	-	-	-	-	-
Stage 2	392	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	42.6	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	533	-	100	-	-
HCM Lane V/C Ratio	0.002	-	0.043	-	-
HCM Control Delay (s)	11.8	0	42.6	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

2026 Build Traffic Volumes
 10: US Route 6 & Site Driveway (Cars)

AM Peak Hour
 04/27/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	6	55	507	703	82
Future Volume (vph)	10	6	55	507	703	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	135			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947				0.986	
Flt Protected	0.970		0.950			
Satd. Flow (prot)	1745	0	1805	1712	1719	0
Flt Permitted	0.970		0.950			
Satd. Flow (perm)	1745	0	1805	1712	1719	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	576			451	3842	
Travel Time (s)	13.1			10.3	87.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	11%	10%	0%
Adj. Flow (vph)	11	7	60	551	764	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	60	551	853	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized

2026 Build Traffic Volumes
 10: US Route 6 & Site Driveway (Cars)

AM Peak Hour
 04/27/2023

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	6	55	507	703	82
Future Vol, veh/h	10	6	55	507	703	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	135	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	11	10	0
Mvmt Flow	11	7	60	551	764	89

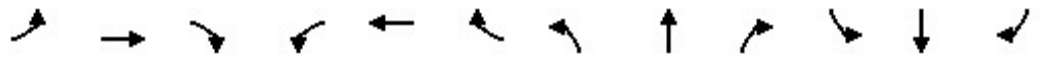
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1480	809	853	0	-	0
Stage 1	809	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	140	384	795	-	-	-
Stage 1	441	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	130	384	795	-	-	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	408	-	-	-	-	-
Stage 2	512	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.1	1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	795	-	173	-	-
HCM Lane V/C Ratio	0.075	-	0.101	-	-
HCM Control Delay (s)	9.9	-	28.1	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

2026 Build Traffic Volumes
 11: NYS Route 17M & US Route 6/Sunrise Park Rd

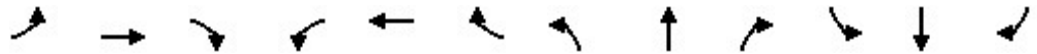
AM Peak Hour
 04/27/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	299	7	393	9	0	6	501	1350	39	16	1027	405
Future Volume (vph)	299	7	393	9	0	6	501	1350	39	16	1027	405
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	0		0	0		0	525		0	100		0
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850			0.944			0.996			0.850
Flt Protected	0.950	0.954			0.971		0.950			0.950		
Satd. Flow (prot)	1633	1643	1455	0	1603	0	1605	3508	0	1805	3505	1599
Flt Permitted	0.950	0.954			0.971		0.081			0.154		
Satd. Flow (perm)	1633	1643	1455	0	1603	0	137	3508	0	293	3505	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			457			121			4			323
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		319			392			755			645	
Travel Time (s)		4.0			5.9			11.4			9.8	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	5%	0%	11%	11%	0%	0%	13%	3%	3%	0%	3%	1%
Adj. Flow (vph)	348	8	457	10	0	7	583	1570	45	19	1194	471
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	177	179	457	0	17	0	583	1615	0	19	1194	471
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	2	2		2	2		2	2	2
Detector Template Left												
Leading Detector (ft)	20	83	83	83	83		83	83		83	83	83
Trailing Detector (ft)	0	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43	43	43	43		43	43		43	43	43
Detector 2 Size(ft)		40	40	40	40		40	40		40	40	40
Detector 2 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		Perm	NA	Perm

2026 Build Traffic Volumes
 11: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
 04/27/2023

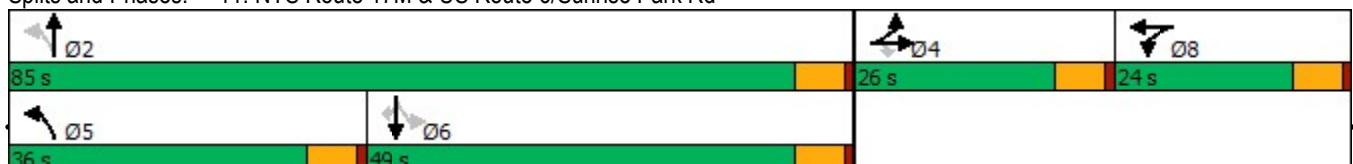


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases			4				2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	24.0		24.0	24.0	24.0
Total Split (s)	26.0	26.0	26.0	24.0	24.0		36.0	85.0		49.0	49.0	49.0
Total Split (%)	19.3%	19.3%	19.3%	17.8%	17.8%		26.7%	63.0%		36.3%	36.3%	36.3%
Maximum Green (s)	20.0	20.0	20.0	18.0	18.0		30.0	79.0		43.0	43.0	43.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
v/c Ratio	0.72	0.72	0.75		0.09		1.19	0.65		0.17	0.89	0.58
Control Delay	63.1	63.3	12.9		0.9		137.2	12.0		31.3	43.2	12.3
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	63.1	63.3	12.9		0.9		137.2	12.0		31.3	43.2	12.3
Queue Length 50th (ft)	123	125	0		0		~444	268		9	401	69
Queue Length 95th (ft)	213	213	78		0		#721	449		31	#586	177
Internal Link Dist (ft)		239			312			675			565	
Turn Bay Length (ft)							525			100		
Base Capacity (vph)	290	292	634		358		488	2470		111	1343	811
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.61	0.61	0.72		0.05		1.19	0.65		0.17	0.89	0.58

Intersection Summary

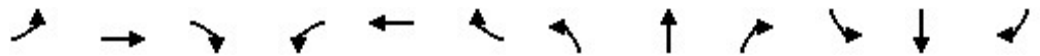
Area Type: Other
 Cycle Length: 135
 Actuated Cycle Length: 112.8
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 17M & US Route 6/Sunrise Park Rd



2026 Build Traffic Volumes
11: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	299	7	393	9	0	6	501	1350	39	16	1027	405
Future Volume (veh/h)	299	7	393	9	0	6	501	1350	39	16	1027	405
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1737	1643	1806	1806	1744	1894	1894	1900	1856	1885
Adj Flow Rate, veh/h	354	0	0	10	0	7	583	1570	45	19	1194	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	5	0	11	11	0	0	13	3	3	0	3	1
Cap, veh/h	428	0		18	0	12	533	2499	71	185	1342	
Arrive On Green	0.12	0.00	0.00	0.02	0.00	0.02	0.27	0.70	0.70	0.38	0.38	0.00
Sat Flow, veh/h	3478	0	1472	963	0	674	1661	3573	102	318	3526	1598
Grp Volume(v), veh/h	354	0	0	17	0	0	583	789	826	19	1194	0
Grp Sat Flow(s),veh/h/ln	1739	0	1472	1636	0	0	1661	1800	1876	318	1763	1598
Q Serve(g_s), s	11.2	0.0	0.0	1.2	0.0	0.0	30.0	26.5	26.7	4.4	35.8	0.0
Cycle Q Clear(g_c), s	11.2	0.0	0.0	1.2	0.0	0.0	30.0	26.5	26.7	4.4	35.8	0.0
Prop In Lane	1.00		1.00	0.59		0.41	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	428	0		30	0	0	533	1258	1312	185	1342	
V/C Ratio(X)	0.83	0.00		0.57	0.00	0.00	1.09	0.63	0.63	0.10	0.89	
Avail Cap(c_a), veh/h	616	0		261	0	0	533	1258	1312	185	1342	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	48.4	0.0	0.0	55.0	0.0	0.0	32.2	9.1	9.1	23.0	32.8	0.0
Incr Delay (d2), s/veh	6.2	0.0	0.0	15.8	0.0	0.0	67.3	2.4	2.3	1.1	9.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	0.0	0.6	0.0	0.0	18.1	9.1	9.5	0.4	16.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.6	0.0	0.0	70.8	0.0	0.0	99.5	11.5	11.4	24.2	41.9	0.0
LnGrp LOS	D	A		E	A	A	F	B	B	C	D	
Approach Vol, veh/h		354	A		17			2198			1213	A
Approach Delay, s/veh		54.6			70.8			34.8			41.6	
Approach LOS		D			E			C			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		85.0		19.9	36.0	49.0		8.1				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		79.0		20.0	30.0	43.0		18.0				
Max Q Clear Time (g_c+I1), s		28.7		13.2	32.0	37.8		3.2				
Green Ext Time (p_c), s		13.9		0.7	0.0	3.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay	39.0
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

2026 Build Traffic Volumes
 1: NYS Route 284 & US Route 6

PM Peak Hour
 04/27/2023



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	249	52	325	625	46	178
Future Volume (vph)	249	52	325	625	46	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.977			0.893		
Fl _t Protected				0.983	0.990	
Satd. Flow (prot)	1790	0	0	1813	1582	0
Fl _t Permitted				0.983	0.990	
Satd. Flow (perm)	1790	0	0	1813	1582	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	10.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	7%	5%	2%	7%	6%
Adj. Flow (vph)	265	55	346	665	49	189
Shared Lane Traffic (%)						
Lane Group Flow (vph)	320	0	0	1011	238	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2026 Build Traffic Volumes
1: NYS Route 284 & US Route 6

PM Peak Hour
04/27/2023

Intersection						
Int Delay, s/veh	22.8					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	249	52	325	625	46	178
Future Vol, veh/h	249	52	325	625	46	178
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	7	5	2	7	6
Mvmt Flow	265	55	346	665	49	189

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	320	0	1650 293
Stage 1	-	-	-	-	293 -
Stage 2	-	-	-	-	1357 -
Critical Hdwy	-	-	4.15	-	6.47 6.26
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	-	-	2.245	-	3.563 3.354
Pot Cap-1 Maneuver	-	-	1223	-	106 737
Stage 1	-	-	-	-	746 -
Stage 2	-	-	-	-	234 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1223	-	58 737
Mov Cap-2 Maneuver	-	-	-	-	58 -
Stage 1	-	-	-	-	746 -
Stage 2	-	-	-	-	129 -

Approach	EB	WB	NE
HCM Control Delay, s	0	3.1	136.9
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	217	-	-	1223	-
HCM Lane V/C Ratio	1.098	-	-	0.283	-
HCM Control Delay (s)	136.9	-	-	9.1	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	10.9	-	-	1.2	-

2026 Build Traffic Volumes
 2: US Route 6 & Ridgebury Hill Rd

PM Peak Hour
 04/27/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	42	59	425	39	68	930
Future Volume (vph)	42	59	425	39	68	930
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921		0.989			
Flt Protected	0.980					0.997
Satd. Flow (prot)	1633	0	1812	0	0	1853
Flt Permitted	0.980					0.997
Satd. Flow (perm)	1633	0	1812	0	0	1853
Link Speed (mph)	30		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	12.2		18.5			17.6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	5%	3%	5%	5%	2%
Adj. Flow (vph)	45	63	452	41	72	989
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	0	493	0	0	1061
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	W	W	T			T
Traffic Vol, veh/h	42	59	425	39	68	930
Future Vol, veh/h	42	59	425	39	68	930
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	1	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	3	5	5	2
Mvmt Flow	45	63	452	41	72	989

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1606	473	0	0	493
Stage 1	473	-	-	-	-
Stage 2	1133	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15
Critical Hdwy Stg 1	5.45	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245
Pot Cap-1 Maneuver	114	585	-	-	1055
Stage 1	621	-	-	-	-
Stage 2	303	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	97	585	-	-	1055
Mov Cap-2 Maneuver	97	-	-	-	-
Stage 1	621	-	-	-	-
Stage 2	257	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	46.5	0	0.6
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	189	1055
HCM Lane V/C Ratio	-	-	0.569	0.069
HCM Control Delay (s)	-	-	46.5	8.7
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	3	0.2

2026 Build Traffic Volumes
3: US Route 6 & McBride Rd

PM Peak Hour
04/27/2023



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	29	29	29	391	883	56
Future Volume (vph)	29	29	29	391	883	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.992	
Flt Protected	0.976			0.997		
Satd. Flow (prot)	1492	0	0	1834	1833	0
Flt Permitted	0.976			0.997		
Satd. Flow (perm)	1492	0	0	1834	1833	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	14%	0%	0%	3%	2%	7%
Adj. Flow (vph)	31	31	31	416	939	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	0	447	999	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	T			T		T
Traffic Vol, veh/h	29	29	29	391	883	56
Future Vol, veh/h	29	29	29	391	883	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	1	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	14	0	0	3	2	7
Mvmt Flow	31	31	31	416	939	60

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1447	969	999	0	0
Stage 1	969	-	-	-	-
Stage 2	478	-	-	-	-
Critical Hdwy	6.94	6.4	4.1	-	-
Critical Hdwy Stg 1	5.94	-	-	-	-
Critical Hdwy Stg 2	5.94	-	-	-	-
Follow-up Hdwy	3.626	3.3	2.2	-	-
Pot Cap-1 Maneuver	116	294	701	-	-
Stage 1	314	-	-	-	-
Stage 2	568	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	109	294	701	-	-
Mov Cap-2 Maneuver	109	-	-	-	-
Stage 1	296	-	-	-	-
Stage 2	568	-	-	-	-

Approach	EB	NE	SW
HCM Control Delay, s	41.3	0.7	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR
Capacity (veh/h)	701	-	159	-	-
HCM Lane V/C Ratio	0.044	-	0.388	-	-
HCM Control Delay (s)	10.4	0	41.3	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.7	-	-

2026 Build Traffic Volumes
4: US Route 6 & Hoops Rd

PM Peak Hour
04/27/2023



Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	1	452	907	3	1	1
Future Volume (vph)	1	452	907	3	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)		2%	-5%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.932	
Fl _t Protected					0.976	
Satd. Flow (prot)	0	1792	1891	0	1114	0
Fl _t Permitted					0.976	
Satd. Flow (perm)	0	1792	1891	0	1114	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		219	226		485	
Travel Time (s)		2.7	2.8		11.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	5%	3%	0%	100%	0%
Adj. Flow (vph)	1	466	935	3	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	467	938	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.97	0.97	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2026 Build Traffic Volumes
4: US Route 6 & Hoops Rd

PM Peak Hour
04/27/2023

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	1	452	907	3	1	1
Future Vol, veh/h	1	452	907	3	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-5	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	5	3	0	100	0
Mvmt Flow	1	466	935	3	1	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	938	0	-	0	1405 937
Stage 1	-	-	-	-	937 -
Stage 2	-	-	-	-	468 -
Critical Hdwy	4.1	-	-	-	7.4 6.2
Critical Hdwy Stg 1	-	-	-	-	6.4 -
Critical Hdwy Stg 2	-	-	-	-	6.4 -
Follow-up Hdwy	2.2	-	-	-	4.4 3.3
Pot Cap-1 Maneuver	739	-	-	-	95 324
Stage 1	-	-	-	-	260 -
Stage 2	-	-	-	-	468 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	739	-	-	-	95 324
Mov Cap-2 Maneuver	-	-	-	-	95 -
Stage 1	-	-	-	-	259 -
Stage 2	-	-	-	-	468 -

Approach	EB	WB	SE
HCM Control Delay, s	0	0	29.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	739	-	-	-	147
HCM Lane V/C Ratio	0.001	-	-	-	0.014
HCM Control Delay (s)	9.9	0	-	-	29.8
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0

2026 Build Traffic Volumes
5: Creedon Hill Rd & US Route 6

PM Peak Hour
04/27/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	453	0	12	910	0	11
Future Volume (vph)	453	0	12	910	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.865	
Fl _t Protected				0.999		
Satd. Flow (prot)	1764	0	0	1874	1121	0
Fl _t Permitted				0.999		
Satd. Flow (perm)	1764	0	0	1874	1121	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	0%	67%	3%	0%	36%
Adj. Flow (vph)	467	0	12	938	0	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	467	0	0	950	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	453	0	12	910	0	11
Future Vol, veh/h	453	0	12	910	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	8	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	0	67	3	0	36
Mvmt Flow	467	0	12	938	0	11

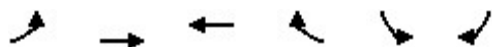
Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	467	0
Stage 1	-	-	-	467
Stage 2	-	-	-	962
Critical Hdwy	-	-	4.77	-
Critical Hdwy Stg 1	-	-	-	7
Critical Hdwy Stg 2	-	-	-	7
Follow-up Hdwy	-	-	2.803	-
Pot Cap-1 Maneuver	-	-	825	-
Stage 1	-	-	-	516
Stage 2	-	-	-	244
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	825	-
Mov Cap-2 Maneuver	-	-	-	78
Stage 1	-	-	-	516
Stage 2	-	-	-	237

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	479	-	-	825	-
HCM Lane V/C Ratio	0.024	-	-	0.015	-
HCM Control Delay (s)	12.7	-	-	9.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

2026 Build Traffic Volumes
6: US Route 6 & Slate Hill Commerce Center

PM Peak Hour
04/27/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	414	704	102	371	218
Future Volume (vph)	50	414	704	102	371	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1645	1748	1845	1233	1583	1568
Fl _t Permitted	0.221				0.950	
Satd. Flow (perm)	383	1748	1845	1233	1583	1568
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				105		83
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	7%	6%	3%	31%	14%	3%
Adj. Flow (vph)	52	427	726	105	382	225
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	427	726	105	382	225
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	NA	Perm	Prot	Perm

2026 Build Traffic Volumes
6: US Route 6 & Slate Hill Commerce Center

PM Peak Hour
04/27/2023

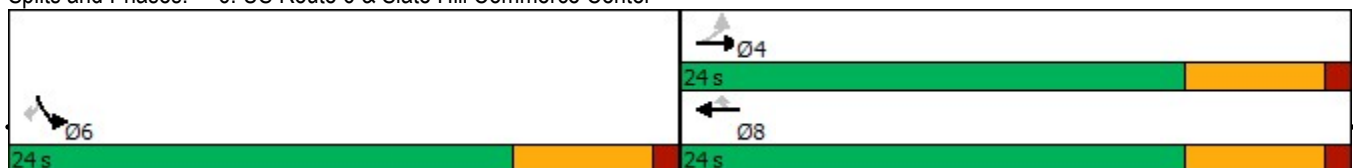


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
v/c Ratio	0.34	0.61	0.98	0.19	0.73	0.39
Control Delay	18.4	16.2	48.3	3.8	22.5	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	16.2	48.3	3.8	22.5	9.4
Queue Length 50th (ft)	10	90	~199	0	84	26
Queue Length 95th (ft)	37	172	#400	22	#159	65
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	153	702	741	558	636	679
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.61	0.98	0.19	0.60	0.33

Intersection Summary

Area Type: Other
 Cycle Length: 48
 Actuated Cycle Length: 45.1
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 6: US Route 6 & Slate Hill Commerce Center



2026 Build Traffic Volumes
6: US Route 6 & Slate Hill Commerce Center

PM Peak Hour
04/27/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	414	704	102	371	218
Future Volume (veh/h)	50	414	704	102	371	218
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1649	1664	1856	1441	1693	1856
Adj Flow Rate, veh/h	52	427	726	105	382	225
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	7	6	3	31	14	3
Cap, veh/h	190	692	771	508	495	483
Arrive On Green	0.42	0.42	0.42	0.42	0.31	0.31
Sat Flow, veh/h	582	1664	1856	1221	1612	1572
Grp Volume(v), veh/h	52	427	726	105	382	225
Grp Sat Flow(s),veh/h/ln	582	1664	1856	1221	1612	1572
Q Serve(g_s), s	1.7	8.7	16.3	2.4	9.3	5.0
Cycle Q Clear(g_c), s	18.0	8.7	16.3	2.4	9.3	5.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	190	692	771	508	495	483
V/C Ratio(X)	0.27	0.62	0.94	0.21	0.77	0.47
Avail Cap(c_a), veh/h	190	692	771	508	670	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	9.9	12.1	8.1	13.6	12.1
Incr Delay (d2), s/veh	0.8	1.7	19.5	0.2	3.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.1	7.8	0.4	3.2	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.0	11.6	31.6	8.3	17.5	12.8
LnGrp LOS	C	B	C	A	B	B
Approach Vol, veh/h		479	831		607	
Approach Delay, s/veh		12.7	28.7		15.8	
Approach LOS		B	C		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				24.0	19.3	24.0
Change Period (Y+Rc), s				6.0	6.0	6.0
Max Green Setting (Gmax), s				18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s				20.0	11.3	18.3
Green Ext Time (p_c), s				0.0	2.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			20.6			
HCM 6th LOS			C			

2026 Build Traffic Volumes
7: Seward Road & US Route 6

PM Peak Hour
04/27/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	785	0	25	803	2	11
Future Volume (vph)	785	0	25	803	2	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.884	
Fl _t Protected				0.999	0.993	
Satd. Flow (prot)	1770	0	0	1835	1668	0
Fl _t Permitted				0.999	0.993	
Satd. Flow (perm)	1770	0	0	1835	1668	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	0%	0%	6%	0%	0%
Adj. Flow (vph)	853	0	27	873	2	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	853	0	0	900	14	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	785	0	25	803	2	11
Future Vol, veh/h	785	0	25	803	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-5	-	-	2	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	0	0	6	0	0
Mvmt Flow	853	0	27	873	2	12

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	853	0	1780 853
Stage 1	-	-	-	-	853 -
Stage 2	-	-	-	-	927 -
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	-	-	795	-	91 362
Stage 1	-	-	-	-	421 -
Stage 2	-	-	-	-	389 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	795	-	85 362
Mov Cap-2 Maneuver	-	-	-	-	85 -
Stage 1	-	-	-	-	421 -
Stage 2	-	-	-	-	363 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	20.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	241	-	-	795	-
HCM Lane V/C Ratio	0.059	-	-	0.034	-
HCM Control Delay (s)	20.9	-	-	9.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

2026 Build Traffic Volumes
8: US Route 6 & CR 56

PM Peak Hour
04/27/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	200	56	707	101	19	632
Future Volume (vph)	200	56	707	101	19	632
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.970		0.983			
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1671	0	1717	0	1618	1792
Flt Permitted	0.962				0.148	
Satd. Flow (perm)	1671	0	1717	0	252	1792
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	25		18			
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	11%	2%	11%	9%
Adj. Flow (vph)	217	61	768	110	21	687
Shared Lane Traffic (%)						
Lane Group Flow (vph)	278	0	878	0	21	687
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template						
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

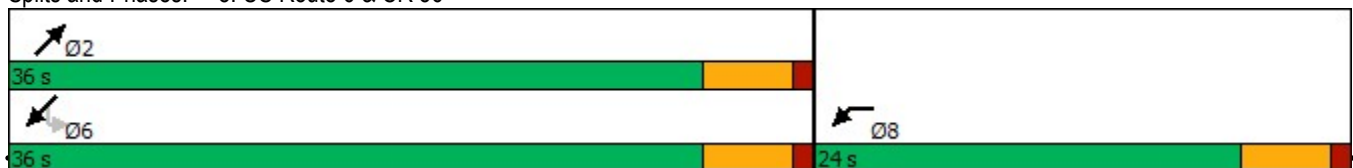


Lane Group	WBL	WBR	NET	NER	SWL	SWT
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	24.0		36.0		36.0	36.0
Total Split (%)	40.0%		60.0%		60.0%	60.0%
Maximum Green (s)	19.0		31.0		31.0	31.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.65		0.90		0.15	0.68
Control Delay	24.0		26.7		10.3	13.7
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	24.0		26.7		10.3	13.7
Queue Length 50th (ft)	73		211		3	135
Queue Length 95th (ft)	136		#534		16	302
Internal Link Dist (ft)	2041		792			1050
Turn Bay Length (ft)					200	
Base Capacity (vph)	611		1006		146	1042
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.45		0.87		0.14	0.66

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 53.8
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: US Route 6 & CR 56



2026 Build Traffic Volumes
8: US Route 6 & CR 56

PM Peak Hour
04/27/2023



Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	200	56	707	101	19	632
Future Volume (veh/h)	200	56	707	101	19	632
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1919	1949	1814	1949	1731	1831
Adj Flow Rate, veh/h	217	61	768	0	21	687
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	2	11	2	11	9
Cap, veh/h	284	80	956		309	965
Arrive On Green	0.21	0.21	0.53	0.00	0.53	0.53
Sat Flow, veh/h	1384	389	1814	0	648	1831
Grp Volume(v), veh/h	279	0	768	0	21	687
Grp Sat Flow(s),veh/h/ln	1779	0	1814	0	648	1831
Q Serve(g_s), s	5.5	0.0	13.0	0.0	1.0	10.6
Cycle Q Clear(g_c), s	5.5	0.0	13.0	0.0	14.0	10.6
Prop In Lane	0.78	0.22		0.00	1.00	
Lane Grp Cap(c), veh/h	365	0	956		309	965
V/C Ratio(X)	0.76	0.00	0.80		0.07	0.71
Avail Cap(c_a), veh/h	904	0	1504		505	1518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	0.0	7.2	0.0	13.0	6.7
Incr Delay (d2), s/veh	3.3	0.0	1.8	0.0	0.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.7	0.0	0.1	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.3	0.0	9.0	0.0	13.1	7.7
LnGrp LOS	B	A	A		B	A
Approach Vol, veh/h			768	A		708
Approach Delay, s/veh			9.0			7.8
Approach LOS			A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		24.7			24.7	12.7
Change Period (Y+Rc), s		5.0			5.0	5.0
Max Green Setting (Gmax), s		31.0			31.0	19.0
Max Q Clear Time (g_c+I1), s		15.0			16.0	7.5
Green Ext Time (p_c), s		4.3			3.7	0.6

Intersection Summary

HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NER] is excluded from calculations of the approach delay and intersection delay.

2026 Build Traffic Volumes
 9: US Route 6 & Site Driveway (Trucks)

PM Peak Hour
 04/27/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	1	1	755	648	7
Future Volume (vph)	11	1	1	755	648	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			300
Storage Lanes	1	0	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990					0.850
Flt Protected	0.956					
Satd. Flow (prot)	899	0	0	1726	1759	808
Flt Permitted	0.956					
Satd. Flow (perm)	899	0	0	1726	1759	808
Link Speed (mph)	30			55	55	
Link Distance (ft)	505			1954	451	
Travel Time (s)	11.5			24.2	5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	100%	100%	10%	8%	100%
Adj. Flow (vph)	12	1	1	821	704	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	822	704	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2026 Build Traffic Volumes
 9: US Route 6 & Site Driveway (Trucks)

PM Peak Hour
 04/27/2023

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	↔
Traffic Vol, veh/h	11	1	1	755	648	7
Future Vol, veh/h	11	1	1	755	648	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	100	100	10	8	100
Mvmt Flow	12	1	1	821	704	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1527	704	712	0	-	0
Stage 1	704	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Critical Hdwy	7.4	7.2	5.1	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	3.1	-	-	-
Pot Cap-1 Maneuver	78	307	567	-	-	-
Stage 1	349	-	-	-	-	-
Stage 2	300	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	78	307	567	-	-	-
Mov Cap-2 Maneuver	78	-	-	-	-	-
Stage 1	348	-	-	-	-	-
Stage 2	300	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	56.3	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	567	-	83	-	-
HCM Lane V/C Ratio	0.002	-	0.157	-	-
HCM Control Delay (s)	11.4	0	56.3	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

2026 Build Traffic Volumes
 10: US Route 6 & Site Driveway (Cars)

PM Peak Hour
 04/27/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	70	47	10	756	608	14
Future Volume (vph)	70	47	10	756	608	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	135			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946				0.997	
Flt Protected	0.971		0.950			
Satd. Flow (prot)	1745	0	1805	1712	1741	0
Flt Permitted	0.971		0.950			
Satd. Flow (perm)	1745	0	1805	1712	1741	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	576			451	3842	
Travel Time (s)	13.1			5.6	47.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	11%	9%	0%
Adj. Flow (vph)	76	51	11	822	661	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	127	0	11	822	676	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2026 Build Traffic Volumes
 10: US Route 6 & Site Driveway (Cars)

PM Peak Hour
 04/27/2023

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	70	47	10	756	608	14
Future Vol, veh/h	70	47	10	756	608	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	135	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	11	9	0
Mvmt Flow	76	51	11	822	661	15

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1513	669	676	0	-	0
Stage 1	669	-	-	-	-	-
Stage 2	844	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	133	461	925	-	-	-
Stage 1	513	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	131	461	925	-	-	-
Mov Cap-2 Maneuver	131	-	-	-	-	-
Stage 1	507	-	-	-	-	-
Stage 2	425	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	59.5	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	925	-	184	-	-
HCM Lane V/C Ratio	0.012	-	0.691	-	-
HCM Control Delay (s)	8.9	-	59.5	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	4.2	-	-

2026 Build Traffic Volumes
 11: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
 04/27/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	485	16	523	31	16	35	435	1159	21	19	1178	430
Future Volume (vph)	485	16	523	31	16	35	435	1159	21	19	1178	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	0		0	0		0	525		0	100		0
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Fr _t			0.850		0.942			0.997				0.850
Fl _t Protected	0.950	0.955			0.981		0.950			0.950		
Satd. Flow (prot)	1681	1692	1404	0	1659	0	1577	3511	0	1719	3539	1583
Fl _t Permitted	0.950	0.955			0.981		0.087			0.231		
Satd. Flow (perm)	1681	1692	1404	0	1659	0	144	3511	0	418	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			509		25			2				323
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		319			392			755			645	
Travel Time (s)		4.0			5.9			11.4			9.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	0%	15%	3%	0%	6%	15%	3%	5%	5%	2%	2%
Adj. Flow (vph)	500	16	539	32	16	36	448	1195	22	20	1214	443
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	260	256	539	0	84	0	448	1217	0	20	1214	443
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	2	2		2	2		2	2	2
Detector Template Left												
Leading Detector (ft)	20	83	83	83	83		83	83		83	83	83
Trailing Detector (ft)	0	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43	43	43	43		43	43		43	43	43
Detector 2 Size(ft)		40	40	40	40		40	40		40	40	40
Detector 2 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		Perm	NA	Perm

2026 Build Traffic Volumes
 11: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
 04/27/2023

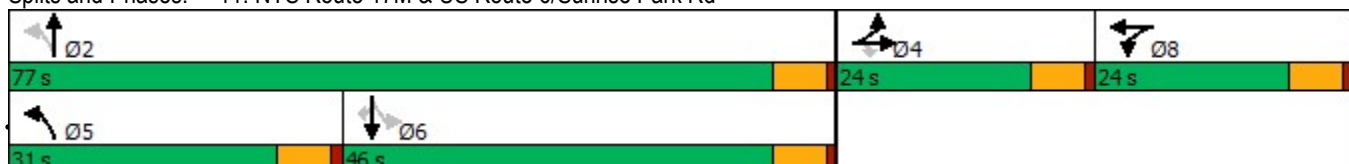


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases			4				2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	24.0		24.0	24.0	24.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0		31.0	77.0		46.0	46.0	46.0
Total Split (%)	19.2%	19.2%	19.2%	19.2%	19.2%		24.8%	61.6%		36.8%	36.8%	36.8%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0		25.0	71.0		40.0	40.0	40.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
v/c Ratio	0.98	0.96	0.83		0.52		1.11	0.56		0.14	0.98	0.58
Control Delay	100.3	95.0	17.8		48.5		111.5	14.5		30.9	58.5	12.1
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	100.3	95.0	17.8		48.5		111.5	14.5		30.9	58.5	12.1
Queue Length 50th (ft)	~208	204	20		43		~347	269		10	476	64
Queue Length 95th (ft)	#412	#401	#208		94		#586	366		32	#677	180
Internal Link Dist (ft)		239			312			675			565	
Turn Bay Length (ft)							525			100		
Base Capacity (vph)	265	267	650		283		403	2188		146	1242	765
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.98	0.96	0.83		0.30		1.11	0.56		0.14	0.98	0.58

Intersection Summary

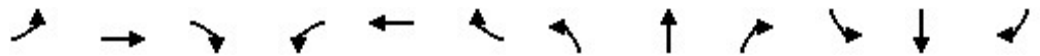
Area Type: Other
 Cycle Length: 125
 Actuated Cycle Length: 114.4
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 17M & US Route 6/Sunrise Park Rd



2026 Build Traffic Volumes
 11: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
 04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	485	16	523	31	16	35	435	1159	21	19	1178	430
Future Volume (veh/h)	485	16	523	31	16	35	435	1159	21	19	1178	430
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1678	1761	1806	1717	1714	1894	1864	1826	1870	1870
Adj Flow Rate, veh/h	511	0	0	32	16	36	448	1195	22	20	1214	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	0	15	3	0	6	15	3	5	5	2	2
Cap, veh/h	561	0		40	20	46	425	2244	41	220	1243	
Arrive On Green	0.16	0.00	0.00	0.06	0.06	0.06	0.22	0.62	0.62	0.35	0.35	0.00
Sat Flow, veh/h	3563	0	1422	628	314	706	1633	3615	67	448	3554	1585
Grp Volume(v), veh/h	511	0	0	84	0	0	448	595	622	20	1214	0
Grp Sat Flow(s),veh/h/ln	1781	0	1422	1647	0	0	1633	1800	1882	448	1777	1585
Q Serve(g_s), s	16.1	0.0	0.0	5.7	0.0	0.0	25.0	21.4	21.4	3.5	38.6	0.0
Cycle Q Clear(g_c), s	16.1	0.0	0.0	5.7	0.0	0.0	25.0	21.4	21.4	3.5	38.6	0.0
Prop In Lane	1.00		1.00	0.38		0.43	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	561	0		106	0	0	425	1117	1168	220	1243	
V/C Ratio(X)	0.91	0.00		0.79	0.00	0.00	1.05	0.53	0.53	0.09	0.98	
Avail Cap(c_a), veh/h	561	0		259	0	0	425	1117	1168	220	1243	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	47.4	0.0	0.0	52.7	0.0	0.0	35.1	12.3	12.3	25.3	36.7	0.0
Incr Delay (d2), s/veh	19.2	0.0	0.0	12.2	0.0	0.0	58.7	1.8	1.7	0.8	20.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	0.0	2.7	0.0	0.0	13.5	8.1	8.5	0.4	19.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.6	0.0	0.0	64.9	0.0	0.0	93.7	14.1	14.0	26.1	57.3	0.0
LnGrp LOS	E	A		E	A	A	F	B	B	C	E	
Approach Vol, veh/h		511	A		84			1665			1234	A
Approach Delay, s/veh		66.6			64.9			35.5			56.8	
Approach LOS		E			E			D			E	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		77.0		24.0	31.0	46.0		13.4				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		71.0		18.0	25.0	40.0		18.0				
Max Q Clear Time (g_c+I1), s		23.4		18.1	27.0	40.6		7.7				
Green Ext Time (p_c), s		8.2		0.0	0.0	0.0		0.2				

Intersection Summary

HCM 6th Ctrl Delay	48.3
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

2026 Build Traffic Volumes w/ Improvement
 1: NYS Route 284 & US Route 6

AM Peak Hour
 04/27/2023



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	648	51	81	208	54	310
Future Volume (vph)	648	51	81	208	54	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990			0.885		
Flt Protected				0.986	0.993	
Satd. Flow (prot)	1821	0	0	1779	1586	0
Flt Permitted				0.986	0.993	
Satd. Flow (perm)	1821	0	0	1779	1586	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	10.8	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	3%	7%	6%	5%	7%	5%
Adj. Flow (vph)	762	60	95	245	64	365
Shared Lane Traffic (%)						
Lane Group Flow (vph)	822	0	0	340	429	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2026 Build Traffic Volumes w/ Improvement
 1: NYS Route 284 & US Route 6

AM Peak Hour
 04/27/2023

Intersection						
Int Delay, s/veh	55.2					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	648	51	81	208	54	310
Future Vol, veh/h	648	51	81	208	54	310
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	7	6	5	7	5
Mvmt Flow	762	60	95	245	64	365

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	822	0	1227
Stage 1	-	-	-	-	792
Stage 2	-	-	-	-	435
Critical Hdwy	-	-	4.16	-	6.47
Critical Hdwy Stg 1	-	-	-	-	5.47
Critical Hdwy Stg 2	-	-	-	-	5.47
Follow-up Hdwy	-	-	2.254	-	3.563
Pot Cap-1 Maneuver	-	-	790	-	192
Stage 1	-	-	-	-	438
Stage 2	-	-	-	-	642
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	790	-	165
Mov Cap-2 Maneuver	-	-	-	-	165
Stage 1	-	-	-	-	438
Stage 2	-	-	-	-	553

Approach	EB	WB	NE
HCM Control Delay, s	0	2.9	202.7
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	321	-	-	790	-
HCM Lane V/C Ratio	1.334	-	-	0.121	-
HCM Control Delay (s)	202.7	-	-	10.2	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	21	-	-	0.4	-

2026 Build Traffic Volumes w/ Improvement
 2: US Route 6 & Ridgebury Hill Rd

AM Peak Hour
 04/27/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	28	67	833	37	37	305
Future Volume (vph)	28	67	833	37	37	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905		0.994			
Flt Protected	0.985					0.995
Satd. Flow (prot)	1613	0	1823	0	0	1800
Flt Permitted	0.985					0.995
Satd. Flow (perm)	1613	0	1823	0	0	1800
Link Speed (mph)	30		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	12.2		18.5			17.6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	5%	5%	3%	5%	5%	5%
Adj. Flow (vph)	33	79	980	44	44	359
Shared Lane Traffic (%)						
Lane Group Flow (vph)	112	0	1024	0	0	403
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

2026 Build Traffic Volumes w/ Improvement
2: US Route 6 & Ridgebury Hill Rd

AM Peak Hour
04/27/2023

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	28	67	833	37	37	305
Future Vol, veh/h	28	67	833	37	37	305
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	1	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	5	5	3	5	5	5
Mvmt Flow	33	79	980	44	44	359

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1449	1002	0	0	1024
Stage 1	1002	-	-	-	-
Stage 2	447	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15
Critical Hdwy Stg 1	5.45	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245
Pot Cap-1 Maneuver	142	290	-	-	666
Stage 1	350	-	-	-	-
Stage 2	638	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	130	290	-	-	666
Mov Cap-2 Maneuver	130	-	-	-	-
Stage 1	350	-	-	-	-
Stage 2	585	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	39.2	0	1.2
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	213	666
HCM Lane V/C Ratio	-	-	0.525	0.065
HCM Control Delay (s)	-	-	39.2	10.8
HCM Lane LOS	-	-	E	B
HCM 95th %tile Q(veh)	-	-	2.7	0.2

2026 Build Traffic Volumes w/ Improvement
 3: US Route 6 & McBride Rd

AM Peak Hour
 04/27/2023



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	64	11	16	850	263	17
Future Volume (vph)	64	11	16	850	263	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.980				0.992	
Flt Protected	0.959			0.999		
Satd. Flow (prot)	1452	0	0	1835	1719	0
Flt Permitted	0.959			0.999		
Satd. Flow (perm)	1452	0	0	1835	1719	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	16%	0%	0%	3%	7%	41%
Adj. Flow (vph)	75	13	19	1000	309	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	0	0	1019	329	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2026 Build Traffic Volumes w/ Improvement
 3: US Route 6 & McBride Rd

AM Peak Hour
 04/27/2023

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	T			T		T
Traffic Vol, veh/h	64	11	16	850	263	17
Future Vol, veh/h	64	11	16	850	263	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	1	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	16	0	0	3	7	41
Mvmt Flow	75	13	19	1000	309	20

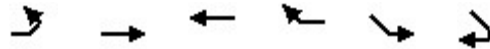
Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1357	319	329	0	0
Stage 1	319	-	-	-	-
Stage 2	1038	-	-	-	-
Critical Hdwy	6.96	6.4	4.1	-	-
Critical Hdwy Stg 1	5.96	-	-	-	-
Critical Hdwy Stg 2	5.96	-	-	-	-
Follow-up Hdwy	3.644	3.3	2.2	-	-
Pot Cap-1 Maneuver	132	714	1242	-	-
Stage 1	682	-	-	-	-
Stage 2	286	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	128	714	1242	-	-
Mov Cap-2 Maneuver	128	-	-	-	-
Stage 1	659	-	-	-	-
Stage 2	286	-	-	-	-

Approach	EB	NE	SW
HCM Control Delay, s	61.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR
Capacity (veh/h)	1242	-	146	-	-
HCM Lane V/C Ratio	0.015	-	0.604	-	-
HCM Control Delay (s)	7.9	0	61.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	3.2	-	-

2026 Build Traffic Volumes w/ Improvement
4: US Route 6 & Hoops Rd

AM Peak Hour
04/27/2023



Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	926	281	1	1	1
Future Volume (vph)	0	926	281	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)		2%	-5%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.932	
Fl _t Protected					0.976	
Satd. Flow (prot)	0	1809	1771	0	1114	0
Fl _t Permitted					0.976	
Satd. Flow (perm)	0	1809	1771	0	1114	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		219	226		485	
Travel Time (s)		2.7	2.8		11.0	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	4%	10%	0%	100%	0%
Adj. Flow (vph)	0	1077	327	1	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1077	328	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.97	0.97	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2026 Build Traffic Volumes w/ Improvement
4: US Route 6 & Hoops Rd

AM Peak Hour
04/27/2023

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	0	926	281	1	1	1
Future Vol, veh/h	0	926	281	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-5	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	4	10	0	100	0
Mvmt Flow	0	1077	327	1	1	1

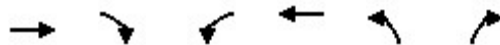
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	328	0	-	0	1405 328
Stage 1	-	-	-	-	328 -
Stage 2	-	-	-	-	1077 -
Critical Hdwy	4.1	-	-	-	7.4 6.2
Critical Hdwy Stg 1	-	-	-	-	6.4 -
Critical Hdwy Stg 2	-	-	-	-	6.4 -
Follow-up Hdwy	2.2	-	-	-	4.4 3.3
Pot Cap-1 Maneuver	1243	-	-	-	95 718
Stage 1	-	-	-	-	554 -
Stage 2	-	-	-	-	217 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1243	-	-	-	95 718
Mov Cap-2 Maneuver	-	-	-	-	95 -
Stage 1	-	-	-	-	554 -
Stage 2	-	-	-	-	217 -

Approach	EB	WB	SE
HCM Control Delay, s	0	0	26.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	1243	-	-	-	168
HCM Lane V/C Ratio	-	-	-	-	0.014
HCM Control Delay (s)	0	-	-	-	26.7
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0

2026 Build Traffic Volumes w/ Improvement
5: Creedon Hill Rd & US Route 6

AM Peak Hour
04/27/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	926	1	3	282	0	4
Future Volume (vph)	926	1	3	282	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.865	
Fl _t Protected						
Satd. Flow (prot)	1781	0	0	1767	1525	0
Fl _t Permitted						
Satd. Flow (perm)	1781	0	0	1767	1525	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	4%	0%	33%	10%	0%	0%
Adj. Flow (vph)	1064	1	3	324	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1065	0	0	327	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	926	1	3	282	0	4
Future Vol, veh/h	926	1	3	282	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	8	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	0	33	10	0	0
Mvmt Flow	1064	1	3	324	0	5

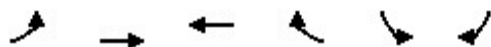
Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1065	0	1395
Stage 1	-	-	-	-	1065
Stage 2	-	-	-	-	330
Critical Hdwy	-	-	4.43	-	8
Critical Hdwy Stg 1	-	-	-	-	7
Critical Hdwy Stg 2	-	-	-	-	7
Follow-up Hdwy	-	-	2.497	-	3.5
Pot Cap-1 Maneuver	-	-	550	-	85
Stage 1	-	-	-	-	208
Stage 2	-	-	-	-	633
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	550	-	84
Mov Cap-2 Maneuver	-	-	-	-	84
Stage 1	-	-	-	-	208
Stage 2	-	-	-	-	629

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	22.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	215	-	-	550	-
HCM Lane V/C Ratio	0.021	-	-	0.006	-
HCM Control Delay (s)	22.1	-	-	11.6	0
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

2026 Build Traffic Volumes w/ Improvement
6: US Route 6 & Slate Hill Commerce Center

AM Peak Hour
04/27/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	256	675	254	411	62	32
Future Volume (vph)	256	675	254	411	62	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1742	1748	1712	1495	1410	1524
Fl _t Permitted	0.393				0.950	
Satd. Flow (perm)	721	1748	1712	1495	1410	1524
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				478		37
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	6%	11%	8%	28%	6%
Adj. Flow (vph)	298	785	295	478	72	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	298	785	295	478	72	37
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm

2026 Build Traffic Volumes w/ Improvement
6: US Route 6 & Slate Hill Commerce Center

AM Peak Hour
04/27/2023

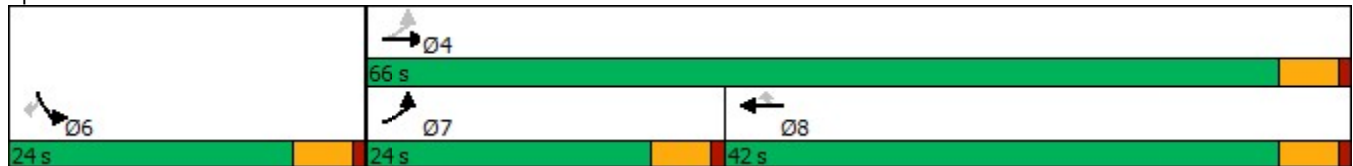


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	24.0	66.0	42.0	42.0	24.0	24.0
Total Split (%)	26.7%	73.3%	46.7%	46.7%	26.7%	26.7%
Maximum Green (s)	19.0	61.0	37.0	37.0	19.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
v/c Ratio	0.41	0.63	0.56	0.60	0.28	0.12
Control Delay	5.9	8.8	20.0	5.5	24.1	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.9	8.8	20.0	5.5	24.1	9.8
Queue Length 50th (ft)	30	119	70	0	18	0
Queue Length 95th (ft)	67	249	151	47	57	20
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	936	1715	1310	1256	626	697
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.46	0.23	0.38	0.12	0.05

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 47.9
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 6: US Route 6 & Slate Hill Commerce Center



2026 Build Traffic Volumes w/ Improvement
6: US Route 6 & Slate Hill Commerce Center

AM Peak Hour
04/27/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	256	675	254	411	62	32	
Future Volume (veh/h)	256	675	254	411	62	32	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1738	1664	1737	1781	1485	1811	
Adj Flow Rate, veh/h	298	785	295	478	72	37	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	
Percent Heavy Veh, %	1	6	11	8	28	6	
Cap, veh/h	716	1135	719	625	120	130	
Arrive On Green	0.15	0.68	0.41	0.41	0.08	0.08	
Sat Flow, veh/h	1655	1664	1737	1510	1414	1535	
Grp Volume(v), veh/h	298	785	295	478	72	37	
Grp Sat Flow(s),veh/h/ln	1655	1664	1737	1510	1414	1535	
Q Serve(g_s), s	3.7	12.2	5.1	11.7	2.1	1.0	
Cycle Q Clear(g_c), s	3.7	12.2	5.1	11.7	2.1	1.0	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	716	1135	719	625	120	130	
V/C Ratio(X)	0.42	0.69	0.41	0.77	0.60	0.28	
Avail Cap(c_a), veh/h	1196	2364	1497	1301	626	679	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	4.8	4.1	8.9	10.8	18.9	18.4	
Incr Delay (d2), s/veh	0.4	0.8	0.4	2.0	4.8	1.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.3	0.2	1.1	2.4	0.8	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	5.2	4.9	9.3	12.8	23.7	19.6	
LnGrp LOS	A	A	A	B	C	B	
Approach Vol, veh/h		1083	773		109		
Approach Delay, s/veh		4.9	11.4		22.3		
Approach LOS		A	B		C		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				34.3	8.6	11.5	22.8
Change Period (Y+Rc), s				5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s				61.0	19.0	19.0	37.0
Max Q Clear Time (g_c+I1), s				14.2	4.1	5.7	13.7
Green Ext Time (p_c), s				4.9	0.4	1.1	4.1
Intersection Summary							
HCM 6th Ctrl Delay			8.5				
HCM 6th LOS			A				

2026 Build Traffic Volumes w/ Improvement
7: Seward Road & US Route 6

AM Peak Hour
04/27/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	736	0	9	664	1	22
Future Volume (vph)	736	0	9	664	1	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.870	
Fl _t Protected				0.999	0.998	
Satd. Flow (prot)	1820	0	0	1783	1650	0
Fl _t Permitted				0.999	0.998	
Satd. Flow (perm)	1820	0	0	1783	1650	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	8.3	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	7%	0%	0%	9%	0%	0%
Adj. Flow (vph)	827	0	10	746	1	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	827	0	0	756	26	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	736	0	9	664	1	22
Future Vol, veh/h	736	0	9	664	1	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-5	-	-	2	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	7	0	0	9	0	0
Mvmt Flow	827	0	10	746	1	25

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	827	0	1593
Stage 1	-	-	-	-	827
Stage 2	-	-	-	-	766
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	813	-	119
Stage 1	-	-	-	-	433
Stage 2	-	-	-	-	462
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	813	-	117
Mov Cap-2 Maneuver	-	-	-	-	117
Stage 1	-	-	-	-	433
Stage 2	-	-	-	-	452

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	16.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	342	-	-	813	-
HCM Lane V/C Ratio	0.076	-	-	0.012	-
HCM Control Delay (s)	16.4	-	-	9.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

2026 Build Traffic Volumes w/ Improvement
8: US Route 6 & CR 56

AM Peak Hour
04/27/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	67	16	553	212	57	604
Future Volume (vph)	67	16	553	212	57	604
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974		0.963			
Flt Protected	0.961				0.950	
Satd. Flow (prot)	1631	0	1729	0	1727	1792
Flt Permitted	0.961				0.241	
Satd. Flow (perm)	1631	0	1729	0	438	1792
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	18		48			
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	8%	0%	8%	4%	4%	9%
Adj. Flow (vph)	75	18	621	238	64	679
Shared Lane Traffic (%)						
Lane Group Flow (vph)	93	0	859	0	64	679
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template						
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

2026 Build Traffic Volumes w/ Improvement
 8: US Route 6 & CR 56

AM Peak Hour
 04/27/2023

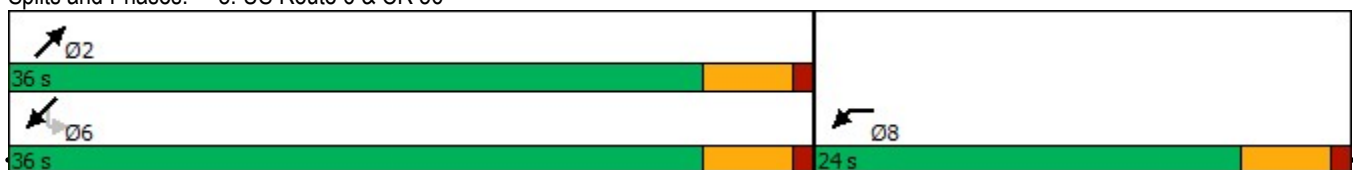


Lane Group	WBL	WBR	NET	NER	SWL	SWT
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	24.0		36.0		36.0	36.0
Total Split (%)	40.0%		60.0%		60.0%	60.0%
Maximum Green (s)	19.0		31.0		31.0	31.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.26		0.64		0.19	0.49
Control Delay	16.5		9.4		6.1	6.3
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	16.5		9.4		6.1	6.3
Queue Length 50th (ft)	19		127		6	88
Queue Length 95th (ft)	50		#388		24	193
Internal Link Dist (ft)	2041		792			1050
Turn Bay Length (ft)					200	
Base Capacity (vph)	935		1346		338	1384
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.10		0.64		0.19	0.49

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 39
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: US Route 6 & CR 56



2026 Build Traffic Volumes w/ Improvement
8: US Route 6 & CR 56

AM Peak Hour
04/27/2023



Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	67	16	553	212	57	604
Future Volume (veh/h)	67	16	553	212	57	604
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1859	1979	1859	1919	1835	1831
Adj Flow Rate, veh/h	75	18	621	0	64	679
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	8	0	8	4	4	9
Cap, veh/h	130	31	992		504	978
Arrive On Green	0.09	0.09	0.53	0.00	0.53	0.53
Sat Flow, veh/h	1380	331	1859	0	788	1831
Grp Volume(v), veh/h	94	0	621	0	64	679
Grp Sat Flow(s),veh/h/ln	1730	0	1859	0	788	1831
Q Serve(g_s), s	1.4	0.0	6.3	0.0	1.7	7.4
Cycle Q Clear(g_c), s	1.4	0.0	6.3	0.0	7.9	7.4
Prop In Lane	0.80	0.19		0.00	1.00	
Lane Grp Cap(c), veh/h	162	0	992		504	978
V/C Ratio(X)	0.58	0.00	0.63		0.13	0.69
Avail Cap(c_a), veh/h	1224	0	2145		993	2113
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	11.7	0.0	4.4	0.0	7.2	4.6
Incr Delay (d2), s/veh	3.2	0.0	0.7	0.0	0.1	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.2	0.0	0.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.9	0.0	5.0	0.0	7.3	5.5
LnGrp LOS	B	A	A		A	A
Approach Vol, veh/h	94		621	A		743
Approach Delay, s/veh	14.9		5.0			5.7
Approach LOS	B		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		19.3			19.3	7.5
Change Period (Y+Rc), s		5.0			5.0	5.0
Max Green Setting (Gmax), s		31.0			31.0	19.0
Max Q Clear Time (g_c+I1), s		8.3			9.9	3.4
Green Ext Time (p_c), s		3.6			4.4	0.2

Intersection Summary

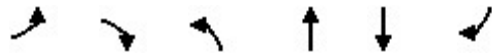
HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NER] is excluded from calculations of the approach delay and intersection delay.

2026 Build Traffic Volumes w/ Improvement
 9: US Route 6 & Site Driveway

AM Peak Hour
 04/27/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	0	1	559	702	7
Future Volume (vph)	4	0	1	559	702	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			300
Storage Lanes	1	0	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected	0.950					
Satd. Flow (prot)	902	0	0	1725	1743	808
Flt Permitted	0.950					
Satd. Flow (perm)	902	0	0	1725	1743	808
Link Speed (mph)	30			55	55	
Link Distance (ft)	505			1954	601	
Travel Time (s)	11.5			24.2	7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	100%	100%	10%	9%	100%
Adj. Flow (vph)	4	0	1	608	763	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	609	763	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	↔
Traffic Vol, veh/h	4	0	1	559	702	7
Future Vol, veh/h	4	0	1	559	702	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	100	100	10	9	100
Mvmt Flow	4	0	1	608	763	8

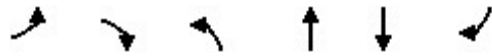
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1373	763	771	0	-	0
Stage 1	763	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Critical Hdwy	7.4	7.2	5.1	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	3.1	-	-	-
Pot Cap-1 Maneuver	100	281	533	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	392	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	100	281	533	-	-	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	323	-	-	-	-	-
Stage 2	392	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	42.6	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	533	-	100	-	-
HCM Lane V/C Ratio	0.002	-	0.043	-	-
HCM Control Delay (s)	11.8	0	42.6	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

2026 Build Traffic Volumes w/ Improvement
 10: US Route 6 & Site Driveway (Cars)

AM Peak Hour
 04/27/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	6	55	507	703	82
Future Volume (vph)	10	6	55	507	703	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	135			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947				0.986	
Flt Protected	0.970		0.950			
Satd. Flow (prot)	1745	0	1805	1712	1719	0
Flt Permitted	0.970		0.950			
Satd. Flow (perm)	1745	0	1805	1712	1719	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	580			601	3694	
Travel Time (s)	13.2			13.7	84.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	11%	10%	0%
Adj. Flow (vph)	11	7	60	551	764	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	60	551	853	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized

2026 Build Traffic Volumes w/ Improvement
 10: US Route 6 & Site Driveway (Cars)

AM Peak Hour
 04/27/2023

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	6	55	507	703	82
Future Vol, veh/h	10	6	55	507	703	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	135	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	11	10	0
Mvmt Flow	11	7	60	551	764	89























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1480	809	853	0	-	0
Stage 1	809	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	140	384	795	-	-	-
Stage 1	441	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	130	384	795	-	-	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	408	-	-	-	-	-
Stage 2	512	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.1	1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	795	-	173	-	-
HCM Lane V/C Ratio	0.075	-	0.101	-	-
HCM Control Delay (s)	9.9	-	28.1	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

2026 Build Traffic Volumes w/ Improvement
 11: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
 04/27/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	299	7	393	9	0	6	501	1350	39	16	1027	405
Future Volume (vph)	299	7	393	9	0	6	501	1350	39	16	1027	405
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	0		0	0		0	525		0	100		0
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.944			0.996				0.850
Flt Protected	0.950	0.954			0.971		0.950			0.950		
Satd. Flow (prot)	1633	1643	1455	0	1603	0	1605	3508	0	1805	3505	1599
Flt Permitted	0.950	0.954			0.971		0.085			0.154		
Satd. Flow (perm)	1633	1643	1455	0	1603	0	144	3508	0	293	3505	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			457		121			4				316
Link Speed (mph)		55			45			45				45
Link Distance (ft)		319			392			755				645
Travel Time (s)		4.0			5.9			11.4				9.8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	5%	0%	11%	11%	0%	0%	13%	3%	3%	0%	3%	1%
Adj. Flow (vph)	348	8	457	10	0	7	583	1570	45	19	1194	471
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	177	179	457	0	17	0	583	1615	0	19	1194	471
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	2	2		2	2		2	2	2
Detector Template Left												
Leading Detector (ft)	20	83	83	83	83		83	83		83	83	83
Trailing Detector (ft)	0	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43	43	43	43		43	43		43	43	43
Detector 2 Size(ft)		40	40	40	40		40	40		40	40	40
Detector 2 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		Perm	NA	Perm

2026 Build Traffic Volumes w/ Improvement
 11: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
 04/27/2023

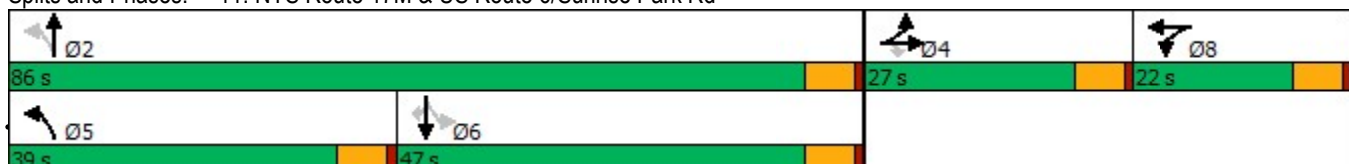


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases			4				2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	24.0		24.0	24.0	24.0
Total Split (s)	27.0	27.0	27.0	22.0	22.0		39.0	86.0		47.0	47.0	47.0
Total Split (%)	20.0%	20.0%	20.0%	16.3%	16.3%		28.9%	63.7%		34.8%	34.8%	34.8%
Maximum Green (s)	21.0	21.0	21.0	16.0	16.0		33.0	80.0		41.0	41.0	41.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
v/c Ratio	0.71	0.72	0.75		0.09		1.11	0.65		0.18	0.94	0.60
Control Delay	63.3	63.4	12.8		0.9		104.4	12.2		34.1	51.5	13.9
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	63.3	63.4	12.8		0.9		104.4	12.2		34.1	51.5	13.9
Queue Length 50th (ft)	125	126	0		0		~416	266		9	419	78
Queue Length 95th (ft)	214	214	78		0		#704	460		32	#628	192
Internal Link Dist (ft)		239			312			675			565	
Turn Bay Length (ft)							525			100		
Base Capacity (vph)	302	304	641		329		526	2474		105	1266	779
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.59	0.59	0.71		0.05		1.11	0.65		0.18	0.94	0.60

Intersection Summary

Area Type: Other
 Cycle Length: 135
 Actuated Cycle Length: 114.1
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 17M & US Route 6/Sunrise Park Rd



2026 Build Traffic Volumes w/ Improvement
 11: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
 04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	299	7	393	9	0	6	501	1350	39	16	1027	405
Future Volume (veh/h)	299	7	393	9	0	6	501	1350	39	16	1027	405
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1737	1643	1806	1806	1744	1894	1894	1900	1856	1885
Adj Flow Rate, veh/h	354	0	0	10	0	7	583	1570	45	19	1194	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	5	0	11	11	0	0	13	3	3	0	3	1
Cap, veh/h	429	0		18	0	12	557	2504	72	177	1266	
Arrive On Green	0.12	0.00	0.00	0.02	0.00	0.02	0.29	0.70	0.70	0.36	0.36	0.00
Sat Flow, veh/h	3478	0	1472	963	0	674	1661	3573	102	318	3526	1598
Grp Volume(v), veh/h	354	0	0	17	0	0	583	789	826	19	1194	0
Grp Sat Flow(s),veh/h/ln	1739	0	1472	1636	0	0	1661	1800	1876	318	1763	1598
Q Serve(g_s), s	11.3	0.0	0.0	1.2	0.0	0.0	33.0	26.7	26.9	4.6	37.5	0.0
Cycle Q Clear(g_c), s	11.3	0.0	0.0	1.2	0.0	0.0	33.0	26.7	26.9	4.6	37.5	0.0
Prop In Lane	1.00		1.00	0.59		0.41	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	429	0		30	0	0	557	1261	1315	177	1266	
V/C Ratio(X)	0.83	0.00		0.57	0.00	0.00	1.05	0.63	0.63	0.11	0.94	
Avail Cap(c_a), veh/h	640	0		229	0	0	557	1261	1315	177	1266	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	48.8	0.0	0.0	55.6	0.0	0.0	33.0	9.1	9.1	24.9	35.4	0.0
Incr Delay (d2), s/veh	5.6	0.0	0.0	15.9	0.0	0.0	51.0	2.4	2.3	1.2	14.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	0.0	0.6	0.0	0.0	21.5	9.2	9.6	0.4	17.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.4	0.0	0.0	71.5	0.0	0.0	84.0	11.5	11.4	26.1	50.3	0.0
LnGrp LOS	D	A		E	A	A	F	B	B	C	D	
Approach Vol, veh/h		354	A		17			2198			1213	A
Approach Delay, s/veh		54.4			71.5			30.7			49.9	
Approach LOS		D			E			C			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		86.0		20.1	39.0	47.0		8.1				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		80.0		21.0	33.0	41.0		16.0				
Max Q Clear Time (g_c+I1), s		28.9		13.3	35.0	39.5		3.2				
Green Ext Time (p_c), s		13.9		0.7	0.0	1.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	39.3
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.
- Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

2026 Build Traffic Volumes w/ Improvement
 1: NYS Route 284 & US Route 6

PM Peak Hour
 04/27/2023



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	249	52	325	625	46	178
Future Volume (vph)	249	52	325	625	46	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.977			0.893		
Flt Protected				0.983	0.990	
Satd. Flow (prot)	1790	0	0	1813	1582	0
Flt Permitted				0.983	0.990	
Satd. Flow (perm)	1790	0	0	1813	1582	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	10.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	7%	5%	2%	7%	6%
Adj. Flow (vph)	265	55	346	665	49	189
Shared Lane Traffic (%)						
Lane Group Flow (vph)	320	0	0	1011	238	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2026 Build Traffic Volumes w/ Improvement
 1: NYS Route 284 & US Route 6

PM Peak Hour
 04/27/2023

Intersection						
Int Delay, s/veh	22.8					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	249	52	325	625	46	178
Future Vol, veh/h	249	52	325	625	46	178
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	7	5	2	7	6
Mvmt Flow	265	55	346	665	49	189

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	320	0	1650 293
Stage 1	-	-	-	-	293 -
Stage 2	-	-	-	-	1357 -
Critical Hdwy	-	-	4.15	-	6.47 6.26
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	-	-	2.245	-	3.563 3.354
Pot Cap-1 Maneuver	-	-	1223	-	106 737
Stage 1	-	-	-	-	746 -
Stage 2	-	-	-	-	234 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1223	-	58 737
Mov Cap-2 Maneuver	-	-	-	-	58 -
Stage 1	-	-	-	-	746 -
Stage 2	-	-	-	-	129 -

Approach	EB	WB	NE
HCM Control Delay, s	0	3.1	136.9
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	217	-	-	1223	-
HCM Lane V/C Ratio	1.098	-	-	0.283	-
HCM Control Delay (s)	136.9	-	-	9.1	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	10.9	-	-	1.2	-

2026 Build Traffic Volumes w/ Improvement
 2: US Route 6 & Ridgebury Hill Rd

PM Peak Hour
 04/27/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	42	59	425	39	68	930
Future Volume (vph)	42	59	425	39	68	930
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921		0.989			
Flt Protected	0.980					0.997
Satd. Flow (prot)	1633	0	1812	0	0	1853
Flt Permitted	0.980					0.997
Satd. Flow (perm)	1633	0	1812	0	0	1853
Link Speed (mph)	30		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	12.2		18.5			17.6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	5%	3%	5%	5%	2%
Adj. Flow (vph)	45	63	452	41	72	989
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	0	493	0	0	1061
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

2026 Build Traffic Volumes w/ Improvement
2: US Route 6 & Ridgebury Hill Rd

PM Peak Hour
04/27/2023

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	42	59	425	39	68	930
Future Vol, veh/h	42	59	425	39	68	930
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	1	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	3	5	5	2
Mvmt Flow	45	63	452	41	72	989

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1606	473	0	0	493
Stage 1	473	-	-	-	-
Stage 2	1133	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15
Critical Hdwy Stg 1	5.45	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245
Pot Cap-1 Maneuver	114	585	-	-	1055
Stage 1	621	-	-	-	-
Stage 2	303	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	97	585	-	-	1055
Mov Cap-2 Maneuver	97	-	-	-	-
Stage 1	621	-	-	-	-
Stage 2	257	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	46.5	0	0.6
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	189	1055
HCM Lane V/C Ratio	-	-	0.569	0.069
HCM Control Delay (s)	-	-	46.5	8.7
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	3	0.2

2026 Build Traffic Volumes w/ Improvement
3: US Route 6 & McBride Rd

PM Peak Hour
04/27/2023



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	29	29	29	391	883	56
Future Volume (vph)	29	29	29	391	883	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.992	
Flt Protected	0.976			0.997		
Satd. Flow (prot)	1492	0	0	1834	1833	0
Flt Permitted	0.976			0.997		
Satd. Flow (perm)	1492	0	0	1834	1833	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	14%	0%	0%	3%	2%	7%
Adj. Flow (vph)	31	31	31	416	939	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	0	447	999	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2026 Build Traffic Volumes w/ Improvement
3: US Route 6 & McBride Rd

PM Peak Hour
04/27/2023

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	T			T		T
Traffic Vol, veh/h	29	29	29	391	883	56
Future Vol, veh/h	29	29	29	391	883	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	1	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	14	0	0	3	2	7
Mvmt Flow	31	31	31	416	939	60

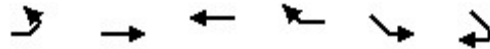
Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1447	969	999	0	0
Stage 1	969	-	-	-	-
Stage 2	478	-	-	-	-
Critical Hdwy	6.94	6.4	4.1	-	-
Critical Hdwy Stg 1	5.94	-	-	-	-
Critical Hdwy Stg 2	5.94	-	-	-	-
Follow-up Hdwy	3.626	3.3	2.2	-	-
Pot Cap-1 Maneuver	116	294	701	-	-
Stage 1	314	-	-	-	-
Stage 2	568	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	109	294	701	-	-
Mov Cap-2 Maneuver	109	-	-	-	-
Stage 1	296	-	-	-	-
Stage 2	568	-	-	-	-

Approach	EB	NE	SW
HCM Control Delay, s	41.3	0.7	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR
Capacity (veh/h)	701	-	159	-	-
HCM Lane V/C Ratio	0.044	-	0.388	-	-
HCM Control Delay (s)	10.4	0	41.3	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.7	-	-

2026 Build Traffic Volumes w/ Improvement
4: US Route 6 & Hoops Rd

PM Peak Hour
04/27/2023



Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	1	452	907	3	1	1
Future Volume (vph)	1	452	907	3	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)		2%	-5%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.932	
Fl _t Protected					0.976	
Satd. Flow (prot)	0	1792	1891	0	1114	0
Fl _t Permitted					0.976	
Satd. Flow (perm)	0	1792	1891	0	1114	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		219	226		485	
Travel Time (s)		2.7	2.8		11.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	5%	3%	0%	100%	0%
Adj. Flow (vph)	1	466	935	3	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	467	938	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.97	0.97	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	1	452	907	3	1	1
Future Vol, veh/h	1	452	907	3	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-5	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	5	3	0	100	0
Mvmt Flow	1	466	935	3	1	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	938	0	-	0	1405 937
Stage 1	-	-	-	-	937 -
Stage 2	-	-	-	-	468 -
Critical Hdwy	4.1	-	-	-	7.4 6.2
Critical Hdwy Stg 1	-	-	-	-	6.4 -
Critical Hdwy Stg 2	-	-	-	-	6.4 -
Follow-up Hdwy	2.2	-	-	-	4.4 3.3
Pot Cap-1 Maneuver	739	-	-	-	95 324
Stage 1	-	-	-	-	260 -
Stage 2	-	-	-	-	468 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	739	-	-	-	95 324
Mov Cap-2 Maneuver	-	-	-	-	95 -
Stage 1	-	-	-	-	259 -
Stage 2	-	-	-	-	468 -

Approach	EB	WB	SE
HCM Control Delay, s	0	0	29.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	739	-	-	-	147
HCM Lane V/C Ratio	0.001	-	-	-	0.014
HCM Control Delay (s)	9.9	0	-	-	29.8
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0

2026 Build Traffic Volumes w/ Improvement
5: Creedon Hill Rd & US Route 6

PM Peak Hour
04/27/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	453	0	12	910	0	11
Future Volume (vph)	453	0	12	910	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.865	
Fl _t Protected				0.999		
Satd. Flow (prot)	1764	0	0	1874	1121	0
Fl _t Permitted				0.999		
Satd. Flow (perm)	1764	0	0	1874	1121	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	0%	67%	3%	0%	36%
Adj. Flow (vph)	467	0	12	938	0	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	467	0	0	950	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	453	0	12	910	0	11
Future Vol, veh/h	453	0	12	910	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	8	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	0	67	3	0	36
Mvmt Flow	467	0	12	938	0	11

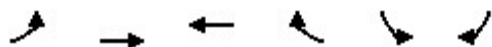
Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	467	0	1429
Stage 1	-	-	-	-	467
Stage 2	-	-	-	-	962
Critical Hdwy	-	-	4.77	-	8
Critical Hdwy Stg 1	-	-	-	-	7
Critical Hdwy Stg 2	-	-	-	-	7
Follow-up Hdwy	-	-	2.803	-	3.5
Pot Cap-1 Maneuver	-	-	825	-	80
Stage 1	-	-	-	-	516
Stage 2	-	-	-	-	244
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	825	-	78
Mov Cap-2 Maneuver	-	-	-	-	78
Stage 1	-	-	-	-	516
Stage 2	-	-	-	-	237

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	479	-	-	825	-
HCM Lane V/C Ratio	0.024	-	-	0.015	-
HCM Control Delay (s)	12.7	-	-	9.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

2026 Build Traffic Volumes w/ Improvement
6: US Route 6 & Slate Hill Commerce Center

PM Peak Hour
04/27/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	414	704	102	371	218
Future Volume (vph)	50	414	704	102	371	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1645	1748	1845	1233	1583	1568
Fl _t Permitted	0.221				0.950	
Satd. Flow (perm)	383	1748	1845	1233	1583	1568
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				105		83
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	7%	6%	3%	31%	14%	3%
Adj. Flow (vph)	52	427	726	105	382	225
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	427	726	105	382	225
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	NA	Perm	Prot	Perm

2026 Build Traffic Volumes w/ Improvement
6: US Route 6 & Slate Hill Commerce Center

PM Peak Hour
04/27/2023

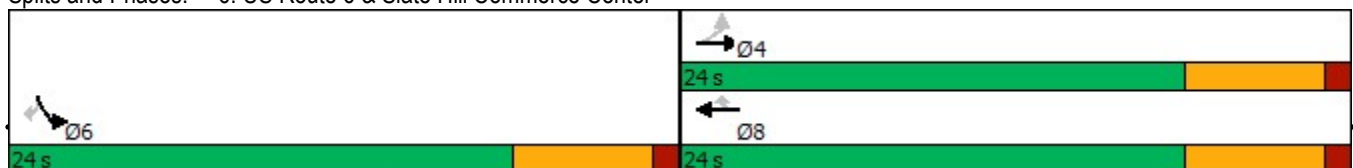


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
v/c Ratio	0.34	0.61	0.98	0.19	0.73	0.39
Control Delay	18.4	16.2	48.3	3.8	22.5	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	16.2	48.3	3.8	22.5	9.4
Queue Length 50th (ft)	10	90	~199	0	84	26
Queue Length 95th (ft)	37	172	#400	22	#159	65
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	153	702	741	558	636	679
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.61	0.98	0.19	0.60	0.33

Intersection Summary

Area Type: Other
 Cycle Length: 48
 Actuated Cycle Length: 45.1
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 6: US Route 6 & Slate Hill Commerce Center



2026 Build Traffic Volumes w/ Improvement
6: US Route 6 & Slate Hill Commerce Center

PM Peak Hour
04/27/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	414	704	102	371	218
Future Volume (veh/h)	50	414	704	102	371	218
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1649	1664	1856	1441	1693	1856
Adj Flow Rate, veh/h	52	427	726	105	382	225
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	7	6	3	31	14	3
Cap, veh/h	190	692	771	508	495	483
Arrive On Green	0.42	0.42	0.42	0.42	0.31	0.31
Sat Flow, veh/h	582	1664	1856	1221	1612	1572
Grp Volume(v), veh/h	52	427	726	105	382	225
Grp Sat Flow(s),veh/h/ln	582	1664	1856	1221	1612	1572
Q Serve(g_s), s	1.7	8.7	16.3	2.4	9.3	5.0
Cycle Q Clear(g_c), s	18.0	8.7	16.3	2.4	9.3	5.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	190	692	771	508	495	483
V/C Ratio(X)	0.27	0.62	0.94	0.21	0.77	0.47
Avail Cap(c_a), veh/h	190	692	771	508	670	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	9.9	12.1	8.1	13.6	12.1
Incr Delay (d2), s/veh	0.8	1.7	19.5	0.2	3.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.1	7.8	0.4	3.2	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.0	11.6	31.6	8.3	17.5	12.8
LnGrp LOS	C	B	C	A	B	B
Approach Vol, veh/h		479	831		607	
Approach Delay, s/veh		12.7	28.7		15.8	
Approach LOS		B	C		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				24.0	19.3	24.0
Change Period (Y+Rc), s				6.0	6.0	6.0
Max Green Setting (Gmax), s				18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s				20.0	11.3	18.3
Green Ext Time (p_c), s				0.0	2.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			20.6			
HCM 6th LOS			C			

2026 Build Traffic Volumes w/ Improvement
7: Seward Road & US Route 6

PM Peak Hour
04/27/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	785	0	25	803	2	11
Future Volume (vph)	785	0	25	803	2	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.884	
Fl _t Protected				0.999	0.993	
Satd. Flow (prot)	1770	0	0	1835	1668	0
Fl _t Permitted				0.999	0.993	
Satd. Flow (perm)	1770	0	0	1835	1668	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	0%	0%	6%	0%	0%
Adj. Flow (vph)	853	0	27	873	2	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	853	0	0	900	14	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	785	0	25	803	2	11
Future Vol, veh/h	785	0	25	803	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-5	-	-	2	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	0	0	6	0	0
Mvmt Flow	853	0	27	873	2	12

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	853	0	1780
Stage 1	-	-	-	-	853
Stage 2	-	-	-	-	927
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	795	-	91
Stage 1	-	-	-	-	421
Stage 2	-	-	-	-	389
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	795	-	85
Mov Cap-2 Maneuver	-	-	-	-	85
Stage 1	-	-	-	-	421
Stage 2	-	-	-	-	363

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	20.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	241	-	-	795	-
HCM Lane V/C Ratio	0.059	-	-	0.034	-
HCM Control Delay (s)	20.9	-	-	9.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

2026 Build Traffic Volumes w/ Improvement
8: US Route 6 & CR 56

PM Peak Hour
04/27/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	200	56	707	101	19	632
Future Volume (vph)	200	56	707	101	19	632
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.970		0.983			
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1671	0	1717	0	1618	1792
Flt Permitted	0.962				0.148	
Satd. Flow (perm)	1671	0	1717	0	252	1792
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	25		18			
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	11%	2%	11%	9%
Adj. Flow (vph)	217	61	768	110	21	687
Shared Lane Traffic (%)						
Lane Group Flow (vph)	278	0	878	0	21	687
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template						
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

2026 Build Traffic Volumes w/ Improvement
 8: US Route 6 & CR 56

PM Peak Hour
 04/27/2023

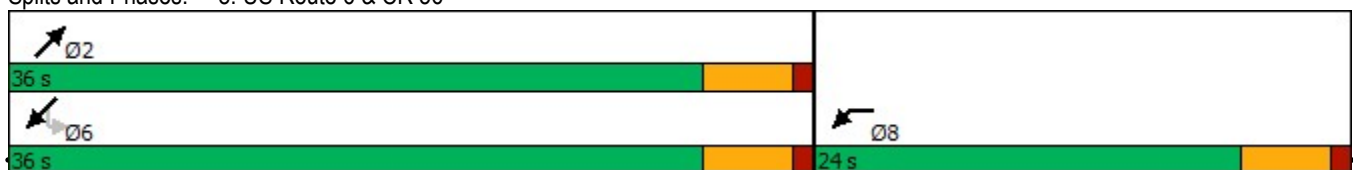


Lane Group	WBL	WBR	NET	NER	SWL	SWT
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	24.0		36.0		36.0	36.0
Total Split (%)	40.0%		60.0%		60.0%	60.0%
Maximum Green (s)	19.0		31.0		31.0	31.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.65		0.90		0.15	0.68
Control Delay	24.0		26.7		10.3	13.7
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	24.0		26.7		10.3	13.7
Queue Length 50th (ft)	73		211		3	135
Queue Length 95th (ft)	136		#534		16	302
Internal Link Dist (ft)	2041		792			1050
Turn Bay Length (ft)					200	
Base Capacity (vph)	611		1006		146	1042
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.45		0.87		0.14	0.66

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 53.8
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: US Route 6 & CR 56



2026 Build Traffic Volumes w/ Improvement
8: US Route 6 & CR 56

PM Peak Hour
04/27/2023



Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	200	56	707	101	19	632
Future Volume (veh/h)	200	56	707	101	19	632
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1919	1949	1814	1949	1731	1831
Adj Flow Rate, veh/h	217	61	768	0	21	687
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	2	11	2	11	9
Cap, veh/h	284	80	956		309	965
Arrive On Green	0.21	0.21	0.53	0.00	0.53	0.53
Sat Flow, veh/h	1384	389	1814	0	648	1831
Grp Volume(v), veh/h	279	0	768	0	21	687
Grp Sat Flow(s),veh/h/ln	1779	0	1814	0	648	1831
Q Serve(g_s), s	5.5	0.0	13.0	0.0	1.0	10.6
Cycle Q Clear(g_c), s	5.5	0.0	13.0	0.0	14.0	10.6
Prop In Lane	0.78	0.22		0.00	1.00	
Lane Grp Cap(c), veh/h	365	0	956		309	965
V/C Ratio(X)	0.76	0.00	0.80		0.07	0.71
Avail Cap(c_a), veh/h	904	0	1504		505	1518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	0.0	7.2	0.0	13.0	6.7
Incr Delay (d2), s/veh	3.3	0.0	1.8	0.0	0.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.7	0.0	0.1	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.3	0.0	9.0	0.0	13.1	7.7
LnGrp LOS	B	A	A		B	A
Approach Vol, veh/h	279		768	A		708
Approach Delay, s/veh	17.3		9.0			7.8
Approach LOS	B		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		24.7			24.7	12.7
Change Period (Y+Rc), s		5.0			5.0	5.0
Max Green Setting (Gmax), s		31.0			31.0	19.0
Max Q Clear Time (g_c+I1), s		15.0			16.0	7.5
Green Ext Time (p_c), s		4.3			3.7	0.6

Intersection Summary

HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NER] is excluded from calculations of the approach delay and intersection delay.

2026 Build Traffic Volumes w/ Improvement
 9: US Route 6 & Site Driveway

PM Peak Hour
 04/27/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	1	1	755	648	7
Future Volume (vph)	11	1	1	755	648	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			300
Storage Lanes	1	0	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990					0.850
Flt Protected	0.956					
Satd. Flow (prot)	899	0	0	1726	1759	808
Flt Permitted	0.956					
Satd. Flow (perm)	899	0	0	1726	1759	808
Link Speed (mph)	30			55	55	
Link Distance (ft)	505			1954	601	
Travel Time (s)	11.5			24.2	7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	100%	100%	10%	8%	100%
Adj. Flow (vph)	12	1	1	821	704	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	822	704	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	↔
Traffic Vol, veh/h	11	1	1	755	648	7
Future Vol, veh/h	11	1	1	755	648	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	100	100	10	8	100
Mvmt Flow	12	1	1	821	704	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1527	704	712	0	-	0
Stage 1	704	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Critical Hdwy	7.4	7.2	5.1	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	3.1	-	-	-
Pot Cap-1 Maneuver	78	307	567	-	-	-
Stage 1	349	-	-	-	-	-
Stage 2	300	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	78	307	567	-	-	-
Mov Cap-2 Maneuver	78	-	-	-	-	-
Stage 1	348	-	-	-	-	-
Stage 2	300	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	56.3	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	567	-	83	-	-
HCM Lane V/C Ratio	0.002	-	0.157	-	-
HCM Control Delay (s)	11.4	0	56.3	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

2026 Build Traffic Volumes w/ Improvement
 10: US Route 6 & Site Driveway (Cars)

PM Peak Hour
 04/27/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	70	47	10	756	608	14
Future Volume (vph)	70	47	10	756	608	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	135			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946				0.997	
Flt Protected	0.971		0.950			
Satd. Flow (prot)	1745	0	1805	1712	1741	0
Flt Permitted	0.971		0.950			
Satd. Flow (perm)	1745	0	1805	1712	1741	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	580			601	3694	
Travel Time (s)	13.2			7.5	45.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	11%	9%	0%
Adj. Flow (vph)	76	51	11	822	661	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	127	0	11	822	676	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2026 Build Traffic Volumes w/ Improvement
 10: US Route 6 & Site Driveway (Cars)

PM Peak Hour
 04/27/2023

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	70	47	10	756	608	14
Future Vol, veh/h	70	47	10	756	608	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	135	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	11	9	0
Mvmt Flow	76	51	11	822	661	15






















Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1513	669	676	0	-	0
Stage 1	669	-	-	-	-	-
Stage 2	844	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	133	461	925	-	-	-
Stage 1	513	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	131	461	925	-	-	-
Mov Cap-2 Maneuver	131	-	-	-	-	-
Stage 1	507	-	-	-	-	-
Stage 2	425	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	59.5	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	925	-	184	-	-
HCM Lane V/C Ratio	0.012	-	0.691	-	-
HCM Control Delay (s)	8.9	-	59.5	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	4.2	-	-

2026 Build Traffic Volumes w/ Improvement
 11: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
 04/27/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	485	16	523	31	16	35	435	1159	21	19	1178	430
Future Volume (vph)	485	16	523	31	16	35	435	1159	21	19	1178	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	0		0	0		0	525		0	100		0
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Fr _t			0.850		0.942			0.997				0.850
Fl _t Protected	0.950	0.955			0.981		0.950			0.950		
Satd. Flow (prot)	1681	1692	1404	0	1659	0	1577	3511	0	1719	3539	1583
Fl _t Permitted	0.950	0.955			0.981		0.080			0.231		
Satd. Flow (perm)	1681	1692	1404	0	1659	0	133	3511	0	418	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			456		24			3				339
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		319			392			755			645	
Travel Time (s)		4.0			5.9			11.4			9.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	0%	15%	3%	0%	6%	15%	3%	5%	5%	2%	2%
Adj. Flow (vph)	500	16	539	32	16	36	448	1195	22	20	1214	443
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	260	256	539	0	84	0	448	1217	0	20	1214	443
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	2	2		2	2		2	2	2
Detector Template Left												
Leading Detector (ft)	20	83	83	83	83		83	83		83	83	83
Trailing Detector (ft)	0	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43	43	43	43		43	43		43	43	43
Detector 2 Size(ft)		40	40	40	40		40	40		40	40	40
Detector 2 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		Perm	NA	Perm

2026 Build Traffic Volumes w/ Improvement
 11: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
 04/27/2023

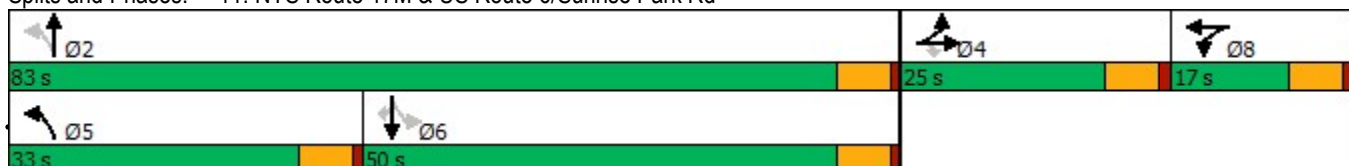


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases			4				2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	24.0		24.0	24.0	24.0
Total Split (s)	25.0	25.0	25.0	17.0	17.0		33.0	83.0		50.0	50.0	50.0
Total Split (%)	20.0%	20.0%	20.0%	13.6%	13.6%		26.4%	66.4%		40.0%	40.0%	40.0%
Maximum Green (s)	19.0	19.0	19.0	11.0	11.0		27.0	77.0		44.0	44.0	44.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
v/c Ratio	0.98	0.96	0.89		0.58		1.10	0.54		0.13	0.94	0.56
Control Delay	102.7	97.5	27.6		56.2		108.7	13.8		30.4	52.2	10.6
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	102.7	97.5	27.6		56.2		108.7	13.8		30.4	52.2	10.6
Queue Length 50th (ft)	~225	217	62		47		~371	278		11	499	57
Queue Length 95th (ft)	#414	#404	#288		102		#589	345		32	#661	162
Internal Link Dist (ft)		239			312			675			565	
Turn Bay Length (ft)							525			100		
Base Capacity (vph)	265	267	605		173		408	2246		152	1293	793
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.98	0.96	0.89		0.49		1.10	0.54		0.13	0.94	0.56

Intersection Summary

Area Type: Other
 Cycle Length: 125
 Actuated Cycle Length: 120.8
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 17M & US Route 6/Sunrise Park Rd



2026 Build Traffic Volumes w/ Improvement
 11: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
 04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	485	16	523	31	16	35	435	1159	21	19	1178	430
Future Volume (veh/h)	485	16	523	31	16	35	435	1159	21	19	1178	430
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1678	1761	1806	1717	1714	1894	1864	1826	1870	1870
Adj Flow Rate, veh/h	511	0	0	32	16	36	448	1195	22	20	1214	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	0	15	3	0	6	15	3	5	5	2	2
Cap, veh/h	556	0		40	20	45	434	2287	42	221	1285	
Arrive On Green	0.16	0.00	0.00	0.06	0.06	0.06	0.22	0.63	0.63	0.36	0.36	0.00
Sat Flow, veh/h	3563	0	1422	628	314	706	1633	3615	67	448	3554	1585
Grp Volume(v), veh/h	511	0	0	84	0	0	448	595	622	20	1214	0
Grp Sat Flow(s),veh/h/ln	1781	0	1422	1647	0	0	1633	1800	1882	448	1777	1585
Q Serve(g_s), s	17.2	0.0	0.0	6.1	0.0	0.0	27.0	22.1	22.1	3.6	40.3	0.0
Cycle Q Clear(g_c), s	17.2	0.0	0.0	6.1	0.0	0.0	27.0	22.1	22.1	3.6	40.3	0.0
Prop In Lane	1.00		1.00	0.38		0.43	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	556	0		104	0	0	434	1139	1191	221	1285	
V/C Ratio(X)	0.92	0.00		0.81	0.00	0.00	1.03	0.52	0.52	0.09	0.94	
Avail Cap(c_a), veh/h	556	0		149	0	0	434	1139	1191	221	1285	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.6	0.0	0.0	56.3	0.0	0.0	37.0	12.3	12.3	26.0	37.7	0.0
Incr Delay (d2), s/veh	20.5	0.0	0.0	18.6	0.0	0.0	51.7	1.7	1.6	0.8	15.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	0.0	0.0	3.0	0.0	0.0	13.7	8.4	8.8	0.4	19.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.1	0.0	0.0	74.9	0.0	0.0	88.7	14.0	13.9	26.8	52.7	0.0
LnGrp LOS	E	A		E	A	A	F	B	B	C	D	
Approach Vol, veh/h		511	A		84			1665			1234	A
Approach Delay, s/veh		71.1			74.9			34.1			52.2	
Approach LOS		E			E			C			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		83.0		25.0	33.0	50.0		13.7				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		77.0		19.0	27.0	44.0		11.0				
Max Q Clear Time (g_c+I1), s		24.1		19.2	29.0	42.3		8.1				
Green Ext Time (p_c), s		8.2		0.0	0.0	1.2		0.1				

Intersection Summary

HCM 6th Ctrl Delay	46.9
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.
- Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	I-84 WB Off Ramp to Rt 17 WB Weave	Time Analyzed	No-Build AM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Segment Type	Highway/CD Roadway
Segment Length (Ls), ft	380	Number of Maneuver Lanes (NWL), ln	0
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	1
Interchange Density (ID), int/mi	0.30	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	922	466	152	301
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	6.00	7.00	7.00	6.00
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.877	0.877	0.893
Flow Rate (vi), pc/h	1187	611	199	387
Weaving Flow Rate (vw), pc/h	199	Freeway Max Capacity (cIFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	2185	Density-Based Capacity (cIWL), pc/h/ln		1781
Total Flow Rate (v), pc/h	2384	Demand Flow-Based Capacity (cIW), pc/h		-
Volume Ratio (VR)	0.083	Weaving Segment Capacity (cw), veh/h		3162
Minimum Lane Change Rate (LCMIN), lc/h	199	Adjusted Weaving Area Capacity, pc/h		3563
Maximum Weaving Length (LMAX), ft	6507	Volume-to-Capacity Ratio (v/c)		0.67

Speed and Density

Non-Weaving Vehicle Index (INW)	25	Average Weaving Speed (Sw), mi/h	46.4
Non-Weaving Lane Change Rate (LCNW), lc/h	271	Average Non-Weaving Speed (SNW), mi/h	47.8
Weaving Lane Change Rate (LCW), lc/h	216	Average Speed (S), mi/h	47.7
Weaving Lane Change Rate (LCAII), lc/h	487	Density (D), pc/mi/ln	25.0
Weaving Intensity Factor (W)	0.275	Level of Service (LOS)	C

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	I-84 WB Off Ramp to Rt 17 WB Weave	Time Analyzed	No-Build PM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Segment Type	Highway/CD Roadway
Segment Length (Ls), ft	380	Number of Maneuver Lanes (NWL), ln	0
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	1
Interchange Density (ID), int/mi	0.30	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	755	425	151	269
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	6.00	6.00	6.00	6.00
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.893	0.893	0.893
Flow Rate (vi), pc/h	872	491	174	311
Weaving Flow Rate (vw), pc/h	174	Freeway Max Capacity (cIFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	1674	Density-Based Capacity (cIWL), pc/h/ln		1773
Total Flow Rate (v), pc/h	1848	Demand Flow-Based Capacity (cIW), pc/h		-
Volume Ratio (VR)	0.094	Weaving Segment Capacity (cw), veh/h		3167
Minimum Lane Change Rate (LCMIN), lc/h	174	Adjusted Weaving Area Capacity, pc/h		3546
Maximum Weaving Length (LMAX), ft	6613	Volume-to-Capacity Ratio (v/c)		0.52

Speed and Density

Non-Weaving Vehicle Index (INW)	19	Average Weaving Speed (Sw), mi/h	47.9
Non-Weaving Lane Change Rate (LCNW), lc/h	166	Average Non-Weaving Speed (SNW), mi/h	49.3
Weaving Lane Change Rate (LCW), lc/h	191	Average Speed (S), mi/h	49.2
Weaving Lane Change Rate (LCAII), lc/h	357	Density (D), pc/mi/ln	18.8
Weaving Intensity Factor (W)	0.215	Level of Service (LOS)	B

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	I-84 WB Off Ramp to Rt 17 WB Weave	Time Analyzed	Build AM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Segment Type	Highway/CD Roadway
Segment Length (Ls), ft	380	Number of Maneuver Lanes (NWL), ln	0
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	1
Interchange Density (ID), int/mi	0.30	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	922	467	168	332
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	6.00	7.00	7.00	6.00
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.877	0.877	0.893
Flow Rate (vi), pc/h	1187	612	220	427
Weaving Flow Rate (vw), pc/h	220	Freeway Max Capacity (cIFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	2226	Density-Based Capacity (cIWL), pc/h/ln		1776
Total Flow Rate (v), pc/h	2446	Demand Flow-Based Capacity (cIW), pc/h		-
Volume Ratio (VR)	0.090	Weaving Segment Capacity (cw), veh/h		3153
Minimum Lane Change Rate (LCMIN), lc/h	220	Adjusted Weaving Area Capacity, pc/h		3552
Maximum Weaving Length (LMAX), ft	6575	Volume-to-Capacity Ratio (v/c)		0.69

Speed and Density

Non-Weaving Vehicle Index (INW)	25	Average Weaving Speed (Sw), mi/h	46.1
Non-Weaving Lane Change Rate (LCNW), lc/h	279	Average Non-Weaving Speed (SNW), mi/h	47.5
Weaving Lane Change Rate (LCW), lc/h	237	Average Speed (S), mi/h	47.4
Weaving Lane Change Rate (LCAII), lc/h	516	Density (D), pc/mi/ln	25.8
Weaving Intensity Factor (W)	0.288	Level of Service (LOS)	C

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	I-84 WB Off Ramp to Rt 17 WB Weave	Time Analyzed	Build PM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Segment Type	Highway/CD Roadway
Segment Length (Ls), ft	380	Number of Maneuver Lanes (NWL), ln	0
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	1
Interchange Density (ID), int/mi	0.30	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	755	425	157	278
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	6.00	10.00	10.00	6.00
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.833	0.833	0.893
Flow Rate (vi), pc/h	872	526	194	321
Weaving Flow Rate (vw), pc/h	194	Freeway Max Capacity (cIFL), pc/h/ln	2250	
Non-Weaving Flow Rate (vNW), pc/h	1719	Density-Based Capacity (cIWL), pc/h/ln	1768	
Total Flow Rate (v), pc/h	1913	Demand Flow-Based Capacity (cIW), pc/h	-	
Volume Ratio (VR)	0.101	Weaving Segment Capacity (cw), veh/h	3078	
Minimum Lane Change Rate (LCMIN), lc/h	194	Adjusted Weaving Area Capacity, pc/h	3536	
Maximum Weaving Length (LMAX), ft	6681	Volume-to-Capacity Ratio (v/c)	0.54	

Speed and Density

Non-Weaving Vehicle Index (INW)	20	Average Weaving Speed (Sw), mi/h	47.5
Non-Weaving Lane Change Rate (LCNW), lc/h	175	Average Non-Weaving Speed (SNW), mi/h	49.0
Weaving Lane Change Rate (LCW), lc/h	211	Average Speed (S), mi/h	48.8
Weaving Lane Change Rate (LCAII), lc/h	386	Density (D), pc/mi/ln	19.6
Weaving Intensity Factor (W)	0.229	Level of Service (LOS)	B

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2021
Jurisdiction	Rt 17 WB Weave	Time Analyzed	Existing AM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	805	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	706	185	0	80
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	9.00	6.00	0.00	18.00
Heavy Vehicle Adjustment Factor (fHV)	0.847	0.893	1.000	0.735
Flow Rate (vi), pc/h	958	238	0	125
Weaving Flow Rate (vw), pc/h	363	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	958	Density-Based Capacity (ciWL), pc/h/ln		1905
Total Flow Rate (v), pc/h	1321	Demand Flow-Based Capacity (ciW), pc/h		8727
Volume Ratio (VR)	0.275	Weaving Segment Capacity (cw), veh/h		4827
Minimum Lane Change Rate (LCMIN), lc/h	363	Adjusted Weaving Area Capacity, pc/h		5715
Maximum Weaving Length (LMAX), ft	5317	Volume-to-Capacity Ratio (v/c)		0.23

Speed and Density

Non-Weaving Vehicle Index (INW)	26	Average Weaving Speed (SW), mi/h	49.5
Non-Weaving Lane Change Rate (LCNW), lc/h	56	Average Non-Weaving Speed (SNW), mi/h	50.3
Weaving Lane Change Rate (LCW), lc/h	462	Average Speed (S), mi/h	50.1
Weaving Lane Change Rate (LCAII), lc/h	518	Density (D), pc/mi/ln	8.8
Weaving Intensity Factor (W)	0.160	Level of Service (LOS)	A

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2021
Jurisdiction	Rt 17 WB Weave	Time Analyzed	Existing PM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	805	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	828	107	0	250
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	5.00	2.00	0.00	5.00
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.962	1.000	0.909
Flow Rate (vi), pc/h	939	115	0	284
Weaving Flow Rate (vw), pc/h	399	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	939	Density-Based Capacity (ciWL), pc/h/ln		1886
Total Flow Rate (v), pc/h	1338	Demand Flow-Based Capacity (ciW), pc/h		8054
Volume Ratio (VR)	0.298	Weaving Segment Capacity (cw), veh/h		5169
Minimum Lane Change Rate (LCMIN), lc/h	399	Adjusted Weaving Area Capacity, pc/h		5658
Maximum Weaving Length (LMAX), ft	5562	Volume-to-Capacity Ratio (v/c)		0.24

Speed and Density

Non-Weaving Vehicle Index (INW)	25	Average Weaving Speed (SW), mi/h	49.3
Non-Weaving Lane Change Rate (LCNW), lc/h	52	Average Non-Weaving Speed (SNW), mi/h	50.0
Weaving Lane Change Rate (LCW), lc/h	498	Average Speed (S), mi/h	49.8
Weaving Lane Change Rate (LCAII), lc/h	550	Density (D), pc/mi/ln	9.0
Weaving Intensity Factor (W)	0.167	Level of Service (LOS)	A

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	Rt 17 WB Weave	Time Analyzed	No-Build AM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	805	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	854	369	0	82
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	8.00	7.00	0.00	17.00
Heavy Vehicle Adjustment Factor (fHV)	0.862	0.877	1.000	0.746
Flow Rate (vi), pc/h	1139	484	0	126
Weaving Flow Rate (vw), pc/h	610	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	1139	Density-Based Capacity (ciWL), pc/h/ln		1844
Total Flow Rate (v), pc/h	1749	Demand Flow-Based Capacity (ciW), pc/h		6877
Volume Ratio (VR)	0.349	Weaving Segment Capacity (cw), veh/h		4745
Minimum Lane Change Rate (LCMIN), lc/h	610	Adjusted Weaving Area Capacity, pc/h		5532
Maximum Weaving Length (LMAX), ft	6115	Volume-to-Capacity Ratio (v/c)		0.32

Speed and Density

Non-Weaving Vehicle Index (INW)	31	Average Weaving Speed (SW), mi/h	47.7
Non-Weaving Lane Change Rate (LCNW), lc/h	93	Average Non-Weaving Speed (SNW), mi/h	47.8
Weaving Lane Change Rate (LCW), lc/h	709	Average Speed (S), mi/h	47.8
Weaving Lane Change Rate (LCAII), lc/h	802	Density (D), pc/mi/ln	12.2
Weaving Intensity Factor (W)	0.225	Level of Service (LOS)	B

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	Rt 17 WB Weave	Time Analyzed	No-Build PM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	805	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	875	150	0	256
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	5.00	11.00	0.00	5.00
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.820	1.000	0.909
Flow Rate (vi), pc/h	992	189	0	290
Weaving Flow Rate (vw), pc/h	479	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	992	Density-Based Capacity (ciWL), pc/h/ln		1863
Total Flow Rate (v), pc/h	1471	Demand Flow-Based Capacity (ciW), pc/h		7362
Volume Ratio (VR)	0.326	Weaving Segment Capacity (cw), veh/h		5017
Minimum Lane Change Rate (LCMIN), lc/h	479	Adjusted Weaving Area Capacity, pc/h		5589
Maximum Weaving Length (LMAX), ft	5864	Volume-to-Capacity Ratio (v/c)		0.26

Speed and Density

Non-Weaving Vehicle Index (INW)	27	Average Weaving Speed (SW), mi/h	48.6
Non-Weaving Lane Change Rate (LCNW), lc/h	63	Average Non-Weaving Speed (SNW), mi/h	49.2
Weaving Lane Change Rate (LCW), lc/h	578	Average Speed (S), mi/h	49.0
Weaving Lane Change Rate (LCAII), lc/h	641	Density (D), pc/mi/ln	10.0
Weaving Intensity Factor (W)	0.189	Level of Service (LOS)	A

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	Rt 17 WB Weave	Time Analyzed	Build AM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	805	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	868	386	0	82
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	8.00	8.00	0.00	18.00
Heavy Vehicle Adjustment Factor (fHV)	0.862	0.862	1.000	0.735
Flow Rate (vi), pc/h	1157	515	0	128
Weaving Flow Rate (wv), pc/h	643	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	1157	Density-Based Capacity (ciWL), pc/h/ln		1837
Total Flow Rate (v), pc/h	1800	Demand Flow-Based Capacity (ciW), pc/h		6723
Volume Ratio (VR)	0.357	Weaving Segment Capacity (cw), veh/h		4701
Minimum Lane Change Rate (LCMIN), lc/h	643	Adjusted Weaving Area Capacity, pc/h		5511
Maximum Weaving Length (LMAX), ft	6203	Volume-to-Capacity Ratio (v/c)		0.33

Speed and Density

Non-Weaving Vehicle Index (INW)	31	Average Weaving Speed (SW), mi/h	47.4
Non-Weaving Lane Change Rate (LCNW), lc/h	97	Average Non-Weaving Speed (SNW), mi/h	47.5
Weaving Lane Change Rate (LCW), lc/h	742	Average Speed (S), mi/h	47.5
Weaving Lane Change Rate (LCAII), lc/h	839	Density (D), pc/mi/ln	12.6
Weaving Intensity Factor (W)	0.233	Level of Service (LOS)	B

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	Rt 17 WB Weave	Time Analyzed	Build PM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	805	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	878	155	0	256
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	5.00	12.00	0.00	5.00
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.806	1.000	0.909
Flow Rate (vi), pc/h	996	198	0	290
Weaving Flow Rate (wv), pc/h	488	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	996	Density-Based Capacity (ciWL), pc/h/ln		1860
Total Flow Rate (v), pc/h	1484	Demand Flow-Based Capacity (ciW), pc/h		7295
Volume Ratio (VR)	0.329	Weaving Segment Capacity (cw), veh/h		4995
Minimum Lane Change Rate (LCMIN), lc/h	488	Adjusted Weaving Area Capacity, pc/h		5579
Maximum Weaving Length (LMAX), ft	5897	Volume-to-Capacity Ratio (v/c)		0.27

Speed and Density

Non-Weaving Vehicle Index (INW)	27	Average Weaving Speed (SW), mi/h	48.6
Non-Weaving Lane Change Rate (LCNW), lc/h	64	Average Non-Weaving Speed (SNW), mi/h	49.1
Weaving Lane Change Rate (LCW), lc/h	587	Average Speed (S), mi/h	48.9
Weaving Lane Change Rate (LCAII), lc/h	651	Density (D), pc/mi/ln	10.1
Weaving Intensity Factor (W)	0.191	Level of Service (LOS)	B

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2021
Jurisdiction	I-84 EB On-Ramp from Rt 17M WB	Time Analyzed	Existing AM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	786	88
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	9.00	17.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.847	0.746
Flow Rate (vi),pc/h	1067	136
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.24	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.440
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1067	Ramp Junction Speed (S), mi/h	49.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	10.8
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	11.9

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2021
Jurisdiction	I-84 EB On-Ramp from Rt 17M WB	Time Analyzed	Existing PM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1078	135
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	5.00	7.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.877
Flow Rate (vi),pc/h	1223	159
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.27	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.442
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1223	Ramp Junction Speed (S), mi/h	49.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	12.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.2

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	I-84 EB On-Ramp from Rt 17M WB	Time Analyzed	No-Build AM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	936	90
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	8.00	17.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.862	0.746
Flow Rate (vi),pc/h	1248	139
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.28	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.441
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1248	Ramp Junction Speed (S), mi/h	49.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	12.7
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.4

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	I-84 EB On-Ramp from Rt 17M WB	Time Analyzed	No-Build PM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1131	138
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	5.00	7.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.877
Flow Rate (vi),pc/h	1283	162
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.29	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.443
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1283	Ramp Junction Speed (S), mi/h	49.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	13.0
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.7

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	I-84 EB On-Ramp from Rt 17M WB	Time Analyzed	Build AM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	950	90
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	8.00	17.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.862	0.746
Flow Rate (vi),pc/h	1267	139
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.28	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.441
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1267	Ramp Junction Speed (S), mi/h	49.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	12.8
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.6

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	I-84 EB On-Ramp from Rt 17M WB	Time Analyzed	Build PM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1134	138
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	5.00	7.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.877
Flow Rate (vi),pc/h	1286	162
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.29	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.443
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1286	Ramp Junction Speed (S), mi/h	49.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	13.1
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.7

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2021
Jurisdiction	I-84 WB On Ramp from 17M EB	Time Analyzed	Existing AM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	490
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1222	63
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	4.00	18.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.926	0.735
Flow Rate (vi),pc/h	1517	99
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.34	0.05

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)	0.437
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1517	Ramp Junction Speed (S), mi/h	49.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	15.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	12.9

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2021
Jurisdiction	I-84 WB On Ramp from 17M EB	Time Analyzed	Existing PM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	490
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1091	152
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	5.00	5.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.909
Flow Rate (vi),pc/h	1237	172
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.27	0.09

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)	0.443
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1237	Ramp Junction Speed (S), mi/h	49.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	12.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	10.5

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	I-84 WB On Ramp from 17M EB	Time Analyzed	No-Build AM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	490
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1320	101
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	4.00	18.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.926	0.735
Flow Rate (vi),pc/h	1638	158
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.36	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)	0.442
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1638	Ramp Junction Speed (S), mi/h	49.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	16.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.9

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	I-84 WB On Ramp from 17M EB	Time Analyzed	No-Build PM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	490
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1376	311
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	6.00	10.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.833
Flow Rate (vi),pc/h	1589	385
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.35	0.19

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)	0.463
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1589	Ramp Junction Speed (S), mi/h	49.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	16.2
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.5

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	I-84 WB On Ramp from 17M EB	Time Analyzed	Build AM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	490
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1325	104
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	4.00	20.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.926	0.714
Flow Rate (vi),pc/h	1645	167
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.37	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)	0.443
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1645	Ramp Junction Speed (S), mi/h	49.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	16.7
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.0

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	I-84 WB On Ramp from 17M EB	Time Analyzed	Build PM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	490
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1405	327
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	6.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.820
Flow Rate (vi),pc/h	1622	411
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.36	0.21

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)	0.465
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1622	Ramp Junction Speed (S), mi/h	49.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	16.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.8

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2021
Jurisdiction	Rt 17 EB Weave	Time Analyzed	Existing AM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	760	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	630	115	0	592
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	4.00	7.00	0.00	4.00
Heavy Vehicle Adjustment Factor (fHV)	0.926	0.877	1.000	0.926
Flow Rate (vi), pc/h	782	151	0	735
Weaving Flow Rate (vw), pc/h	886	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	782	Density-Based Capacity (ciWL), pc/h/ln		1682
Total Flow Rate (v), pc/h	1668	Demand Flow-Based Capacity (ciW), pc/h		4520
Volume Ratio (VR)	0.531	Weaving Segment Capacity (cw), veh/h		4165
Minimum Lane Change Rate (LCMIN), lc/h	886	Adjusted Weaving Area Capacity, pc/h		4519
Maximum Weaving Length (LMAX), ft	8191	Volume-to-Capacity Ratio (v/c)		0.37

Speed and Density

Non-Weaving Vehicle Index (INW)	20	Average Weaving Speed (SW), mi/h	46.3
Non-Weaving Lane Change Rate (LCNW), lc/h	0	Average Non-Weaving Speed (SNW), mi/h	46.0
Weaving Lane Change Rate (LCW), lc/h	981	Average Speed (S), mi/h	46.2
Weaving Lane Change Rate (LCAII), lc/h	981	Density (D), pc/mi/ln	12.0
Weaving Intensity Factor (W)	0.276	Level of Service (LOS)	B

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2021
Jurisdiction	Rt 17 EB Weave	Time Analyzed	Existing PM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	760	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	582	140	0	509
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	5.00	10.00	0.00	5.00
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.833	1.000	0.909
Flow Rate (vi), pc/h	660	173	0	577
Weaving Flow Rate (vw), pc/h	750	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	660	Density-Based Capacity (ciWL), pc/h/ln		1681
Total Flow Rate (v), pc/h	1410	Demand Flow-Based Capacity (ciW), pc/h		4511
Volume Ratio (VR)	0.532	Weaving Segment Capacity (cw), veh/h		4059
Minimum Lane Change Rate (LCMIN), lc/h	750	Adjusted Weaving Area Capacity, pc/h		4512
Maximum Weaving Length (LMAX), ft	8203	Volume-to-Capacity Ratio (v/c)		0.31

Speed and Density

Non-Weaving Vehicle Index (INW)	17	Average Weaving Speed (SW), mi/h	47.1
Non-Weaving Lane Change Rate (LCNW), lc/h	0	Average Non-Weaving Speed (SNW), mi/h	47.3
Weaving Lane Change Rate (LCW), lc/h	845	Average Speed (S), mi/h	47.2
Weaving Lane Change Rate (LCAII), lc/h	845	Density (D), pc/mi/ln	10.0
Weaving Intensity Factor (W)	0.246	Level of Service (LOS)	A

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	Rt 17 EB Weave	Time Analyzed	No-Build AM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	760	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	677	118	0	643
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	4.00	7.00	0.00	5.00
Heavy Vehicle Adjustment Factor (fHV)	0.926	0.877	1.000	0.909
Flow Rate (vi), pc/h	840	155	0	813
Weaving Flow Rate (vw), pc/h	968	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	840	Density-Based Capacity (ciWL), pc/h/ln		1678
Total Flow Rate (v), pc/h	1808	Demand Flow-Based Capacity (ciW), pc/h		4486
Volume Ratio (VR)	0.535	Weaving Segment Capacity (cw), veh/h		4101
Minimum Lane Change Rate (LCMIN), lc/h	968	Adjusted Weaving Area Capacity, pc/h		4486
Maximum Weaving Length (LMAX), ft	8238	Volume-to-Capacity Ratio (v/c)		0.40

Speed and Density

Non-Weaving Vehicle Index (INW)	21	Average Weaving Speed (SW), mi/h	45.9
Non-Weaving Lane Change Rate (LCNW), lc/h	7	Average Non-Weaving Speed (SNW), mi/h	45.1
Weaving Lane Change Rate (LCW), lc/h	1063	Average Speed (S), mi/h	45.5
Weaving Lane Change Rate (LCAII), lc/h	1070	Density (D), pc/mi/ln	13.2
Weaving Intensity Factor (W)	0.296	Level of Service (LOS)	B

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	Rt 17 EB Weave	Time Analyzed	No-Build PM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	760	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	699	144	0	677
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	6.00	9.00	0.00	7.00
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.847	1.000	0.877
Flow Rate (vi), pc/h	807	175	0	796
Weaving Flow Rate (vw), pc/h	971	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	807	Density-Based Capacity (ciWL), pc/h/ln		1668
Total Flow Rate (v), pc/h	1778	Demand Flow-Based Capacity (ciW), pc/h		4396
Volume Ratio (VR)	0.546	Weaving Segment Capacity (cw), veh/h		3874
Minimum Lane Change Rate (LCMIN), lc/h	971	Adjusted Weaving Area Capacity, pc/h		4396
Maximum Weaving Length (LMAX), ft	8369	Volume-to-Capacity Ratio (v/c)		0.40

Speed and Density

Non-Weaving Vehicle Index (INW)	20	Average Weaving Speed (SW), mi/h	45.9
Non-Weaving Lane Change Rate (LCNW), lc/h	0	Average Non-Weaving Speed (SNW), mi/h	45.2
Weaving Lane Change Rate (LCW), lc/h	1066	Average Speed (S), mi/h	45.6
Weaving Lane Change Rate (LCAII), lc/h	1066	Density (D), pc/mi/ln	13.0
Weaving Intensity Factor (W)	0.295	Level of Service (LOS)	B

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	Rt 17 EB Weave	Time Analyzed	Build AM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	760	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	679	118	0	646
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	4.00	7.00	0.00	5.00
Heavy Vehicle Adjustment Factor (fHV)	0.926	0.877	1.000	0.909
Flow Rate (vi), pc/h	843	155	0	817
Weaving Flow Rate (wv), pc/h	972	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	843	Density-Based Capacity (ciWL), pc/h/ln		1677
Total Flow Rate (v), pc/h	1815	Demand Flow-Based Capacity (ciW), pc/h		4478
Volume Ratio (VR)	0.536	Weaving Segment Capacity (cw), veh/h		4093
Minimum Lane Change Rate (LCMIN), lc/h	972	Adjusted Weaving Area Capacity, pc/h		4477
Maximum Weaving Length (LMAX), ft	8250	Volume-to-Capacity Ratio (v/c)		0.41

Speed and Density

Non-Weaving Vehicle Index (INW)	21	Average Weaving Speed (SW), mi/h	45.8
Non-Weaving Lane Change Rate (LCNW), lc/h	8	Average Non-Weaving Speed (SNW), mi/h	45.1
Weaving Lane Change Rate (LCW), lc/h	1067	Average Speed (S), mi/h	45.5
Weaving Lane Change Rate (LCAII), lc/h	1075	Density (D), pc/mi/ln	13.3
Weaving Intensity Factor (W)	0.297	Level of Service (LOS)	B

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	Rt 17 EB Weave	Time Analyzed	Build PM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	760	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	712	144	0	693
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	6.00	10.00	0.00	8.00
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.833	1.000	0.862
Flow Rate (vi), pc/h	822	178	0	829
Weaving Flow Rate (wv), pc/h	1007	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	822	Density-Based Capacity (ciWL), pc/h/ln		1663
Total Flow Rate (v), pc/h	1829	Demand Flow-Based Capacity (ciW), pc/h		4356
Volume Ratio (VR)	0.551	Weaving Segment Capacity (cw), veh/h		3803
Minimum Lane Change Rate (LCMIN), lc/h	1007	Adjusted Weaving Area Capacity, pc/h		4356
Maximum Weaving Length (LMAX), ft	8429	Volume-to-Capacity Ratio (v/c)		0.42

Speed and Density

Non-Weaving Vehicle Index (INW)	21	Average Weaving Speed (SW), mi/h	45.7
Non-Weaving Lane Change Rate (LCNW), lc/h	3	Average Non-Weaving Speed (SNW), mi/h	44.8
Weaving Lane Change Rate (LCW), lc/h	1102	Average Speed (S), mi/h	45.3
Weaving Lane Change Rate (LCAII), lc/h	1105	Density (D), pc/mi/ln	13.5
Weaving Intensity Factor (W)	0.304	Level of Service (LOS)	B

HCS7 Freeway Merge Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2021
Jurisdiction	I-84 EB Off-Ramp to 17M EB	Time Analyzed	Existing AM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	325
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	745	262
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	6.00	12.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.806
Flow Rate (vi),pc/h	959	374
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.30	0.19

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.313
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	50.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	55.0
Flow in Lanes 1 and 2 (v12), pc/h	959	Ramp Junction Speed (S), mi/h	50.9
Flow Entering Ramp-Infl. Area (vR12), pc/h	1333	Average Density (D), pc/mi/ln	13.1
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.7

HCS7 Freeway Merge Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2021
Jurisdiction	I-84 EB Off-Ramp to 17M EB	Time Analyzed	Existing PM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	325
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	722	115
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	6.00	14.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.781
Flow Rate (vi),pc/h	834	152
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.22	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.309
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	51.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	55.0
Flow in Lanes 1 and 2 (v12), pc/h	834	Ramp Junction Speed (S), mi/h	51.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	986	Average Density (D), pc/mi/ln	9.7
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	11.1

HCS7 Freeway Merge Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	I-84 EB Off-Ramp to 17M EB	Time Analyzed	No-Build AM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	325
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	795	269
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	5.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.820
Flow Rate (vi),pc/h	1005	377
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.31	0.19

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.314
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	50.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	55.0
Flow in Lanes 1 and 2 (v12), pc/h	1005	Ramp Junction Speed (S), mi/h	50.9
Flow Entering Ramp-Infl. Area (vR12), pc/h	1382	Average Density (D), pc/mi/ln	13.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.1

HCS7 Freeway Merge Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	I-84 EB Off-Ramp to 17M EB	Time Analyzed	No-Build PM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	325
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	842	118
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	5.00	14.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.781
Flow Rate (vi),pc/h	955	156
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.25	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.310
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	51.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	55.0
Flow in Lanes 1 and 2 (v12), pc/h	955	Ramp Junction Speed (S), mi/h	51.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	1111	Average Density (D), pc/mi/ln	10.9
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	12.1

HCS7 Freeway Merge Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	I-84 EB Off-Ramp to 17M EB	Time Analyzed	Build AM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	325
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	797	269
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	6.00	12.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.806
Flow Rate (vi),pc/h	1026	384
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.31	0.19

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.314
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	50.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	55.0
Flow in Lanes 1 and 2 (v12), pc/h	1026	Ramp Junction Speed (S), mi/h	50.9
Flow Entering Ramp-Infl. Area (vR12), pc/h	1410	Average Density (D), pc/mi/ln	13.9
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.3

HCS7 Freeway Merge Report

Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	I-84 EB Off-Ramp to 17M EB	Time Analyzed	Build PM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	325
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	855	118
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	5.00	14.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.781
Flow Rate (vi),pc/h	970	156
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.25	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.310
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	51.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	55.0
Flow in Lanes 1 and 2 (v12), pc/h	970	Ramp Junction Speed (S), mi/h	51.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	1126	Average Density (D), pc/mi/ln	11.0
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	12.2

Traffic Impact Study

Appendix E | Accident Data

Region 8 County 3 PIL, SDL, and PII Report
 Ascending Route Sequence for HAL Year 2019

Route 6

Under 23 USC §409, this report and its analysis and data are privileged against being introduced into evidence, disclosed in pretrial discovery, or used for any other purpose in civil litigation. NYS DOT and the State of New York do not waive such privilege by disclosing this report under the NYS Freedom of Information Law (FOIL), or to USDOT and FHWA under 23 USC §148.

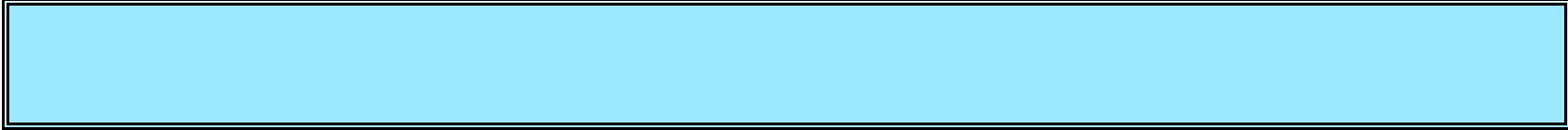
HAL Year 2019 Time Period 01-SEP-2017 thru 31-AUG-2019 PIL Accidents Linear&Intersection PIL LOC 99.9 SDL Accidents Linear&Intersection SDL LOC 95.9 PII LOC 99.9 HAL Created 30-MAR-2020

HAL Year	Route	Begins at Reference Marker	Ends at Reference Marker	Seg Int#	Hal Lgth	Type	Avg AADT	Exposure MVM or MEV	Highway/Int Char.			--- Number of Accidents ---					Total Accd	Accd Per Exposure	UCL	Reduct Index	Severe Weight Rank
									Type (Clsf Cde)	Int Cntl	Int Config	Fat	Inj	Pdo	Int	Not At Int					
2019	6	6 83012001	6 83012003	.3	SDL		3083	.675	68			0	1	9	0	10	10	14.81	2.99	7.48	1.07
2019	6	6 83012003	6 83012005	.3	SDL		3083	.675	68			0	1	5	2	4	6	8.89	2.99	3.48	0.73
2019	6	6 83012005	6 83012007	.3	SDL		3083	.675	68			0	1	5	2	4	6	8.89	2.99	3.48	0.73
2019	6	6 83012029	6 83012031	.3	SDL		3083	.675	50			0	1	5	0	6	6	8.89	1.98	4.16	0.79
2019	6	6 83012039	6 83012043	.5	SDL		3083	1.125	50			0	5	8	0	13	13	11.56	2.28	9.94	2.23
2019	6	6 83012048	6 83012050	.3	SDL		3083	.675	50			0	0	6	2	4	6	8.89	1.98	4.16	0.21
2019	6	6 83012084	6 83012089	.6	SDL		3315	1.452	50			0	3	9	1	11	12	8.26	2.38	8.05	1.05
2019	6	6 83012100	6 83012105	.6	SDL		6444	2.822	50			0	3	11	5	9	14	4.96	2.54	6.32	0.73
2019	6	6 83012109	6 83012111	.3	SDL		6444	1.411	50			0	1	7	0	8	8	5.67	2.37	4.16	0.65
2019	6	6 83012117	6 83012120	.4	SDL		7270	2.123	68			0	0	8	0	8	8	3.77	3.49	0.08	0.00
2019	6	6 83012123	6 83012125	.3	SDL		9746	2.134	68			0	0	8	0	8	8	3.75	3.5	0.04	0.00
2019	6	6 83012408	6 83012409	.2	PIL		7750	1.132	12			0	4	45	0	49	49	43.29	6.61	46.19	15.81
2019	6	17 83101252	17 83101255	.4	SDL		65283	19.06	14			0	4	21	0	25	25	1.31	1.3	-0.35	-0.05
2019	6	17 83101254	17 83101258	.5	PIL		65283	23.83	14			0	8	68	13	63	76	3.19	2.04	44.31	3.38

SPECIFIED: MAXIMUM ANALYSIS LENGTH 3 REFERENCE MARKERS, STEP BY 1, ADJACENT PILS AND SDLS ARE LINKED. INTERSECTION ACCIDENTS ARE INCLUDED.

NYS DOT QRA ACCIDENT SEVERITY SUMMARY

Print Date 6/15/2021 Print Time 12:53:12 PM



<u>Query Number/Name</u>	<u>Query Type</u>	<u>Query Sub Type</u>	<u>Accident Date Range</u>		
<u>63866</u> 18536	AttributeQuery	None	1/1/2018 12:00:00AM To 1/31/2021 12:00:00AM		
<u>Case Year</u>	<u>Injury</u>	<u>Fatality</u>	<u>Property Damage</u>	<u>Non-Reportables</u>	<u>Totals</u>
<u>2018</u>	13	0	47	3	63
<u>Case Year</u>	<u>Injury</u>	<u>Fatality</u>	<u>Property Damage</u>	<u>Non-Reportables</u>	<u>Totals</u>
<u>2019</u>	11	0	34	2	47
<u>Case Year</u>	<u>Injury</u>	<u>Fatality</u>	<u>Property Damage</u>	<u>Non-Reportables</u>	<u>Totals</u>
<u>2020</u>	9	0	29	2	40
<u>Case Year</u>	<u>Injury</u>	<u>Fatality</u>	<u>Property Damage</u>	<u>Non-Reportables</u>	<u>Totals</u>
<u>2021</u>	1	0	2	0	3
<u>Grand Total:</u>	34	0	112	7	

Accident Location Information System(ALIS)Date:
6/15/2021
12:42:07 PM**Accident Verbal Description****18536_VDR****Date in this report covers the period - 1/1/2018-1/31/2021****Complete Accident data from NYSDMV is only available thru 1/31/2021 12:00:00 AM**County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012155 Street: US HWY 6
31 Meters West of Route 17M

1/14/2018 Sun 14:17 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37092443**
 Accident Class: NON-REPORTABLE Police Agency: TROOP F NARCO ENFORCEMENT SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 2 Driver's Age: 20 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: SUNRISE PARK RD
AT INTERSECTION WITH Dolson Ave

1/13/2018 Sat 15:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37095569**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2463 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4774 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 45 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012124 Street: ROUTE 6

1/14/2018 Sun 22:09 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37095575**
 Accident Class: NON-REPORTABLE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013001 Street: DOLSON AVE
 1/15/2018 Mon 18:14 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37099261**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2204 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: Y
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 3406 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 32 Sex: F Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 284 83011091 Street: [Route] 6
 AT INTERSECTION WITH [Route] 284
 1/9/2018 Tue 19:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37104858**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: UNKNOWN Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4010 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 64 Sex: M Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2590 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: DOLSON AVE
 AT INTERSECTION WITH [Route] 6
 1/19/2018 Fri 17:20 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2018-37113774**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2653 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 98 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 4813 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 73 Sex: M Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT ENTERED, NOT ENTERED

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012140 Street: [Route] 6
 AT INTERSECTION WITH [Route] 56

1/3/2018 Wed 17:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37119117**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: UNKNOWN
 Manner of Collision: OTHER Weather: UNKNOWN
 Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2780 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
 Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012145 Street: ROUTE 6
 11 Meters South of Unnamed Street

2/2/2018 Fri 09:30 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37126694**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SP DEER PARK SATELLITE Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4403 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 35 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3196 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE SPEED

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012154 Street: ROUTE 6
 12 Meters West of Ramp

2/2/2018 Fri 12:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37126696**
 Accident Class: PROPERTY DAMAGE Police Agency: SP DEER PARK SATELLITE Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2358 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 68 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: VA
 Num of Occupants: 3 Driver's Age: 20 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012154 Street: ROUTE 6
 AT INTERSECTION WITH Ramp

2/1/2018 Thu 17:30 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37126700**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN

Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3427 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 21 Sex: F Citation Issued: Y
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 2 Driver's Age: 23 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: DOLSON AVE
 AT INTERSECTION WITH [Route] 6
1/18/2018 Thu 09:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37132939**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
 Manner of Collision: UNKNOWN Weather: UNKNOWN
 Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
 Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: UNKNOWN
 Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :2 CAR/VAN/PICKUP Registered Weight: 6029 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 34 Sex: M Citation Issued: N
 Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: UNKNOWN
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013001 Street: DOLSON AVE
 64 Meters North of Sunrise Park Rd
2/3/2018 Sat 13:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37147353**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2288 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 2 Driver's Age: 43 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013001 Street: DOLSON AVE
2/13/2018 Tue 08:02 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37149998**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3374 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: Y
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 TRUCK Registered Weight: 31000 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 44 Sex: M Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: SUNRISE PARK RD
 AT INTERSECTION WITH Dolson Ave
2/20/2018 Tue 08:43 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37153525**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4322 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3354 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 63 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012123 Street: ROUTE 6
 AT INTERSECTION WITH Route 6
2/24/2018 Sat 11:10 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37158951**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 1 Driver's Age: 65 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 284 83011091 Street: ROUTE 284
 AT INTERSECTION WITH Route 6
2/26/2018 Mon 16:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37168871**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5001 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: Y
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3311 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 51 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013001 Street: DOLSON AVE
 79 Meters North of Sunrise Park Rd

2/2/2018 Fri 17:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37168879**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: SIDESWIPE Weather: CLEAR
 Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3298 State of Registration: NY
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4720 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNSAFE SPEED, PAVEMENT SLIPPERY

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013001 Street: DOLSON AVE
 20 Meters North of Sunrise Park Rd

3/12/2018 Mon 09:10 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37185554**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: TROOP F NARCO ENFORCEMENT SP Num of Veh: 3
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: PA
 Num of Occupants: 1 Driver's Age: 44 Sex: M Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3126 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: Y
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: CHANGING LANES
 Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE LANE CHANGE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2601 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012154 Street: ROUTE 6
 AT INTERSECTION WITH Old Route 17M

3/6/2018 Tue 08:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37188667**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 BUS Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3316 State of Registration: NY
Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Orange Muni: Wawayanda(T) Ref. Marker: Street:
3/6/2018 Tue 17:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37188670**
Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2852 State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3076 State of Registration: NY
Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012150 Street: ROUTE 6
181 Meters West of Kirbytown Rd
3/17/2018 Sat 15:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37194457**
Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3796 State of Registration: NY
Num of Occupants: 3 Driver's Age: 50 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012155 Street: US HWY 6
26 Meters West of Route 17M
3/15/2018 Thu 21:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37196289**
Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
Type Of Accident: COLLISION WITH FIRE HYDRANT Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4372 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: Y

Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: UNSAFE SPEED, TURNING IMPROPER

County: Orange Muni: Wawayanda(T) Ref. Marker: 284 83011091 Street: [Route] 6
 AT INTERSECTION WITH [Route] 284

4/1/2018 Sun 14:20 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC **Case: 2018-37221222**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: TROOP F NARCO ENFORCEMENT SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: PA
 Num of Occupants: 2 Driver's Age: 37 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3137 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: DOLSON AVE
 AT INTERSECTION WITH Sunrise Park Rd

4/13/2018 Fri 14:15 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2018-37236431**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2401 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3155 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012151 Street: ROUTE 6
 AT INTERSECTION WITH Kirbytown Rd

4/22/2018 Sun 18:15 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC **Case: 2018-37248034**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 MOTORCYCLE Registered Weight: 415 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 37 Sex: M Citation Issued: N
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TURNING IMPROPER

Veh :2 MOTORCYCLE Registered Weight: 591 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013002 Street: DOLSON AVE
 AT INTERSECTION WITH Ramp

4/24/2018 Tue 08:54 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37250247**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4170 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 54 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2791 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: Y
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012124 Street: ROUTE 6
4/29/2018 Sun 20:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37260279**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 OTHER Registered Weight: 50560 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 32 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012148 Street: ROUTE 6
4/16/2018 Mon 23:46 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37262783**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: PA
 Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012119 Street: ROUTE 6
 AT INTERSECTION WITH Route 284
5/8/2018 Tue 08:40 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37276525**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: RIGHT TURN (WITH OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3223 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: [Route] 6
 AT INTERSECTION WITH Route 17M
5/30/2018 Wed 20:27 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37314585**
 Accident Class: PROPERTY DAMAGE Police Agency: ORANGE CO SHERIFF DEPT Num of Veh: 1
 Type Of Accident: COLLISION WITH ANIMAL Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2967 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 70 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012137 Street: ROUTE 6
 203 Meters West of Seward Rd
6/9/2018 Sat 18:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37326301**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3289 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 40 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: RAMP
 69 Meters North of Route 17M
6/12/2018 Tue 23:45 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2018-37362620**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH OTHER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 MOTORCYCLE Registered Weight: 355 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, ILLNESS

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012140 Street: ROUTE 6
 AT INTERSECTION WITH County Route 56
7/15/2018 Sun 21:55 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37380774**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4331 State of Registration: NY

Num of Occupants: 1 Driver's Age: 37 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012146 Street: ROUTE 6
 7/12/2018 Thu 21:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37380780
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2877 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: DOLSON AVE
 AT INTERSECTION WITH Sunrise Park Rd
 7/16/2018 Mon 17:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37385045
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4073 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 81 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3549 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012151 Street: ROUTE 6
 AT INTERSECTION WITH Kirbytown Rd
 6/25/2018 Mon 15:30 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2018-37388175
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4087 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 27 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 TRUCK Registered Weight: 25900 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE SPEED

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012119 Street: ROUTE 6
12 Meters West of Route 284

7/11/2018 Wed 17:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37392851**
Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3142 State of Registration: NY
Num of Occupants: 3 Driver's Age: 37 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4067 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012119 Street: ROUTE 6
AT INTERSECTION WITH Route 284

7/27/2018 Fri 19:29 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37415628**
Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3857 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 2952 State of Registration: NY
Num of Occupants: 1 Driver's Age: 61 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012148 Street: ROUTE 6

8/3/2018 Fri 07:10 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37418938**
Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: RAMP
AT INTERSECTION WITH US Hwy 6

8/1/2018 Wed 19:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37419321**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3453 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 69 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3949 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: Y
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ALCOHOL INVOLVEMENT, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 3316 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012154 Street: [Route] 6
 28 Meters West of Ramp

7/28/2018 Sat 07:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37421802**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4330 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 66 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012125 Street: ROUTE 6
 247 Meters South of Ridgebury Hill Rd

8/8/2018 Wed 19:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37425531**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3755 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 59 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3209 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013003 Street: DOLSON AVE
 AT INTERSECTION WITH US Hwy 6

8/17/2018 Fri 15:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37456935**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4471 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2614 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 34 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012130 Street: [Route] 6

15 Meters North of MCBRIDE RD

8/23/2018 Thu 09:25 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37458095**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 TRUCK Registered Weight: 66000 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 4075 State of Registration: NY
 Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012153 Street: ROUTE 6

217 Meters East of Kirbytown Rd

8/23/2018 Thu 12:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37468751**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 7000 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: OVERTAKING
 Apparent Factors: NOT APPLICABLE, PASSING OR LANE USAGE IMPROPERLY

Veh :1 CAR/VAN/PICKUP Registered Weight: 4618 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING U TURN
 Apparent Factors: NOT APPLICABLE, TURNING IMPROPER

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012132 Street: ROUTE 6

328 Meters West of Hoops Rd

9/7/2018 Fri 07:20 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37468778**
 Accident Class: INJURY Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH PEDESTRIAN Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: NOT IN ROADWAY

Veh :2 PEDESTRIAN Registered Weight: State of Registration: -3
 Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
 Direction of Travel: NOT APPLICABLE Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: NOT APPLICABLE
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 9000 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: ENTERING PARKED POSITION
 Apparent Factors: VIEW OBSTRUCTED/LIMITED, DRIVER INATTENTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012151 Street: ROUTE 6
 16 Meters West of Kirbytown Rd

9/16/2018 Sun 09:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A Case: 2018-37488766
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: OVERTURNED Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 MOTORCYCLE Registered Weight: 699 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 49 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNSAFE SPEED, NOT ENTERED

County: Orange Muni: Wawayanda(T) Ref. Marker: 284 83011091 Street: ROUTE 284
 AT INTERSECTION WITH Route 6

9/27/2018 Thu 13:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37501619
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: UNKNOWN Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 1 Driver's Age: 56 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3997 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 17 Sex: M Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012145 Street: ROUTE 6
 AT INTERSECTION WITH Unnamed Street

9/25/2018 Tue 13:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37504807
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3019 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2516 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 79 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: US HWY 6
 AT INTERSECTION WITH Sunrise Park Rd
10/3/2018 Wed 20:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37517142**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3196 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4307 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013003 Street: STATE HWY 17M
 AT INTERSECTION WITH US Hwy 6
10/9/2018 Tue 21:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37522483**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: RIGHT ANGLE Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4528 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4540 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012141 Street: ROUTE 6
 164 Meters North of County Route 56
9/28/2018 Fri 16:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37524752**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OVERTAKING Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 9088 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 44 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: NOT APPLICABLE, TURNING IMPROPER

Veh :2 CAR/VAN/PICKUP Registered Weight: 3803 State of Registration: NY
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: COUNTY ROUTE 56
 AT INTERSECTION WITH Route 6

10/19/2018 Fri 13:02 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37538458**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 1 Driver's Age: 59 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3514 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 284 83011091 Street: [Route] 6
 AT INTERSECTION WITH [Route] 284

7/9/2018 Mon 00:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37544507**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: UNKNOWN
 Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration: -3
 Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N
 Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: UNKNOWN
 Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3997 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 17 Sex: M Citation Issued: N
 Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: UNKNOWN
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013003 Street: STATE HWY 17M
 AT INTERSECTION WITH US Hwy 6

10/31/2018 Wed 05:40 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2018-37558664**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2409 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: Y

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: ALCOHOL INVOLVEMENT, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 2293 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012120 Street: ROUTE 6
 59 Meters East of Route 284

11/10/2018 Sat 07:50 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37588041**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: OVERTAKING Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 1 Driver's Age: 72 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, GLARE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3628 State of Registration: NY
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012127 Street: [Route] 6
 AT INTERSECTION WITH RIDGEBURY HILL RD

11/16/2018 Fri 19:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37592769**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3223 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 27 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012128 Street: ROUTE 6
 204 Meters North of Ridgebury Hill Rd

11/18/2018 Sun 20:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37601611**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4439 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012134 Street: [Route] 6
 AT INTERSECTION WITH HOOPS RD

11/16/2018 Fri 07:38 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37601876**
 Accident Class: NON-REPORTABLE Police Agency: ORANGE CO SHERIFF DEPT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OTHER Weather: SLEET/HAIL/FREEZING RAIN
 Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: PA
 Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
 Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012127 Street: ROUTE 6
 AT INTERSECTION WITH Ridgebury Hill Rd

11/30/2018 Fri 19:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37616478**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3590 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 53 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: RIDGEBURY HILL RD
 AT INTERSECTION WITH Route 6

11/18/2018 Sun 11:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37625240**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3209 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 33 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3413 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 62 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012155 Street: US HWY 6
 AT INTERSECTION WITH Route 17M

12/5/2018 Wed 13:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37627117**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 TRUCK Registered Weight: State of Registration: IL
 Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3772 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 63 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 284 83011091 Street: ROUTE 284
 18 Meters South of Route 6

12/19/2018 Wed 10:25 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37648283**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3463 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: SC
 Num of Occupants: 1 Driver's Age: 34 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013001 Street: DOLSON AVE
 63 Meters North of Sunrise Park Rd

1/11/2019 Fri 12:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-37686786**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2643 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3154 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012155 Street: US ROUTE 6
 AT INTERSECTION WITH ROUTE 17M

1/10/2019 Thu 19:20 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2019-37691795**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: ORANGE CO SHERIFF DEPT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3458 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INEXPERIENCE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3442 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 49 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013001 Street: DOLSON AVE
 93 Meters North of Sunrise Park Rd

1/19/2019 Sat 22:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-37699365
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: SNOW
 Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4787 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 35 Sex: M Citation Issued: Y
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: UNSAFE SPEED, PAVEMENT SLIPPERY

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013003 Street: [Route] 17M
 AT INTERSECTION WITH [Route] 6

1/23/2019 Wed 20:02 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2019-37712055
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: ORANGE CO SHERIFF DEPT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3721 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3936 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 48 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT ENTERED

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012124 Street: ROUTE 6
 2/1/2019 Fri 21:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-37720858
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2830 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012147 Street: ROUTE 6
 2/4/2019 Mon 17:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-37733828**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3263 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 84I83011144 Street: I 84
 2/20/2019 Wed 14:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-37754095**
 Accident Class: PROPERTY DAMAGE Police Agency: TROOP F NARCO ENFORCEMENT SP Num of Veh: 1
 Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE
 Manner of Collision: OTHER Weather: SNOW
 Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 2 Driver's Age: 45 Sex: M Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PAVEMENT SLIPPERY, UNSAFE SPEED

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: ROUTE 17M
 44 Meters South of Sunrise Park Rd
 3/11/2019 Mon 16:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-37815317**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: GLARE, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 3385 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 42 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012143 Street: ROUTE 6
 489 Meters North of County Route 56
 3/28/2019 Thu 21:15 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2019-37816676**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: RIGHT ANGLE Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 6898 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 39 Sex: F Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING FROM PARKING
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT ENTERED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2894 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: Y
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: KIRBYTOWN RD
 AT INTERSECTION WITH APPLE LANE DR
5/13/2019 Mon 22:28 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-37911567**
 Accident Class: PROPERTY DAMAGE Police Agency: ORANGE CO SHERIFF DEPT Num of Veh: 1
 Type Of Accident: COLLISION WITH OTHER FIXED OBJECT Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: WET Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2795 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: CELL PHONE (HANDS FREE), ALCOHOL INVOLVEMENT

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012140 Street: ROUTE 6
 26 Meters West of County Route 56
6/3/2019 Mon 21:58 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-37914073**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2426 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 18 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: DOLSON AVE
 AT INTERSECTION WITH Sunrise Park Rd
6/8/2019 Sat 03:15 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2019-37924377**
 Accident Class: INJURY Police Agency: WALLKILL TOWN PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: UNKNOWN Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3516 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: Y
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, ALCOHOL INVOLVEMENT

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012140 Street: ROUTE 6
 AT INTERSECTION WITH County Route 56
6/5/2019 Wed 14:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-37926980**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: RIGHT ANGLE Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4195 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 78 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3024 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 18 Sex: F Citation Issued: N
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: ROUTE 17M
 23 Meters South of Sunrise Park Rd
6/14/2019 Fri 09:55 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-37928771**
 Accident Class: PROPERTY DAMAGE Police Agency: TROOP F NARCO ENFORCEMENT SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 51 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3008 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012140 Street: ROUTE 6
 36 Meters East of County Route 56
6/3/2019 Mon 22:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-37932899**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: FIRE/EXPLOSION Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4467 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: OTHER (VEHICLE), NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013003 Street: DOLSON AVE
 48 Meters North of US Hwy 6
6/25/2019 Tue 21:16 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-37946616**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3117 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 45 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4431 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012134 Street: ROUTE 6
 28 Meters East of Creedon Hill Rd
 7/5/2019 Fri 06:30 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2019-37963446
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OVERTAKING Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration: NY
 Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: OVERTAKING
 Apparent Factors: PASSING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2657 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012119 Street: ROUTE 6
 AT INTERSECTION WITH Route 284
 7/10/2019 Wed 12:33 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-37973665
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: SIDESWIPE Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 45 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2910 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: Y
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012139 Street: ROUTE 6
 53 Meters West of County Route 56
 7/15/2019 Mon 21:55 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-37979426
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3637 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012124 Street: ROUTE 6
 7/16/2019 Tue 13:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-37979430
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3515 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 64 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012153 Street: ROUTE 6
 60 Meters West of Old Route 17M
 8/2/2019 Fri 12:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-38008706
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5109 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 63 Sex: M Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: OVERTAKING
 Apparent Factors: TURNING IMPROPER, PASSING OR LANE USAGE IMPROPERLY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3447 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 29 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: DOLSON AVE
 AT INTERSECTION WITH Sunrise Park Rd
 7/31/2019 Wed 12:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-38014206
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4303 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 73 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4363 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012155 Street: ROUTE 17M
 AT INTERSECTION WITH US Hwy 6
 8/22/2019 Thu 20:36 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-38042054
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH FIRE HYDRANT Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: OTHER Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: PA
 Num of Occupants: 2 Driver's Age: 44 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, TURNING IMPROPER

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012130 Street: ROUTE 6
 AT INTERSECTION WITH McBride Rd

8/20/2019 Tue 15:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-38042058**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: IN
 Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3777 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, UNSAFE SPEED

County: Orange Muni: Wawayanda(T) Ref. Marker: Street:
8/23/2019 Fri 22:10 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2019-38042062**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3208 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: Y
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: FOLLOWING TOO CLOSELY, ALCOHOL INVOLVEMENT

Veh :2 CAR/VAN/PICKUP Registered Weight: 4024 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012140 Street: ROUTE 6
 72 Meters North of County Route 56

8/30/2019 Fri 20:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-38052740**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4067 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 66 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013001 Street: DOLSON AVE
 37 Meters North of Sunrise Park Rd

8/29/2019 Thu 13:40 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2019-38063847**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2701 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: Y
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE SPEED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3443 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 30 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012119 Street: ROUTE 6
 AT INTERSECTION WITH Route 284

9/6/2019 Fri 15:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-38069633**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3140 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 67 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 4502 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012129 Street: ROUTE 6
 133 Meters South of McBride Rd

9/25/2019 Wed 16:00 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2019-38091618**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 3
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3107 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 23 Sex: F Citation Issued: Y
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNSAFE SPEED, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4436 State of Registration: NY
 Num of Occupants: 6 Driver's Age: 34 Sex: F Citation Issued: N

Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 4556 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 43 Sex: F Citation Issued: N
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012121 Street: ROUTE 6
 322 Meters East of Route 284
9/29/2019 Sun 05:58 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-38096349**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 12000 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ALCOHOL INVOLVEMENT, UNSAFE SPEED

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013003 Street: [Route] 17M
 AT INTERSECTION WITH [Route] 6
10/8/2019 Tue 19:07 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2019-38110676**
 Accident Class: INJURY Police Agency: ORANGE CO SHERIFF DEPT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4107 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 59 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2740 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: Y
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012154 Street: ROUTE 6
 AT INTERSECTION WITH Old Route 17M
10/4/2019 Fri 14:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-38113730**
 Accident Class: PROPERTY DAMAGE Police Agency: TROOP F NARCO ENFORCEMENT SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2623 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: PA

Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: RAMP
 AT INTERSECTION WITH US Hwy 6

11/4/2019 Mon 13:19 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2019-38156226**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5135 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 43 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 TRUCK Registered Weight: 17900 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013003 Street: DOLSON AVE
 17 Meters North of US Hwy 6

11/2/2019 Sat 15:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-38156253**
 Accident Class: PROPERTY DAMAGE Police Agency: TROOP F NARCO ENFORCEMENT SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3043 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 3726 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 63 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012138 Street: [Route] 6
 AT INTERSECTION WITH SEWARD RD

10/8/2019 Tue 07:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-38159620**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4884 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 50 Sex: F Citation Issued: N
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012135 Street: ROUTE 6
83 Meters East of Creedon Hill Rd

11/10/2019 Sun 06:35 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-38165974**
Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DAWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4695 State of Registration: NY
Num of Occupants: 1 Driver's Age: 68 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013003 Street: STATE HWY 17M
AT INTERSECTION WITH US Hwy 6

11/12/2019 Tue 15:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-38167652**
Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4027 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3470 State of Registration: NY
Num of Occupants: 1 Driver's Age: 17 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012139 Street: ROUTE 6
33 Meters East of Gonzalez Dr

11/14/2019 Thu 20:33 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-38173232**
Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3715 State of Registration: NY
Num of Occupants: 1 Driver's Age: 59 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012151 Street: [Route] 6
AT INTERSECTION WITH KIRBYTOWN RD

11/13/2019 Wed 13:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-38188015**
Accident Class: PROPERTY DAMAGE Police Agency: ORANGE CO SHERIFF DEPT Num of Veh: 1
Type Of Accident: COLLISION WITH FIRE HYDRANT Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5290 State of Registration: NY
Num of Occupants: 1 Driver's Age: 37 Sex: M Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012127 Street: ROUTE 6
 AT INTERSECTION WITH Ridgebury Hill Rd
11/17/2019 Sun 21:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-38189652**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3180 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street:
11/15/2019 Fri 16:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-38190446**
 Accident Class: PROPERTY DAMAGE Police Agency: TROOP F NARCO ENFORCEMENT SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3957 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3929 State of Registration: NY
 Num of Occupants: 4 Driver's Age: 32 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012126 Street: ROUTE 6
 197 Meters South of Ridgebury Hill Rd
10/29/2019 Tue 17:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-38193324**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2899 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 17 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: UNSAFE SPEED, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 4393 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012141 Street: ROUTE 6
 171 Meters North of County Route 56
12/2/2019 Mon 07:10 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2019-38204544**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: SNOW

Road Surface Condition: SNOW/ICE Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3425 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 21 Sex: M Citation Issued: N
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNSAFE SPEED, PAVEMENT SLIPPERY

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012132 Street: ROUTE 6
 331 Meters West of Hoops Rd

12/1/2019 Sun 17:59 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-38204807
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH CURBING Traffic Control: NONE
 Manner of Collision: OTHER Weather: SNOW
 Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2879 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PAVEMENT SLIPPERY, UNSAFE SPEED

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012148 Street: ROUTE 6

12/18/2019 Wed 10:50 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-38237841
 Accident Class: NON-REPORTABLE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, OBSTRUCTION/DEBRIS

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012127 Street: ROUTE 6
 AT INTERSECTION WITH Ridgebury Hill Rd

1/2/2020 Thu 22:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2020-38257745
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3429 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 67 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012129 Street: ROUTE 6
 58 Meters South of McBride Rd

12/18/2019 Wed 18:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-38265064
 Accident Class: NON-REPORTABLE Police Agency: ORANGE CO SHERIFF DEPT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: OVERTAKING Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration:
 Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: OVERTAKING
 Apparent Factors: AGGRESSIVE DRIVING/ROAD RAGE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 4 Driver's Age: 40 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012122 Street: ROUTE 6
 426 Meters East of Route 284

1/20/2020 Mon 18:34 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38285296**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3303 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 53 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 284 83011091 Street: [Route] 284
 AT INTERSECTION WITH [Route] 6

12/28/2019 Sat 00:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-38290528**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: UNKNOWN
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3587 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012138 Street: ROUTE 6
 93 Meters West of Seward Rd

2/1/2020 Sat 18:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38310954**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3837 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012127 Street: ROUTE 6
 95 Meters North of Ridgebury Hill Rd

3/3/2020 Tue 02:10 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38357101**

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4353 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012140 Street: ROUTE 6
 AT INTERSECTION WITH County Route 56

3/4/2020 Wed 07:33 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2020-38364613**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3934 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TURNING IMPROPER

Veh :2 CAR/VAN/PICKUP Registered Weight: 3500 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 22 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012140 Street: ROUTE 6
 AT INTERSECTION WITH County Route 56

3/17/2020 Tue 05:10 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38374451**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: SNOW
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5058 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: RAMP
 AT INTERSECTION WITH US Hwy 6

3/14/2020 Sat 17:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2020-38375001**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4180 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4519 State of Registration: NY

Num of Occupants: 3 Driver's Age: 53 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012142 Street: ROUTE 6
 384 Meters North of County Route 56

3/23/2020 Mon 12:23 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38377716**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: RIGHT ANGLE Weather: SLEET/HAIL/FREEZING RAIN
 Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 TRUCK Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 TRUCK Registered Weight: 66000 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 59 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012150 Street: ROUTE 6
 147 Meters West of Kirbytown Rd

3/26/2020 Thu 07:55 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38379789**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3263 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 46 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3362 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012119 Street: ROUTE 6
 AT INTERSECTION WITH Route 284

4/8/2020 Wed 13:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38389989**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: RIGHT ANGLE Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 8093 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 73 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3228 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012125 Street: ROUTE 6
 306 Meters South of Ridgebury Hill Rd
5/4/2020 Mon 00:26 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38411369**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012144 Street: US ROUTE 6
 141 Meters South of Unnamed Street
5/24/2020 Sun 08:35 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38421140**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3357 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012154 Street: US HWY 6
 28 Meters East of Ramp
5/27/2020 Wed 13:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38423509**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3781 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2242 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013003 Street: DOLSON AVE
 33 Meters North of US Hwy 6
7/1/2020 Wed 12:45 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2020-38463362**
 Accident Class: INJURY Police Agency: MONROE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 6538 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3455 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 52 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street:
 7/1/2020 Wed 18:38 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38464395**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: UNKNOWN Weather: CLOUDY
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3163 State of Registration: NY
 Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration: -3
 Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
 Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: ENTERING PARKED POSITION
 Apparent Factors: UNKNOWN, UNKNOWN

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: RAMP
 AT INTERSECTION WITH Dolson Ave
 7/11/2020 Sat 11:31 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38475328**
 Accident Class: PROPERTY DAMAGE Police Agency: TROOP F NARCO ENFORCEMENT SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OVERTAKING Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3957 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 48 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3494 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 33 Sex: F Citation Issued: Y
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: CHANGING LANES
 Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: STATE HWY 17M
 AT INTERSECTION WITH Sunrise Park Rd
 7/15/2020 Wed 17:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38482348**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3362 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: Y
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3379 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: DOLSON AVE
 AT INTERSECTION WITH Sunrise Park Rd

7/20/2020 Mon 02:16 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2020-38488459
 Accident Class: PROPERTY DAMAGE Police Agency: TROOP F NARCO ENFORCEMENT SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3186 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TURNING IMPROPER

Veh :2 CAR/VAN/PICKUP Registered Weight: 3595 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 36 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012125 Street: ROUTE 6
 284 Meters South of Ridgebury Hill Rd

8/6/2020 Thu 14:47 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2020-38510133
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 9500 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 59 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNSAFE SPEED, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3480 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 64 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: [Route] 6
 AT INTERSECTION WITH Sunrise Park Rd

7/28/2020 Tue 15:50 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2020-38513984
 Accident Class: INJURY Police Agency: ORANGE CO SHERIFF DEPT Num of Veh: 4
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: OTHER Weather: CLEAR

	Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEVEL	Light Condition: DAYLIGHT
	Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE	
Veh :3	CAR/VAN/PICKUP	Registered Weight: 3126	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 54	Sex: F Citation Issued: N
	Direction of Travel: EAST	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: SLOWED OR STOPPING		
	Apparent Factors: NOT APPLICABLE, NOT APPLICABLE		
Veh :1	CAR/VAN/PICKUP	Registered Weight: 4924	State of Registration: NY
	Num of Occupants: 2	Driver's Age: 53	Sex: M Citation Issued: N
	Direction of Travel: EAST	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: GOING STRAIGHT AHEAD		
	Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE SPEED		
Veh :2	CAR/VAN/PICKUP	Registered Weight:	State of Registration: PA
	Num of Occupants: 1	Driver's Age: 40	Sex: M Citation Issued: N
	Direction of Travel: EAST	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: STOPPED IN TRAFFIC		
	Apparent Factors: NOT APPLICABLE, NOT APPLICABLE		
Veh :4	CAR/VAN/PICKUP	Registered Weight: 3438	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 25	Sex: M Citation Issued: N
	Direction of Travel: EAST	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: SLOWED OR STOPPING		
	Apparent Factors: NOT APPLICABLE, NOT APPLICABLE		
County: Orange 8/19/2020	Muni: Wawayanda(T) Wed 20:38 PM	Ref. Marker: 6 83012149 Persons Killed: 0	Street: ROUTE 6 Persons Injured: 0
	Accident Class: PROPERTY DAMAGE	Police Agency: GREENVILLE SP	Extent of Injuries: Case: 2020-38523458
	Type Of Accident: COLLISION WITH DEER	Traffic Control: NONE	Num of Veh: 1
	Manner of Collision: OTHER	Weather: CLOUDY	
	Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEVEL	Light Condition: DARK-ROAD UNLIGHTED
	Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE	
Veh :1	CAR/VAN/PICKUP	Registered Weight: 3527	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 57	Sex: M Citation Issued: N
	Direction of Travel: NORTH-EAST	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: GOING STRAIGHT AHEAD		
	Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE		
County: Orange 9/1/2020	Muni: Wawayanda(T) Tue 17:40 PM	Ref. Marker: 17M83013003 Persons Killed: 0	Street: STATE HWY 17M Persons Injured: 0
	Accident Class: PROPERTY DAMAGE	Police Agency: GREENVILLE SP	Extent of Injuries: Case: 2020-38540545
	Type Of Accident: COLLISION WITH MOTOR VEHICLE	Traffic Control: TRAFFIC SIGNAL	Num of Veh: 2
	Manner of Collision: LEFT TURN (AGAINST OTHER CAR)	Weather: CLEAR	
	Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEVEL	Light Condition: DAYLIGHT
	Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE	
Veh :2	CAR/VAN/PICKUP	Registered Weight: 4262	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 39	Sex: F Citation Issued: N
	Direction of Travel: SOUTH	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: GOING STRAIGHT AHEAD		
	Apparent Factors: NOT APPLICABLE, NOT APPLICABLE		
Veh :1	CAR/VAN/PICKUP	Registered Weight: 3759	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 32	Sex: M Citation Issued: Y
	Direction of Travel: NORTH-WEST	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: MAKING LEFT TURN		

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TRAFFIC CONTROL DEVICES DISREGARDED

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012153 Street: ROUTE 6
277 Meters East of Kirbytown Rd

9/19/2020 Sat 01:40 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38566328**
Accident Class: PROPERTY DAMAGE Police Agency: TROOP F NARCO ENFORCEMENT SP Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3349 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
Num of Occupants: 6 Driver's Age: 19 Sex: M Citation Issued: Y
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013001 Street: DOLSON AVE
41 Meters North of Sunrise Park Rd

9/18/2020 Fri 17:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38566925**
Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4463 State of Registration: NY
Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3801 State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012127 Street: ROUTE 6
102 Meters North of Ridgebury Hill Rd

9/25/2020 Fri 11:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38566930**
Accident Class: PROPERTY DAMAGE Police Agency: SP DEER PARK SATELLITE Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3556 State of Registration: NY
Num of Occupants: 2 Driver's Age: 79 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012139 Street: ROUTE 6
53 Meters West of County Route 56

10/16/2020 Fri 07:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38595780**
Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE

Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAWN
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3878 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 42 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012139 Street: ROUTE 6
 74 Meters West of County Route 56
10/19/2020 Mon 06:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38610752**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3250 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013003 Street: STATE HWY 17M
 AT INTERSECTION WITH US Hwy 6
10/29/2020 Thu 18:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38612633**
 Accident Class: PROPERTY DAMAGE Police Agency: TROOP F NARCO ENFORCEMENT SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: RIGHT ANGLE Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3243 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 30 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3076 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 47 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012136 Street: ROUTE 6
 247 Meters East of Creedon Hill Rd
10/30/2020 Fri 19:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38615173**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3117 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012135 Street: ROUTE 6
 157 Meters East of Creedon Hill Rd
11/2/2020 Mon 08:17 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38621688**

Accident Class: PROPERTY DAMAGE Police Agency: TROOP F NARCO ENFORCEMENT SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3180 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 67 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: RAMP
 AT INTERSECTION WITH US Hwy 6

11/20/2020 Fri 18:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38643301**
 Accident Class: NON-REPORTABLE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 35 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012121 Street: ROUTE 6
 306 Meters East of Route 284

11/21/2020 Sat 08:42 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2020-38645145**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3019 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, UNSAFE SPEED

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013003 Street: STATE HWY 17M
 AT INTERSECTION WITH US Hwy 6

12/10/2020 Thu 06:11 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2020-38659043**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5872 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3455 State of Registration: NY

Num of Occupants: 1 Driver's Age: 49 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012150 Street: [Route] 6
 302 Meters West of Kirbytown Rd

1/10/2021 Sun 18:40 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2021-38674988**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: RIGHT ANGLE Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2595 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :2 OTHER Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012155 Street: STATE HWY 17M
 AT INTERSECTION WITH Ramp

12/23/2020 Wed 08:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38681307**
 Accident Class: NON-REPORTABLE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: SC
 Num of Occupants: 1 Driver's Age: 31 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, GLARE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012151 Street: ROUTE 6
 115 Meters West of Kirbytown Rd

12/23/2020 Wed 21:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38681917**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3424 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 34 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012126 Street: ROUTE 6
 128 Meters South of Ridgebury Hill Rd
12/27/2020 Sun 23:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38688604**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2754 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 39 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012154 Street: ROUTE 6
 AT INTERSECTION WITH Old Route 17M
11/30/2020 Mon 16:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38702878**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
 Manner of Collision: REAR END Weather: RAIN
 Road Surface Condition: WET Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2952 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 2487 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 43 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012151 Street: ROUTE 6
 AT INTERSECTION WITH Kirbytown Rd
1/15/2021 Fri 18:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2021-38706059**
 Accident Class: PROPERTY DAMAGE Police Agency: NEWBURGH SP Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ANIMAL'S ACTION, NOT ENTERED

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012151 Street: ROUTE 6
 67 Meters West of Kirbytown Rd
12/9/2020 Wed 16:00 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2020-38744576**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 3
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: SNOW
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 2772 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 TRUCK Registered Weight: 8550 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, UNSAFE SPEED

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: PA
 Num of Occupants: 2 Driver's Age: 66 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012121 Street: ROUTE 6
 196 Meters East of Route 284

12/10/2020 Thu 16:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38744723**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: SIDESWIPE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 TRUCK Registered Weight: 37600 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 64 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5189 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, FAILURE TO KEEP RIGHT

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012155 Street: [Route] 17M
 30 Meters South of [Route] 6

12/3/2020 Thu 18:21 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2020-38746645**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: ORANGE CO SHERIFF DEPT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3420 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: OTHER (VEHICLE), OTHER (VEHICLE)

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: PA
 Num of Occupants: 2 Driver's Age: 31 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE SPEED

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012121 Street: ROUTE 6
 277 Meters East of Route 284

1/26/2021 Tue 13:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2021-38812336**
 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: SNOW

Road Surface Condition: SNOW/ICE Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4379 State of Registration: NY
Num of Occupants: 1 Driver's Age: 51 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED, PAVEMENT SLIPPERY

Veh :2 CAR/VAN/PICKUP Registered Weight: 10000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Traffic Impact Study

Appendix F | ATR GAP Data

Colliers Engineering & Design

Project: RDM 3333 ROUTE 6
 Location: WAWAYANDA, NY
 Job No. 22011192A - R.H.

400 Columbus Avenue, Suite 180 E
 Valhalla NY 10595

Accelerating Success

Site Code: 22011192 999

Station ID:

US ROUTE 6 (APPROXI. 550' NORTH OF CPV
 ENERGY VALLEY CENTER DRIVEWAY)

Latitude: 0' 0.0000 Undefined

COMBINED

Start	1	3	5	7	9	11	13	15	17	19	21	23	25	27
Time	2	4	6	8	10	12	14	16	18	20	22	24	26	999
03/22/23	4	0	0	1	0	0	0	0	1	0	1	1	0	29
01:00	1	0	1	0	0	1	0	0	0	0	0	0	0	25
02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	23
03:00	2	0	0	0	1	0	1	1	0	0	0	0	0	23
04:00	1	1	1	0	1	1	1	0	1	1	0	0	1	27
05:00	17	6	11	4	6	5	4	5	5	3	0	0	3	55
06:00	104	72	32	21	15	14	11	12	7	10	13	4	2	38
07:00	244	105	53	43	30	23	19	16	9	9	6	1	3	24
08:00	239	116	54	34	33	27	14	19	12	11	11	4	2	14
09:00	210	116	58	32	34	26	20	13	9	8	9	7	4	19
10:00	200	126	53	45	36	29	23	19	12	7	3	6	2	19
11:00	198	121	65	47	33	16	27	17	12	7	5	8	5	17
12 PM	228	113	62	40	27	23	27	17	18	10	6	7	4	16
13:00	178	98	59	40	24	26	24	15	6	10	10	3	7	23
14:00	325	166	77	46	40	26	19	11	7	6	1	6	6	14
15:00	320	161	89	51	40	26	18	12	11	8	2	3	2	10
16:00	319	169	105	48	36	31	17	7	15	9	2	3	2	11
17:00	315	139	83	72	41	20	22	14	11	8	5	2	3	7
18:00	142	96	41	26	31	28	27	11	19	6	6	7	3	24
19:00	77	49	34	25	30	14	11	19	15	11	7	9	7	33
20:00	44	31	19	19	15	16	17	12	6	7	3	4	1	49
21:00	17	16	7	10	11	12	6	5	8	5	2	3	2	54
22:00	6	7	3	0	2	2	1	3	1	0	3	2	2	43
23:00	2	0	0	2	3	0	0	1	0	1	0	0	0	37
Total	3193	1708	907	607	490	366	309	229	185	137	95	80	61	634

Project: RDM 3333 ROUTE 6
 Location: WAWAYANDA, NY
 Job No. 22011192A - R.H.

400 Columbus Avenue, Suite 180 E
 Valhalla NY 10595

Accelerating Success

Site Code: 22011192 999

Station ID:

US ROUTE 6 (APPROXI. 550' NORTH OF CPV
 ENERGY VALLEY CENTER DRIVEWAY)

Latitude: 0' 0.0000 Undefined

COMBINED

Start	1	3	5	7	9	11	13	15	17	19	21	23	25	27
Time	2	4	6	8	10	12	14	16	18	20	22	24	26	999
03/23/23	4	1	0	1	0	0	0	1	1	1	1	0	0	25
01:00	2	0	0	0	1	0	0	0	0	0	1	0	0	20
02:00	1	1	0	0	0	0	0	0	0	1	0	0	0	19
03:00	2	0	0	0	0	0	0	0	0	0	0	1	2	21
04:00	0	3	0	1	2	0	0	0	1	0	0	1	1	26
05:00	13	16	10	7	5	6	4	7	3	2	2	3	3	55
06:00	89	58	38	26	26	15	18	20	9	8	8	5	5	32
07:00	246	111	67	31	31	24	23	11	14	7	7	4	4	23
08:00	219	103	56	61	33	18	22	14	8	12	7	4	7	19
09:00	197	97	50	43	25	31	15	18	9	13	12	7	7	12
10:00	187	113	55	32	29	30	10	12	16	5	11	7	2	21
11:00	178	105	57	43	28	30	14	11	14	8	3	4	5	29
12 PM	192	114	67	51	22	22	22	10	9	15	10	11	4	16
13:00	198	109	70	44	37	16	12	13	15	12	3	8	4	22
14:00	253	137	64	49	33	19	21	12	11	12	8	9	6	14
15:00	286	141	93	46	38	20	12	25	3	11	6	6	3	9
16:00	317	156	83	55	36	24	16	7	10	11	4	3	3	13
17:00	291	128	82	56	39	17	20	13	12	11	4	5	1	17
18:00	155	81	59	38	22	25	19	18	11	7	10	6	5	28
19:00	69	50	25	26	16	16	17	9	12	8	8	9	4	41
20:00	30	23	14	19	18	12	10	7	8	5	3	6	2	52
21:00	17	14	11	12	13	5	13	6	4	2	4	6	8	48
22:00	9	5	2	5	4	2	1	7	5	4	5	3	2	45
23:00	6	8	5	8	2	4	6	2	6	1	6	3	3	51
Total	2961	1574	908	654	460	336	275	223	181	156	123	111	81	658

Traffic Impact Study

Appendix G | Conceptual Improvement Plan



Engineering & Design

Colliers Engineering & Design is a trusted provider of multi-discipline engineering, design and consulting services providing customized solutions for public and private clients through a network of offices nationwide.

For a full listing of our office locations, please visit colliersengineering.com

1 877 627 3772



*Civil/Site • Traffic/Transportation • Governmental • Survey/Geospatial
Infrastructure • Geotechnical/Environmental • Telecommunications • Utilities/Energy*

EXHIBIT B

FISCAL IMPACT REPORT

DEWPOINT SOUTH



Engineering
& Design

Fiscal Impact Statement

October 8, 2024

**Proposed Warehouse Development: RDM #3-Dewpoint South
Tax Lots 4-1-50.32, 6-1-107, 6-1-90.22, and 6-1-90.24
Town of Wawayanda, Orange County, New York**

Prepared for:

RDM Group
21 Philips Pkway
Montvale, NJ 07645

Prepared by:

A handwritten signature in blue ink that reads "Jacqueline Fernandez".

Jacqueline Fernandez, AICP
AICP Certified Professional Planner
License No. 36141

Colliers Engineering & Design
555 Hudson Valley Avenue, Suite 101
New Windsor, NY 12553
Main: 845.564.4495
Colliersengineering.com

Project No. 20006912E

Introduction

Colliers Engineering & Design has prepared this report to address the responses raised by the public during the September 11, 2024 public hearing regarding the Dewpoint South development. The subject property is identified as Tax Lot 4-1-50.32 , Tax Lot 6-1-107, Tax Lot 6-1-90.22, and Tax Lot 6-1-90.24.

This Fiscal Impact Statement analyzes the existing economic conditions and examines the anticipated impacts of the overall development with information pertaining to the occupancy of the proposed warehouse development. Specifically, the analysis examines the anticipated revenues expected to be generated from the development.

It should be noted that, to determine the financial impacts, all dollars used are based on the 2023 tax rates provided by the Town of Wawayanda¹ and Middletown City School District² online tax search system. The anticipated fiscal impacts shown reflect the forecasted impact as if the proposed development were completed, occupied, and assessed during the 2023 Fiscal Year.

Fiscal Impact

Anticipated Tax Revenues

In 2023, the existing vacant land on Tax Lot 4-1-50.32 had an overall assessed land value of \$203,300. Tax Lot 6-1-107 was assessed at \$187,600, Tax Lot 6-1-90.22 was assessed at \$75,900, and Tax Lot 6-1-90.24 was assessed at \$108,800. In total, the four vacant parcels have an existing assessed property valuation of \$575,600. Based on the total property tax rate of 43.8396, the tract contributes \$25,234 in annual tax revenues.

Table 1 - 2023 Existing Tax Contribution

Tax Lot	Existing Assessed Property Value	Total Tax Rate Per \$1,000 of Assessed Value	Annual Tax Contribution
4-1-50.32	\$203,300	x 43.8396	= \$8,912.59
6-1-107	\$187,600	x 43.8396	= \$8,224.31
6-1-90.22	\$75,900	X 43.8396	= \$3,327.43
6-1-90.24	\$108,800	x 43.8396	= \$4,769.75
Total	\$575,600	x 43.8396	= \$25,234.07

The total tax rate per \$1,000 is actually comprised of six individual taxes. There are tax line items for Orange County, the Town of Wawayanda, Highway, New Hampton Fire District, and Middletown City School District. A majority of the tax rate (74.3%) goes towards the Middletown City School District.

¹ Data sourced from <https://egov.basgov.com/wawayanda/>, accessed on October 4, 2024.

² Data sourced from <https://egov.basgov.com/middletowncityschool/>, accessed on October 4, 2024.

Table 2 illustrates the 2023 tax contribution breakdown for each tax line item based on the current assessed value.

Table 2 – 2023 Existing Tax Contribution Breakdown			
Tax Type	Existing Assessed Property Value	Tax Rate Per \$1,000 of Assessed Value	Annual Tax Contribution
Town	\$575,600	0.1952	\$112.36
County		5.3740	\$3,093.27
Middletown School		32.5846	\$18,755.70
Thrall Library		1.3361	\$769.06
New Hampton Fire		2.0630	\$1,187.46
Highway		2.2867	\$1,316.22
Total	\$575,600	43.8396	\$25,234.07

Based on the following calculations, the market value of the project is estimated to be \$28.2 million.

Table 3- Projected Value of Proposed Development			
Components	Square Footage	Cost Per Square Foot³	Market Value
Warehouse/Office Space	234,900	\$25	\$5,872,500
Site Improvements		\$95	\$22,315,500
Total	234,900	\$120	\$28,188,000

To determine the projected tax contribution, the estimated market value is multiplied by the Town’s 2023 Equalization Rate, which is 46 percent. The projected long-term tax contribution by the proposed development would generate approximately \$568,445 annually. Note that these estimated valuations are shown only for purposes of this fiscal analysis and are ultimately determined by the Town Tax Assessor.

Table 4 - Projected Tax Contribution				
Estimated Market Value	Equalization Rate	Estimated Equalized Assessed Value	Tax Rate Per \$1,000 of Assessed Value	Projected Annual Tax Contribution
\$28,188,000	x 46%	= \$12,966,480	x 43.8396	= \$568,445.30

As shown in Table 5, the Town of Wawayanda is projected to receive approximately \$76,255 in tax revenues per year from the proposed development (including Highway, Library, and Fire District taxes). Orange County is projected to receive over \$69,681 and Middletown City School District is projected to receive over \$422,507 annually.

³ Average value per square foot of similar size warehouses in the region.

Table 5 - Projected Tax Contribution Breakdown

Tax Type	Estimated Equalized Assessed Value	Tax Rate Per \$1,000 of Project Value	Projected Annual Tax Contribution
Town	\$12,966,480	0.1952	\$2,531.06
County	↓	5.3740	\$69,681.86
Middletown School		32.5846	\$422,507.56
Thrall Library		1.3361	\$17,324.51
New Hampton Fire		2.0630	\$26,749.85
Highway		2.2867	\$29,650.45
Total	\$12,966,480	43.8396	\$568,445.30

In addition to the substantial long-term tax ratable generated annually, there will be significant one-time benefits as well. One-time impacts usually occur during the construction phase and include the jobs, wages and services associated with the actual construction of the development. One-time revenues to the Town would include planning board application fees, building permit fees, sewer and water connection and usage fees, and other one-time benefits.

Tax Exemption

Pursuant to the New York State Real Property Tax Law (§ 485-b), real property constructed, altered, installed or improved for the purpose of commercial, business or industrial activity shall be exempt from taxation and special ad valorem levies, except for special ad valorem levies for fire district, fire protection district and fire alarm district purposes. Such real property shall be exempt for a period of one year to the extent of 50 percent of the increase in assessed value thereof attributable to such improvement and for an additional period of ten years provided, however, that the extent of such exemption shall be decreased by 5 percent each year during such additional period of ten years and such exemption shall be computed with respect to the “exemption base.” The exemption base shall be the increase in assessed value as determined in the initial year of such ten-year period following the filing of an original application. While an exemption is not being pursued at this time, the following analysis is an estimation of the project’s tax contribution.

As applied to the proposed project, the anticipated tax revenue of \$26,749.85 for the fire district and \$17,324.51 of library would not be exempted⁴, while the remaining tax types (town general tax, town highway tax, county tax, and school tax) would be exempted for the first ten years following construction. Table 6 shows the tax revenues that would be generated by the development during the first, fifth, and tenth years of the exemption. During year 1, the tax exemption would result in \$16,091 to the Town, \$211,254 to Middletown School District, and \$34,841 to the County, for a total

⁴ New York State Department of Taxation and Finance, https://www.tax.ny.gov/research/property/assess/manuals/vol4/pt2/sec4_06/sec485_b.htm, accessed October 4, 2024

tax bill of \$306,260. By year 5, the tax bill would increase to \$411,134, and in year 10 the tax bill would increase to \$542,227.

Table 6- Tax Revenues during Tax Exemption Period

Tax Type	Year 1 (50%)	Year 5 (30%)	Year 10 (5%)	After Exemption
Town	\$1,266	\$1,772	\$2,405	\$2,531
County	\$34,841	\$48,777	\$66,198	\$69,682
Middletown School	\$211,254	\$295,755	\$401,382	\$422,508
Thrall Library	\$17,325	\$17,325	\$17,325	\$17,325
New Hampton Fire	\$26,750	\$26,750	\$26,750	\$26,750
Highway	\$14,825	\$20,755	\$28,168	\$29,650
Total	\$306,260	\$411,134	\$542,227	\$568,445

Conclusion

The proposed warehouse development will provide several benefits to the local economy of the Town of Wawayanda, including “one-time impacts” and “ongoing impacts”. One-time impacts usually occur during the construction phase and include the jobs, wages, and services associated with the construction of the development. These revenues include planning board fees, building permit fees, utility connections, and other fees. The ongoing impacts are the economic benefits to local providers of various goods, services, and employees. The proposed development will provide a total of nearly \$568,445 in annual tax revenues to the Town of Wawayanda, Orange County, and Middletown City School District, after any pursued tax exemption period expires. Additionally, the proposed development does not contain a residential component and will not directly impact the local population and school enrollment.



Engineering & Design

Colliers Engineering & Design is a trusted provider of multi-discipline engineering, design and consulting services providing customized solutions for public and private clients through a network of offices nationwide.

For a full listing of our office locations, please visit colliersengineering.com

1 877 627 3772



*Civil/Site • Traffic/Transportation • Governmental • Survey/Geospatial
Infrastructure • Geotechnical/Environmental • Telecommunications • Utilities/Energy*

EXHIBIT C

FISCAL IMPACT REPORT

DEWPOINT NORTH



Engineering
& Design

Fiscal Impact Statement

October 8, 2024

Proposed Warehouse Development: RDM #4-Dewpoint North Tax Lots 4-1-50.2 Town of Wawayanda, Orange County, New York

Prepared for:

RDM Group
21 Philips Pkway
Montvale, NJ 07645

Prepared by:

A handwritten signature in blue ink that reads "Jacqueline Fernandez".

Jacqueline Fernandez, AICP
AICP Certified Professional Planner
License No. 36141

Colliers Engineering & Design
555 Hudson Valley Avenue, Suite 101
New Windsor, NY 12553
Main: 845.564.4495
Colliersengineering.com

Project No. 20006912E

Introduction

Colliers Engineering & Design has prepared this report to address the responses raised by the public during the September 11, 2024 public hearing regarding the Dewpoint North development. The subject property is identified as Tax Lot 4-1-50.2.

This Fiscal Impact Statement analyzes the existing economic conditions and examines the anticipated impacts of the proposed development. Specifically, the analysis examines the existing revenues generated by the subject property, as well as the anticipated long-term revenues expected to be generated from the proposed development.

It should be noted that, to determine the financial impacts, all dollars used are based on the 2023 tax rates provided by the Town of Wawayanda¹ and Middletown City School District² online tax search system. The anticipated fiscal impacts shown reflect the forecasted impact as if the proposed development were completed, occupied, and assessed during the 2023 Fiscal Year.

Fiscal Impact

Anticipated Tax Revenues

In 2023, the existing vacant land on Tax Lot 4-1-50.2 had an overall assessed land value of \$152,500. Based on the total property tax rate of 43.8396, the tract contributes \$6,685.54 in annual tax revenues.

Table 1 - 2023 Existing Tax Contribution

Tax Lot	Existing Assessed Property Value	Total Tax Rate Per \$1,000 of Assessed Value	Annual Tax Contribution
4-1-50.2	\$152,500	x 43.8396	= \$6,685.54
Total	\$152,500	x 43.8396	= \$6,685.54

The total tax rate per \$1,000 is actually comprised of six individual taxes. There are tax line items for Orange County, the Town of Wawayanda, Highway, New Hampton Fire District, and Middletown City School District. A majority of the tax rate (74.3%) goes towards the Middletown City School District. Table 2 illustrates the 2023 tax contribution breakdown for each tax line item based on the current assessed value.

¹ Data sourced from <https://egov.basgov.com/wawayanda/>, accessed on October 4, 2024.

² Data sourced from <https://egov.basgov.com/middletowncityschool/>, accessed on October 4, 2024.

Table 2 – 2023 Existing Tax Contribution Breakdown

Tax Type	Existing Assessed Property Value	Tax Rate Per \$1,000 of Assessed Value	Annual Tax Contribution
Town	\$152,500	0.1952	\$29.77
County		5.3740	\$819.54
Middletown School		32.5846	\$4,969.15
Thrall Library		1.3361	\$203.76
New Hampton Fire		2.0630	\$314.61
Highway		2.2867	\$348.72
Total	\$152,500	43.8396	\$6,685.54

Based on the following calculations, the market value of the project is estimated to be \$3.8 million.

Table 3- Projected Value of Proposed Development

Components	Square Footage	Cost Per Square Foot ³	Market Value
Warehouse/Office Space	32,000	\$25	\$800,000
Site Improvements		\$95	\$3,040,000
Total	32,000	\$120	\$3,840,000

To determine the projected tax contribution, the estimated market value is multiplied by the Town’s 2023 Equalization Rate, which is 46 percent. The projected long-term tax contribution by the proposed development would generate approximately \$77,438 annually. Note that these estimated valuations are shown only for purposes of this fiscal analysis and are ultimately determined by the Town Tax Assessor.

Table 4 - Projected Tax Contribution

Estimated Market Value	Equalization Rate	Estimated Equalized Assessed Value	Tax Rate Per \$1,000 of Assessed Value	Projected Annual Tax Contribution
\$3,840,000	x 46%	= \$1,766,400	x 43.8396	= \$77,438.27

As shown in Table 5, the Town of Wawayanda is projected to receive approximately \$10,388 in tax revenues per year from the proposed development (including Highway, Library, and Fire District taxes). Orange County is projected to receive over \$9,492.63 and Middletown City School District is projected to receive over \$57,557.44 annually.

³ Average value per square foot of similar size warehouses in the region.

Table 5- Projected Tax Contribution Breakdown

Tax Type	Estimated Equalized Assessed Value	Tax Rate Per \$1,000 of Project Value	Projected Annual Tax Contribution
Town	\$1,766,400	0.1952	\$344.80
County	↓	5.3740	\$9,492.63
Middletown School		32.5846	\$57,557.44
Thrall Library		1.3361	\$2,360.09
New Hampton Fire		2.0630	\$3,644.08
Highway		2.2867	\$4,039.23
Total		\$1,766,400	43.8396

In addition to the substantial long-term tax ratable generated annually, there will be significant one-time benefits as well. One-time impacts usually occur during the construction phase and include the jobs, wages and services associated with the actual construction of the development. One-time revenues to the Town would include planning board application fees, building permit fees, sewer and water connection and usage fees, and other one-time benefits.

Tax Exemption

Pursuant to the New York State Real Property Tax Law (§ 485-b), real property constructed, altered, installed or improved for the purpose of commercial, business or industrial activity shall be exempt from taxation and special ad valorem levies, except for special ad valorem levies for fire district, fire protection district and fire alarm district purposes. Such real property shall be exempt for a period of one year to the extent of 50 percent of the increase in assessed value thereof attributable to such improvement and for an additional period of ten years provided, however, that the extent of such exemption shall be decreased by 5 percent each year during such additional period of ten years and such exemption shall be computed with respect to the “exemption base.” The exemption base shall be the increase in assessed value as determined in the initial year of such ten-year period following the filing of an original application. While an exemption is not being pursued at this time, the following analysis is an estimation of the project’s tax contribution.

As applied to the proposed project, the anticipated tax revenue of \$3,644 for the fire district and \$2,360 for library would not be exempted⁴, while the remaining tax types (town general tax, town highway tax, county tax, and school tax) would be exempted for the first ten years following construction. Table 6 shows the tax revenues that would be generated by the development during the first, fifth, and tenth years of the exemption. During year 1, the tax exemption would result in \$2,192 to the Town, \$28,779 to Middletown School District, and \$4,746 to the County, for a total tax

⁴ New York State Department of Taxation and Finance, https://www.tax.ny.gov/research/property/assess/manuals/vol4/pt2/sec4_06/sec485_b.htm, accessed October 4, 2024

bill of \$41,722. By year 5, the tax bill would increase to \$56,008, and in year 10 the tax bill would increase to \$73,867.

Table 6- Tax Revenues during Tax Exemption Period

Tax Type	Year 1 (50%)	Year 5 (30%)	Year 10 (5%)	After Exemptions
Town	\$172	\$241	\$328	\$345
County	\$4,746	\$6,645	\$9,018	\$9,493
Middletown School	\$28,779	\$40,290	\$54,680	\$57,557
Thrall Library	\$2,360	\$2,360	\$2,360	\$2,360
New Hampton Fire	\$3,644	\$3,644	\$3,644	\$3,644
Highway	\$2,020	\$2,827	\$3,837	\$4,039
Total	\$41,722	\$56,008	\$73,867	\$77,438

Conclusion

The proposed warehouse development will provide several benefits to the local economy of the Town of Wawayanda, including “one-time impacts” and “ongoing impacts”. One-time impacts usually occur during the construction phase and include the jobs, wages, and services associated with the construction of the development. These revenues include planning board fees, building permit fees, utility connections, and other fees. The ongoing impacts are the economic benefits to local providers of various goods, services, and employees. The proposed development will provide a total of \$77,438.27 in annual tax revenues to the Town of Wawayanda, Orange County, and Middletown City School District, after any pursued tax exemption period expires. Additionally, the proposed development does not contain a residential component and will not directly impact the local population and school enrollment.



Engineering & Design

Colliers Engineering & Design is a trusted provider of multi-discipline engineering, design and consulting services providing customized solutions for public and private clients through a network of offices nationwide.

For a full listing of our office locations, please visit colliersengineering.com

1 877 627 3772



*Civil/Site • Traffic/Transportation • Governmental • Survey/Geospatial
Infrastructure • Geotechnical/Environmental • Telecommunications • Utilities/Energy*

EXHIBIT D

SPECIAL USE PERMIT NARRATIVE

DEWPOINT SOUTH

A Special Use Permit Narrative was previously submitted on August 3, 2023. Please refer to that document, as updated below.

The Special Use Permit Narrative was based on the development of an approximately 16.21 acre site, proposed to be increased to 20.17 acres. In addition to an increase in lot size, other key Project modifications since the submission of the Special Use Permit Narrative include an increase in the proposed warehouse size from 169,000 square feet to 234,900 square feet, vehicle parking spaces increasing from 122 to 173, truck loading docks increasing from 51 to 57 and trailer storage spaces increasing from 33 to 44.

A Lot Consolidation followed the issuance of a SEQRA Negative Declaration by the Planning Board on June 12, 2024. Additionally, the Site Plan and Special Use Permit approvals for the Project were the subject of a SEQRA Negative Declaration issued by the Planning Board on August 14, 2024. The analysis contained in the SEQRA Negative Declaration is supportive of the satisfaction of the Special Use Permit Criteria. The impact of certain Project modifications on the Special Use Permit analysis is discussed further below.

Conformity to the Town of Wawayanda Comprehensive Plan

The conclusions contained in the Special Use Permit Narrative relative to the Project's consistency with the Town's Comprehensive Plan are not affected by the Project modifications.

However, it bears note that the Project is also consistent with the Town's most recently adopted Comprehensive Plan, approved by the Town Board on June 20, 2023.

The Town's Comprehensive Plan identifies the following as goals for commercial and mixed use areas within the Town, including the MC-1 Zoning District¹. The goals include:

- To improve the appearance of commercial corridors and mixed-use areas.
- To guide commercial development to state and county road corridors.
- To promote the expansion of municipal water and sewer systems within existing commercial zones.

¹ See Comprehensive Plan, Chapter 5, adopted June 20, 2023.

- To identify transportation improvements to facilitate transportation related development within commercial zones.
- To promote incremental commercial and residential growth in the hamlet centers

Specifically, with respect to the MC Zones (MC-1 and MC-2), the Comprehensive Plan provides: “The Mixed Commercial zone is a district intended to provide a principal area for intensive non-residential development such as office, retail, service businesses, manufacturing and industrial uses”.

The Project advances the Town’s goals contained in the Comprehensive Plan and is consistent with the Town’s desired uses for the Zoning District in which the Property is located. The Project is also consistent with the goals of the Comprehensive Plan for promoting economic development in the Town².

In addition, the Project is consistent with the Orange County Comprehensive Plan’s Priority Growth Area concept. According to the plan, Priority Growth Areas “typically have the infrastructure to serve growth, including transportation (both motorized and non-motorized), central water and sewer services, dense housing, and other infrastructure that enables efficient and logical development.” As a result, the County encourages additional urban development, including “appropriate industrial” development in these areas. The proposed Project is located in a “Priority Growth Area” and would increase local economic activity. New tax generating uses would be created on previously dormant land. There would be permit and fee revenue to initiate construction and short-term job creation for construction activity. The long-term benefits include permanent jobs on site and additional economic activity generated around the site. All of these factors will contribute to a balanced and vibrant increase in the local economy, in line with the goals and objectives of the Orange County Comprehensive Plan and the Town of Wawayanda Comprehensive Plan.

Conservation Features, Aesthetics, Landscaping and Impact on Surrounding Development and Town

In addition to the Project’s consistency with the Comprehensive Plan as discussed above, subsequent to the introduction of the Project modifications, at the request of the Planning Board and its professionals, plans were further revised to enhance the aesthetic appearance of the building and to reduce and/or minimize certain visual concerns expressed by the Planning Board. To that end, the applicant:

- (i) relocated the building an additional 10 feet further back from Dolsontown Road, with the resulting closest setback now being ±61 feet (where 50 is required), thereby also slightly reducing a proposed building footprint increase to 243,600 square feet down to 234,900 square feet;
- (ii) included a planting wall with landscape screening at the northwest corner of the building;

² See Comprehensive Plan, Chapter 6, adopted June 20, 2023.

- (iii) relocated a proposed office area to the northwest corner of the building allowing for a more visually pleasing facade treatment on this corner, more similar to the appearance of an office building or R&D facility rather than a warehouse;
- (iv) lowered the proposed building height by 2 feet to minimize visual impact along the road and
- (v) enhanced the proposed architecture of the building to include a variety of features to break-up the facade of the building including paint color variations, differing parapet wall heights, downspouts, second story windows; and office windows concentrated in the building corners.

The Project will not be visible from any officially designated federal, state or local scenic or aesthetic resource, nor will it impact any officially designated scenic views. This remains the case following the implementation of the Project revisions. Also, it remains the case that the proposed site lighting fixtures comply with Nighttime Friendly or International Dark-Sky Association objectives. Site lighting will provide cut-offs and distribution restrictions to reduce the potential for source glare and light spillage. Further, the current design has reduced the height of the building mounted fixtures adjacent to the vehicle parking area from 30-feet to 20-feet, providing additional protection from source glare and light spillage.

It is also worth noting that the earlier iteration of the Project studied in GEIS review contemplated certain pre-existing nonconforming residential uses adjacent to the Property which would remain but be screened from the Project. Those parcels have since been incorporated into the Project, eliminating the nearby residential receptors.

Additionally, the Project is an allowed use under the Zoning Code that will be located in a growing commercial/industrial zoning district in the Town, where some visibility of proposed uses similar to the Project is to be reasonably expected and permitted by the Zoning Code. The Project's potential visibility will be consistent with the nearby developments. Moreover, the Property is situated with nearby access to I-84 and other state highways, which will minimize the impacts to the Town of Wawayanda, the neighborhood and the environment.

Traffic Flow, Circulation and Parking

The Planning Board requested and the applicant provided an update to the prior traffic analysis conducted in connection with the GEIS. The update evaluated the increase in building size, as well as the elimination of Caskey Lane and replacement of the same with a second shared access connection for the Project and the adjacent Simon Business Park.

As with the previous analysis, the update utilized Land Use Code 130 – Industrial Park, which represents traffic generation at nearly double the generation associated with a standard warehouse

use and is therefore a conservative approach. The analysis showed a 46 net trip increase for the Peak AM Hour and 44 trips during the Peak PM Hour.

The additional analysis reflected that, with the implementation of the mitigation findings required by the GEIS, the modified Project is projected to add 5.4 seconds of delay to the overall westbound approach and 2.0 seconds of overall intersection delay, during the Peak PM Hour. The analysis further concluded that this level of increase is not anticipated to significantly impact the overall operation of the roadway network and that no additional mitigation is warranted to address the minor increases in traffic associated with the proposed expansion.

The above referenced modifications, in connection with the previously required mitigation, ensure the safety of the public and the users of the facility and that there will be no unreasonable interference with traffic on surrounding streets.

Building Design and Location

Please see the discussion under Conservation Features, Aesthetics, Landscaping and Impact on Surrounding Development and Town above.

Large Commercial Buildings

Please see the discussion in the Special Use Permit Narrative and under Conservation Features, Aesthetics, Landscaping and Impact on Surrounding Development and Town above.

In light of the architectural enhancements that break-up the façade of the building, including paint color variations, differing parapet wall heights, downspouts, second story windows; and office windows concentrated in the building corners, the building façade and related design elements are appropriate and will not require any further recesses, projections, or variations in rooflines.

Lighting and Signage

Please see the discussion in the Special Use Permit Narrative and under Conservation Features, Aesthetics, Landscaping and Impact on Surrounding Development and Town above.

Parking and Accessory Buildings

Please see the discussion in the Special Use Permit Narrative and under Conservation Features, Aesthetics, Landscaping and Impact on Surrounding Development and Town and Traffic Flow, Circulation and Parking above.

Drainage Systems

As reflected in the SEQRA Negative Declaration, the Project will implement a Storm Water Pollution Prevention Plan (SWPPP) which complies with Town of Wawayanda and NYSDEC requirements and includes Best Management Practices stormwater controls and mitigation measures to eliminate adverse stormwater impacts from the Project. Any erosion of land as a result of construction activities

will be controlled and minimized through the implementation and maintenance of the sediment and erosion control measures required for the Project. The SWPPP will be reviewed and approved by the Town of Wawayanda's engineer and will be subject to Town of Wawayanda and NYSDEC oversight/enforcement. Stormwater impacts will be minimal because of these mitigation measures. A storm water facilities maintenance agreement will be filed to assure long term maintenance of the water quantity and quality functions of the SWPPP.

Driveway and Road Construction

As indicated above, access to the Property will consist of 1 shared car/truck/emergency driveway to Dolsontown Road along the western portion of the Property and one shared car/emergency access point to a driveway on the eastern portion of the Property, shared with the Simon Project to the east. Access points have been designed pursuant to the requirements of the Town of Wawayanda Town Code and the New York State Building and Fire Codes. The shared access will be enabled by the elimination of Caskey Lane. While construction will involve the removal of trees, proposed revegetated surface has increased by 3.5 acres in the currently proposed Project, as compared to what was studied in the GEIS.

Construction on Slopes

To the extent any construction occurs in areas of steep slopes, note that the Project will implement a Storm Water Pollution Prevention Plan (SWPPP) which complies with Town of Wawayanda and NYSDEC requirements and includes Best Management Practices stormwater controls and mitigation measures to eliminate adverse stormwater impacts from the Project. Any erosion of land as a result of construction activities will be controlled and minimized through the implementation and maintenance of the sediment and erosion control measures required for the Project. The SWPPP will be reviewed and approved by the Town of Wawayanda's engineer and will be subject to Town of Wawayanda and NYSDEC oversight/enforcement. Stormwater impacts will be minimal because of these mitigation measures. A storm water facilities maintenance agreement will be filed to assure long term maintenance of the water quantity and quality functions of the SWPPP.

Further, a Geotechnical Report was prepared in March 2022 to explore the subsurface conditions below the proposed Project and develop related geotechnical design recommendations and construction considerations. Project construction will be undertaken in accordance with the recommendations for earthwork provided in the Geotechnical Report, mitigating any potential impacts to land during construction. No blasting is anticipated for construction of the Project.

It is also worth noting that although the Project is expected to generate approximately 34,875 cubic yards of cut, rather than 16,550 as was initially estimated, it is anticipated that the majority (~25,500 cubic yards) of the excess material from the Project will be used on the adjacent Simon Business Park project, and a smaller portion (~4,000 cubic yards) on the Dewpoint North Project, located on the other side of Dolsontown Road. By so utilizing this material on adjacent project sites, only approximately

5,000 cubic yards is anticipated to be transferred out of the immediate Project area, largely keeping transportation of the excess material off of the public roadways and further reducing the impacts of both projects. Without this available surplus of fill, the Simon and Dewpoint North projects would otherwise have to import approximately 29,500 cubic yards of fill.

Tree Borders

Please see the Special Use Permit Narrative as well as the Conservation Features, Aesthetics, Landscaping and Impact on Surrounding Development and Town discussion above. Note that Project modifications include a planting wall with landscape screening at the northwest corner of the building and an increase in revegetated area of 3.5 acres as compared to what was studied in the GEIS. Additionally, landscaping along Dolsontown Road, in front of the proposed building, has been enhanced to be more dense and varied.

With respect to access points, more than one entrance and exit is appropriate for safety and other considerations.

Development at Intersections

Please see the discussion in the Special Use Permit Narrative as well as Tree Borders above, noting specifically the reference to the planting wall with landscape screening at the northwest corner of the building.

Streets and Sidewalks

Please see the discussion in the Special Use Permit Narrative.

Setbacks

The Project meets all setback requirements. In response to comments from the Planning Board, the applicant relocated the building an additional 10 feet further back from Dolsontown Road, with the resulting closest setback now being ± 61 feet (where 50 is required), thereby also slightly reducing a proposed building footprint increase to 243,600 square feet down to 234,900 square feet. The building placement is "aligned parallel to the street" as preferred by the Special Use Permit standard.

Adjacent Properties

Please see the discussion in the Special Use Permit Narrative. Please also note that the earlier iteration of the Project studied in GEIS review contemplated certain pre-existing nonconforming residential uses adjacent to the Property which would remain but be screened from the Project. Those parcels have since been incorporated into the Project, eliminating the nearby residential receptors.

Conditioned Approval

Please see the discussion in the Special Use Permit Narrative and above.

Conditions are anticipated to include the entry of a joint developer's agreement between RDM and the Town addressing the joint improvements required for the four other projects that were the subject of the GEIS as well as a developer's agreement between RDM and the Town specifying RDM's obligations with respect to the Project, inclusive of an obligation to implement an approved Stormwater Pollution Prevention Plan (the "SWPPP") with associated performance and maintenance securities, inspection escrows and a stormwater maintenance easement agreement.

Community Impacts

Please see the discussion in the Special Use Permit Narrative and above.

As noted above, the potential impacts of the Project, and other development along the Dolsontown Corridor, were comprehensively evaluated during the SEQRA process, including by the issuance of a SEQRA Findings Statement, and appropriate mitigation identified. Moreover, the Project is anticipated to offer economic benefits including job creation and broadening the community tax base. In addition to warehouse/distribution employment at the facility, the Project is anticipated to foster employment in associated businesses providing raw goods, manufacturing, wholesale supply, transportation, and retail sales.

At the same time the Project will have minimal draw on community resources. The Project will not result in any addition burdens on the local school system and will have minimal impact on emergency services.

Hamlet Areas

Please see the discussion in the Special Use Permit Narrative.

EXHIBIT E

SPECIAL USE PERMIT NARRATIVE

DEWPOINT NORTH

Pursuant to §195-76, the Planning Board, in reviewing the site plan, shall consider its conformity to the Town of Wawayanda Comprehensive Plan and the various other plans, laws and ordinances of the Town. Conservation features, aesthetics, landscaping and impact on surrounding development as well as on the entire Town shall also be part of the Planning Board review. The Board, in acting upon the site plan, shall also be approving, approving with modifications, or disapproving the special use permit application connected therewith. Traffic flow, circulation and parking shall be reviewed to ensure the safety of the public and of the users of the facility and to ensure that there is no unreasonable interference with traffic on surrounding streets.

With respect to the Town of Wawayanda Comprehensive Plan and the various other plans, laws and ordinances of the Town, as reflected in the SEQRA Negative Declaration issued for this Project on August 14, 2024, the SEQRA Findings Statement provides:

"The (P)roject is consistent with the Town of Wawayanda's Comprehensive Plan and complies with Wawayanda's Zoning Law that was enacted in furtherance of the Comprehensive Plan's goals. The (P)roject is also consistent with the requirements of the MC-1 Zoning District. The Town's Comprehensive Plan provides that "the MC mixed commercial zone is a district intended to provide a principal area for intensive nonresidential development such as office, retail, service businesses, manufacturing and industrial uses." The Comprehensive Plan indicates that MC-1 is intended to be developed with commercial enterprises and observes that recently attracted uses include small contractor yards, offices, retail, large warehousing and industrial uses. The Comprehensive Plan recommends that the Town continue to allow commercial/industrial uses on a minimum 2 acre lot size."

Additionally, the Project is consistent with the Town's most recently adopted Comprehensive Plan, approved by the Town Board on June 20, 2023.

The Town's Comprehensive Plan identifies the following as goals for commercial and mixed use areas within the Town, including the MC-1 Zoning District³. The goals include:

³ See Comprehensive Plan, Chapter 5, adopted June 20, 2023.

- To improve the appearance of commercial corridors and mixed-use areas.
- To guide commercial development to state and county road corridors.
- To promote the expansion of municipal water and sewer systems within existing commercial zones.
- To identify transportation improvements to facilitate transportation related development within commercial zones.
- To promote incremental commercial and residential growth in the hamlet centers

Specifically, with respect to the MC Zones (MC-1 and MC-2), the Comprehensive Plan provides: “The Mixed Commercial zone is a district intended to provide a principal area for intensive non-residential development such as office, retail, service businesses, manufacturing and industrial uses”. The Project advances the Town’s goals contained in the Comprehensive Plan and is consistent with the Town’s desired uses for the Zoning District in which the Project Site is located. The Project is also consistent with the goals of the Comprehensive Plan for promoting economic development in the Town⁴.

Further, the Project Site is surrounded by other proposed warehouse developments, and a proposed solid waste facility.

Since the adoption of the Findings Statement, the Project has been modified. However, the proposed building size has not been altered. Rather, changes to site layout and the stormwater management system were made to improve the functionality of the site and respond to the visual concerns raise by the Planning Board. Collectively, these change include: (i) relocation of certain parking spaces along the building frontage to reduce retaining wall lengths; (ii) optimization of surface stormwater ponds and drainage system routing to eliminate the former underground stormwater storage system; (iii) increasing the side yard setback from 16 feet to 31 feet (where a 15 foot minimum is required) to allow for the inclusion of an additional landscaped berm area to provide a buffer for the neighboring pre-existing non-conforming residential use and (iv) adjustment of the employee parking area along the frontage to increase setback from the parking area to Dolsontown Road. Given the implementation of these measures, the conclusions in the Findings Statement remain accurate.

In addition, the Project is consistent with the Orange County Comprehensive Plan’s Priority Growth Area concept. According to the plan, Priority Growth Areas “typically have the infrastructure to serve growth, including transportation (both motorized and non-motorized), central water and sewer services, dense housing, and other infrastructure that enables efficient and logical development.” As a result, the County encourages additional urban development, including “appropriate industrial” development in these areas. The proposed Project is located in a “Priority Growth Area” and would increase local economic activity. New tax generating uses would be created on previously dormant land. There would be permit and fee revenue to initiate construction and short-term job creation for construction activity. The long-term benefits include permanent jobs on site and additional economic activity generated around the site. All of these factors will contribute to a balanced and vibrant increase in the local economy, in line

⁴ See Comprehensive Plan, Chapter 6, adopted June 20, 2023.

with the goals and objectives of the Orange County Comprehensive Plan and the Town of Wawayanda Comprehensive Plan.

With respect to conservation features, aesthetics, landscaping and impact on surrounding community, as reflected in the SEQRA Negative Declaration issued for this Project on August 14, 2024, the Project will not result in any significant adverse environmental impacts on Aesthetic Resources.

As indicted in the Findings Statement, the Project will not be visible from any officially designated federal, state or local scenic or aesthetic resource, nor will it impact any officially designated scenic views. This remains the case following the implementation of the Project revisions. Also, it remains the case that the proposed fixtures comply with Nighttime Friendly or International Dark-Sky Association objectives, as further described in the Findings Statement and Negative Declaration.

Additionally, the Project is an allowed use under the Zoning Code that will be located in a growing commercial/industrial zoning district in the Town, where some visibility of proposed uses similar to the Project is to be reasonably expected and permitted by the Zoning Code. The Project's potential visibility will be consistent with the nearby developments.

With respect to traffic flow, circulation and parking, the Planning Board found in the Negative Declaration that the modifications to the Project following the GEIS study and adoption of the SEQRA Findings Statement result in no change in building size and 7 fewer parking spaces provided with the revised Project. Response 3 above corrects the parking space reduction to be 5 fewer spaces. The Planning Board concluded that the conclusions contained in the Findings Statement remain accurate. A clarified reduction of 5 fewer, rather than 7 fewer parking spaces should not affect that conclusion.

The Findings Statement contains a detailed summary of traffic issues, inclusive of Mitigation Findings A.1 through A.5. Notwithstanding the Project modifications, the Planning Board found in its SEQRA Negative Declaration that the conclusions in the Findings Statement remain valid. The Project, inclusive of the Mitigation Findings contained in the Findings Statement, ensure the safety of the public and of the users of the facility and ensure that there is no unreasonable interference with traffic on surrounding streets.

The Board shall further consider the following:

A. Building design and location. Building design and location should be suitable for the use intended and compatible with natural and man-made surroundings. New buildings, for example, should generally be placed along the edges and not in the middle of open fields. They should also be sited so as to not protrude above treetops or the ridgelines of hills seen from public places and busy highways. Building color, materials and design should be adapted to surroundings as opposed to adaptation of the site to the building or the building to an arbitrary national franchise concept.

The proposed building design and location meet the special use permit criterion and will be appropriately adapted to the Property.

As indicated above, the Project has been further revised in response to comments received from the Planning Board and its consultants. The modifications have resulted in enhancements to the aesthetic appearance of the building and further reduction of certain visual concerns. Enhancements include: (1) increasing the side yard setback by 15 feet from 16 feet to 31 feet, where 15 feet minimum is required, to create additional landscaped berm area for screening from the adjacent property; and (2) adjustment of the employee parking area along the frontage to increase setback from the parking lot to Dolsontown Road while reducing the total parking spaces.

B. Large commercial buildings. Commercial facades of more than 100 feet in length should incorporate recesses and projections, such as windows, awnings and arcades, along 20% of the facade length. Variations in rooflines should be added to reduce the massive scale of these structures and add interest. All facades of such a building that are visible from adjoining streets or properties should exhibit features comparable in character to the front so as to better integrate with the community. Where such facades face adjacent residential uses, earthen berms planted with evergreen trees should be provided. Loading docks and accessory facilities should be incorporated in the building design and screened with materials comparable in quality to the principal structure. Sidewalks should be provided along the full length of any façade with a customer entrance and integrated into a system of internal landscape-defined pedestrian walkways breaking up all parking areas.

See the discussions above relative to the substance of the Planning Board's decision in the SEQRA Findings Statement as well as the further Project revisions that were taken into consideration in the SEQRA Negative Declaration. In light of these Project design considerations, landscaping and other mitigation, the building façade and related design elements are appropriate, and will not require any further recesses, projections or variations in rooflines.

C. Lighting and signage. Improvements made to the property should not detract from the character of the neighborhood by producing excessive lighting or unnecessary sign proliferation. Recessed lighting and landscaped ground signs are preferred.

With respect to lighting, the SEQRA Findings Statement provides:

...the proposed fixtures for the Warehouse Projects have the following lighting components which comply with Nighttime Friendly or International Dark-Sky Association (IDA) objectives: (1) Correlated Color Temperature (CCT) of 3,000; (2) all fixtures are LED's which provide for controlled downward distribution of light; (3) in instances where lighting is in close proximity to property lines, the fixture is fitted with a house side shield to restrict unnecessary back lighting & glare; and (4) the fixture housings provide for zero uplight above 90°"

With respect to signage, any signage proposed must be consistent with the requirements of Section 195-36 of the Town of Wawayanda Town Code.

D. Parking and accessory buildings. Parking areas should generally be placed in the rear or side whenever possible and provide for connections with adjoining lots. Accessory buildings should also be located in the rear with access from rear alleys. If placement in the rear is not possible, parking lots should be located to the side with screening from the street.

As indicated above, adjustment of the employee parking area along the frontage to increase setback from the parking area to Dolsontown Road was made. This was corrected in Response 3 above to be a decrease of 5, rather than 7 parking spaces. The changes to the parking lot orientation are appropriate with respect to the special use permit criteria.

E. Drainage systems. Storm drainage, flooding and erosion and sedimentation controls should be employed to prevent injury to persons, water damage to property and siltation to streams and other water bodies.

As reflected in the SEQRA Negative Declaration, the Project will implement a Storm Water Pollution Prevention Plan (SWPPP) which complies with Town of Wawayanda and NYSDEC requirements and includes Best Management Practices stormwater controls and mitigation measures to eliminate adverse stormwater impacts from the Project. Any erosion of land as a result of construction activities will be controlled and minimized through the implementation and maintenance of the sediment and erosion control measures required for the Project. The SWPPP will be reviewed and approved by the Town of Wawayanda's engineer and will be subject to Town of Wawayanda and NYSDEC oversight/enforcement. Stormwater impacts will be minimal because of these mitigation measures. A storm water facilities maintenance agreement will be filed to assure long term maintenance of the water quantity and quality functions of the SWPPP.

F. Driveway and road construction. Whenever feasible, existing roads onto or across properties should be retained and reused instead of building new, so as to maximize the use of present features such as stone walls and tree borders and avoid unnecessary destruction of landscape and tree canopy. Developers building new driveways or roads through wooded areas should reduce removal of tree canopy by restricting clearing and pavement width to the minimum required for safely accommodating anticipated traffic flows.

Under current site conditions, there are no access driveways as the parcel is vacant. Access to the Project Site will consist of 1 driveway to Dolsontown Road along the western portion of the Project Site, which has been designed pursuant to the requirements of the Town of Wawayanda Town Code and the New York State Building and Fire Codes.

G. Construction on slopes. The crossing of steep slopes with roads and driveways should be minimized and building which does take place on slopes should be multistoried with entrances at different levels as opposed to regrading the site flat.

With respect to construction on steep slopes, the Project will implement a Storm Water Pollution Prevention Plan (SWPPP) which complies with Town of Wawayanda and NYSDEC requirements and includes Best Management Practices stormwater controls and mitigation measures to eliminate adverse stormwater impacts from the Project. Any erosion of land as a result of construction activities will be controlled and minimized through the implementation and maintenance of the sediment and erosion control measures required for the Project. The SWPPP will be reviewed and approved by the Town of Wawayanda's engineer and will be subject to Town of Wawayanda and NYSDEC oversight/enforcement. Stormwater impacts will be minimal because of these mitigation measures. A storm water facilities maintenance agreement will be filed to assure long term maintenance of the water quantity and quality functions of the SWPPP.

Moreover, a Geotechnical Report was prepared by RDM's consultant in March 2022 to explore the subsurface conditions below the proposed Project and develop related geotechnical design recommendations and construction considerations. Project construction will be undertaken in accordance with the recommendations for earthwork provided in the Geotechnical Report, mitigating any potential impacts to land during construction. No blasting is anticipated for construction of the Project.

H. Tree borders. New driveways onto principal thoroughfares should be minimized for both traffic safety and aesthetic purposes, and interior access drives which preserve tree borders along highways should be used as an alternative. Developers who preserve tree borders should be permitted to recover density on the interior of their property through use of clustering.

The landscaping plan for the Project reflects a landscaped border along Dolsontown Road.

I. Development at intersections. Building sites at prominent intersections of new developments should be reserved for equally prominent buildings or features which will appropriately terminate the street vistas. All street corners should be defined with buildings, trees or sidewalks.

The Project is not located at an existing intersection.

J. Streets and sidewalks. Cul-de-sac and dead-end streets should be discouraged in favor of roads and drives which connect to existing streets on both ends. Streets within residentially developed areas should be accompanied by on-street parking and a sidewalk on at least one side of the street. Sidewalks should also be provided in connection with new commercial development adjacent to residential areas, and pedestrian access should be encouraged.

The street and sidewalk special use criteria are not applicable as it appears to be written for residential uses. Further, pedestrian connections to the several nearby pre-existing non-conforming residential uses is not appropriate, given the nature of this Project as a warehouse distribution facility.

K. Setbacks. New buildings on a street should conform to the dominant setback line and be aligned parallel to the street so as to create a defined edge to the public space.

The Project meets all setback requirements. Building placement is dictated by site constraints, which include an irregular parcel shape and the presence of wetlands. The buildings were placed to accommodate the necessary stormwater facilities and to allow for safe on-site vehicular circulation, parking, loading and access. Moreover, the Project modifications, including increasing the side yard setback by 15 feet from 16 feet to 31 feet, where 15 feet minimum is required, to create additional landscaped berm area for screening from the adjacent property, serve to create an appropriate defined edge to the public space, and aesthetically pleasing transition.

L. Adjacent properties. The proposed use should not have a detrimental impact on adjacent properties or the health, safety and welfare of the residents of the Town of Wawayanda.

Please see the discussion above relative to the Project's consistency with the Town of Wawayanda's Comprehensive Plan. Further, in addition to the mitigation contained in the SEQRA Findings Statement, the Project was further revised in response to comments received from the Planning Board and its consultants. The modifications have resulted in enhancements to the aesthetic appearance of the building and further reduction of certain visual concerns. Enhancements include: (1) increasing the side yard setback by 15 feet from 16 feet to 31 feet, where 15 feet minimum is required, to create additional landscaped berm area for screening from the adjacent property; and (2) adjustment of the employee parking area along the frontage to increase setback from the parking lot to Dolsontown Road and reduce the total number of parking spaces.

M. Conditioned approval. If the proposed use is one judged to present detrimental impacts with respect to noise, lighting, surface runoff, emissions or other similar factors, the Planning Board shall determine whether an approval could be conditioned in such a manner as to eliminate or substantially reduce those impacts.

Conditions are anticipated to include the entry of a joint developer's agreement between RDM and the Town addressing the joint improvements required for the four other projects that were the subject of the GEIS as well as a developer's agreement between RDM and the Town specifying RDM's obligations with respect to the Project, inclusive of an obligation to implement an approved Stormwater Pollution Prevention Plan (the "SWPPP") with associated performance and maintenance securities, inspection escrows and a stormwater maintenance easement agreement.

N. Community impacts. The Planning Board shall consider whether the use will have a positive or negative effect on the environment, job creation, the economy, housing availability or open space preservation. The granting of an approval should not cause an undue economic burden on community facilities or services, including but not limited to highways, sewage treatment facilities, water supplies and fire-fighting capabilities. The applicant shall be responsible for providing such improvements or additional services as may be required to adequately serve the proposed use, and any approval shall be so conditioned. The Town shall be authorized to demand fees in support of such services where they cannot be directly provided by the applicant. This shall specifically apply, but not be limited to, additional fees to support fire district expenses.

As noted above, the potential impacts of the Project, and other development along the Dolsontown Corridor, were comprehensively evaluated during the SEQRA process, including by the issuance of a SEQRA Findings Statement, and appropriate mitigation identified. Moreover, the Project is anticipated to offer economic benefits including job creation and broadening the community tax base. In addition to warehouse/distribution employment at the facility, the Project is anticipated to foster employment in associated businesses providing raw goods, manufacturing, wholesale supply, transportation, and retail sales.

At the same time the Project will have minimal draw on community resources. The Project will not result in any addition burdens on the local school system and will have minimal impact on emergency services.

O. Hamlet areas. The hamlet areas of Wawayanda, specifically Ridgebury, Slate Hill and old New Hampton, are important and integral parts of the Town's culture and heritage. The hamlets represent historic, compact, developed areas within the largely rural regions of the Town. The character and quality of Wawayanda would be permanently diminished if these small settlements were to disappear from the landscape. New development should be integrated into the hamlet centers in such a way that it improves upon the positive aesthetic aspects of the hamlet centers and ensures that these centers will be preserved. New buildings and additions to existing buildings should blend into the existing hamlet landscape to the maximum extent practical. In considering an application for a special use within the Town's commercial and hamlet districts, the Planning Board shall consider the following: (omitted)

The Project is not in one of the Hamlet Zoning Districts, does not appear to be within a Hamlet, nor does the area reflect the compact development area typical of a Hamlet.