

## **Appendix VII**

# Turning Movement Counts (TMCs)

**GENERAL INFORMATION**

PROJECT NAME:	Cortlandt MOD
PROJECT NO:	40534
DATE:	May 28, 2019
ANALYST:	MT

**INTERSECTION INFORMATION**

SURVEY DATE:	May 18, 2016		
INTERSECTION:	STREET (E-W):	Route 6	
	STREET (N-S):	Dayton Lane	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	MIDDAY PEAK PERIOD	12:00 AM	TO 12:00 AM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

**NOTES:**

- 1.) 15 minute values should be input by the user.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	2	57	28	87	16	53	2	71	32	0	4	36	21	15	16	52
7:15 AM - 7:30 AM	2	60	32	94	20	60	3	83	37	0	6	43	31	11	19	61
7:30 AM - 7:45 AM	3	69	31	103	18	61	4	83	34	0	6	40	24	15	18	57
7:45 AM - 8:00 AM	3	66	34	103	22	63	5	90	23	1	5	29	28	16	21	65
8:00 AM - 8:15 AM	4	71	40	115	16	62	3	81	11	0	5	16	9	10	24	43
8:15 AM - 8:30 AM	9	68	43	120	16	65	1	82	15	3	15	33	6	6	21	33
8:30 AM - 8:45 AM	8	73	47	128	19	67	1	87	14	2	18	34	5	6	19	30
8:45 AM - 9:00 AM	10	70	45	125	21	66	2	89	17	3	17	37	4	5	17	26
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	3	66	34	103	22	63	5	90	23	1	5	29	28	16	21	65
8:00 AM - 8:15 AM	4	71	40	115	16	62	3	81	11	0	5	16	9	10	24	43
8:15 AM - 8:30 AM	9	68	43	120	16	65	1	82	15	3	15	33	6	6	21	33
8:30 AM - 8:45 AM	8	73	47	128	19	67	1	87	14	2	18	34	5	6	19	30
Peak Hour Total	24	278	164	466	73	257	10	340	63	6	43	112	48	38	85	171
Peak 15 Minute Vol	9	73	47	128	22	67	5	90	23	3	18	34	28	16	24	65
Calculated PHF	0.67	0.95	0.87	0.91	0.83	0.96	0.50	0.94	0.68	0.50	0.60	0.82	0.43	0.59	0.89	0.66
DOT Effective PHF	0.91	0.91	0.91	0.91	0.94	0.94	0.94	0.94	0.82	0.82	0.82	0.82	0.80	0.80	0.80	0.80
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	7	112	30	149	27	78	5	110	59	0	9	68	5	0	8	13
4:15 PM - 4:30 PM	9	111	31	151	32	78	5	115	58	0	13	71	6	1	9	16
4:30 PM - 4:45 PM	8	117	35	160	31	81	9	121	62	0	11	73	7	0	11	18
4:45 PM - 5:00 PM	10	119	36	165	34	87	7	128	61	0	12	73	6	1	10	17
5:00 PM - 5:15 PM	11	123	32	166	36	84	8	128	60	1	10	71	5	0	12	17
5:15 PM - 5:30 PM	11	120	29	160	39	90	6	135	63	0	14	77	7	0	10	17
5:30 PM - 5:45 PM	10	122	37	169	30	93	9	132	67	0	13	80	7	1	10	18
5:45 PM - 6:00 PM	10	126	34	170	37	88	8	133	64	0	11	75	8	0	9	17
<b>Generalized PM Peak Hour Only</b>																
5:00 PM - 5:15 PM	11	123	32	166	36	84	8	128	60	1	10	71	5	0	12	17
5:15 PM - 5:30 PM	11	120	29	160	39	90	6	135	63	0	14	77	7	0	10	17
5:30 PM - 5:45 PM	10	122	37	169	30	93	9	132	67	0	13	80	7	1	10	18
5:45 PM - 6:00 PM	10	126	34	170	37	88	8	133	64	0	11	75	8	0	9	17
Peak Hour Total	42	491	132	665	142	355	31	528	254	1	48	303	27	1	41	69
Peak 15 Minute Vol	11	126	37	170	39	93	9	135	67	1	14	80	8	1	12	18
Calculated PHF	0.95	0.97	0.89	0.98	0.91	0.95	0.86	0.98	0.95	0.25	0.86	0.95	0.84	0.25	0.85	0.96
DOT Effective PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.95	0.95	0.95	0.95	0.96	0.96	0.96	0.96

**GENERAL INFORMATION**

PROJECT NAME:	Cortlandt MOD
PROJECT NO:	40534
DATE:	May 28, 2019
ANALYST:	MT

**INTERSECTION INFORMATION**

SURVEY DATE:	October 18, 2017		
INTERSECTION:	STREET (E-W):	Route 6	
	STREET (N-S):	Conklin Ave	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	MIDDAY PEAK PERIOD	12:00 AM	TO 12:00 AM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

**NOTES:**

- 1.) 15 minute values should be input by the user.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	60	4	64	40	67	0	107	2	0	35	37	0	0	1	1
7:15 AM - 7:30 AM	0	60	7	67	45	86	0	131	3	0	47	50	2	0	3	5
7:30 AM - 7:45 AM	0	66	4	70	51	79	0	130	4	2	45	51	1	0	1	2
7:45 AM - 8:00 AM	0	73	6	79	36	73	0	109	5	1	51	57	0	0	3	3
8:00 AM - 8:15 AM	2	76	10	88	34	91	4	129	4	0	51	55	3	1	2	6
8:15 AM - 8:30 AM	2	67	8	77	51	96	0	147	4	4	41	49	2	1	4	7
8:30 AM - 8:45 AM	3	82	9	94	47	78	4	129	1	1	51	53	1	0	2	3
8:45 AM - 9:00 AM	0	84	7	91	12	54	0	66	9	0	31	40	2	0	5	7
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	73	6	79	36	73	0	109	5	1	51	57	0	0	3	3
8:00 AM - 8:15 AM	2	76	10	88	34	91	4	129	4	0	51	55	3	1	2	6
8:15 AM - 8:30 AM	2	67	8	77	51	96	0	147	4	4	41	49	2	1	4	7
8:30 AM - 8:45 AM	3	82	9	94	47	78	4	129	1	1	51	53	1	0	2	3
Peak Hour Total	7	298	33	338	168	338	8	514	14	6	194	214	6	2	11	19
Peak 15 Minute Vol	3	82	10	94	51	96	4	147	5	4	51	57	3	1	4	7
Calculated PHF	0.58	0.91	0.83	0.90	0.82	0.88	0.50	0.87	0.70	0.38	0.95	0.94	0.50	0.50	0.69	0.68
DOT Effective PHF	0.90	0.90	0.90	0.90	0.87	0.87	0.87	0.87	0.94	0.94	0.94	0.94	0.80	0.80	0.80	0.80
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	5	123	15	143	17	24	0	41	3	1	65	69	5	1	8	14
4:15 PM - 4:30 PM	4	133	10	147	45	102	0	147	7	1	53	61	4	1	4	9
4:30 PM - 4:45 PM	2	122	14	138	49	124	2	175	0	4	60	64	3	1	5	9
4:45 PM - 5:00 PM	3	130	8	141	38	95	1	134	6	2	67	75	4	1	3	8
5:00 PM - 5:15 PM	5	137	6	148	38	105	1	144	5	4	63	72	8	2	3	13
5:15 PM - 5:30 PM	2	91	11	104	56	107	0	163	5	2	66	73	3	2	6	11
5:30 PM - 5:45 PM	0	124	12	136	44	108	7	159	6	1	43	50	3	3	8	14
5:45 PM - 6:00 PM	2	110	9	121	30	100	1	131	7	3	40	50	2	2	6	10
<b>Generalized PM Peak Hour Only</b>																
5:00 PM - 5:15 PM	5	137	6	148	38	105	1	144	5	4	63	72	8	2	3	13
5:15 PM - 5:30 PM	2	91	11	104	56	107	0	163	5	2	66	73	3	2	6	11
5:30 PM - 5:45 PM	0	124	12	136	44	108	7	159	6	1	43	50	3	3	8	14
5:45 PM - 6:00 PM	2	110	9	121	30	100	1	131	7	3	40	50	2	2	6	10
Peak Hour Total	9	462	38	509	168	420	9	597	23	10	212	245	16	9	23	48
Peak 15 Minute Vol	5	137	12	148	56	108	7	163	7	4	66	73	8	3	8	14
Calculated PHF	0.45	0.84	0.79	0.86	0.75	0.97	0.32	0.92	0.82	0.63	0.80	0.84	0.50	0.75	0.72	0.86
DOT Effective PHF	0.86	0.86	0.86	0.86	0.92	0.92	0.92	0.92	0.84	0.84	0.84	0.84	0.86	0.86	0.86	0.86



**GENERAL INFORMATION**

PROJECT NAME:	Cortlandt MOD
PROJECT NO:	40534
DATE:	May 28, 2019
ANALYST:	MT

**INTERSECTION INFORMATION**

SURVEY DATE:	October 18, 2017		
INTERSECTION:	STREET (E-W):	Route 6	
	STREET (N-S):	Lexington Ave	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	MIDDAY PEAK PERIOD	12:00 AM	TO 12:00 AM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

**NOTES:**

- 1.) 15 minute values should be input by the user.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	11	88	20	119	10	96	7	113	17	21	29	67	11	27	11	49
7:15 AM - 7:30 AM	12	95	21	128	11	88	6	105	17	21	28	66	16	26	11	53
7:30 AM - 7:45 AM	12	105	21	138	16	107	6	129	20	27	38	85	17	31	11	59
7:45 AM - 8:00 AM	15	131	30	176	15	131	5	151	27	20	41	88	20	28	19	67
8:00 AM - 8:15 AM	16	130	41	187	27	140	11	178	20	30	40	90	27	31	27	85
8:15 AM - 8:30 AM	17	120	35	172	18	127	9	154	20	32	45	97	30	32	21	83
8:30 AM - 8:45 AM	18	111	37	166	17	111	11	139	22	37	46	105	31	37	22	90
8:45 AM - 9:00 AM	17	107	40	164	16	126	11	153	28	33	40	101	36	40	20	96
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	15	131	30	176	15	131	5	151	27	20	41	88	20	28	19	67
8:00 AM - 8:15 AM	16	130	41	187	27	140	11	178	20	30	40	90	27	31	27	85
8:15 AM - 8:30 AM	17	120	35	172	18	127	9	154	20	32	45	97	30	32	21	83
8:30 AM - 8:45 AM	18	111	37	166	17	111	11	139	22	37	46	105	31	37	22	90
Peak Hour Total	66	492	143	701	77	509	36	622	89	119	172	380	108	128	89	325
Peak 15 Minute Vol	18	131	41	187	27	140	11	178	27	37	46	105	31	37	27	90
Calculated PHF	0.92	0.94	0.87	0.94	0.71	0.91	0.82	0.87	0.82	0.80	0.93	0.90	0.87	0.86	0.82	0.90
DOT Effective PHF	0.94	0.94	0.94	0.94	0.87	0.87	0.87	0.87	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	31	141	38	210	16	159	12	187	50	17	26	93	13	16	20	49
4:15 PM - 4:30 PM	26	151	38	215	18	181	13	212	41	20	27	88	22	17	31	70
4:30 PM - 4:45 PM	35	143	37	215	17	167	10	194	41	18	15	74	16	15	31	62
4:45 PM - 5:00 PM	27	166	35	228	13	200	11	224	39	21	20	80	15	18	21	54
5:00 PM - 5:15 PM	45	173	41	259	17	188	14	219	55	20	30	105	15	17	37	69
5:15 PM - 5:30 PM	37	166	55	258	11	211	17	239	47	22	31	100	18	20	34	72
5:30 PM - 5:45 PM	39	155	47	241	11	207	11	229	43	31	27	101	19	22	41	82
5:45 PM - 6:00 PM	41	150	40	231	17	191	21	229	49	27	29	105	20	27	37	84
<b>Generalized PM Peak Hour Only</b>																
5:00 PM - 5:15 PM	45	173	41	259	17	188	14	219	55	20	30	105	15	17	37	69
5:15 PM - 5:30 PM	37	166	55	258	11	211	17	239	47	22	31	100	18	20	34	72
5:30 PM - 5:45 PM	39	155	47	241	11	207	11	229	43	31	27	101	19	22	41	82
5:45 PM - 6:00 PM	41	150	40	231	17	191	21	229	49	27	29	105	20	27	37	84
Peak Hour Total	162	644	183	989	56	797	63	916	194	100	117	411	72	86	149	307
Peak 15 Minute Vol	45	173	55	259	17	211	21	239	55	31	31	105	20	27	41	84
Calculated PHF	0.90	0.93	0.83	0.95	0.82	0.94	0.75	0.96	0.88	0.81	0.94	0.98	0.90	0.80	0.91	0.91
DOT Effective PHF	0.95	0.95	0.95	0.95	0.96	0.96	0.96	0.96	0.98	0.98	0.98	0.98	0.91	0.91	0.91	0.91

**GENERAL INFORMATION**

PROJECT NAME:	Cortlandt MOD
PROJECT NO:	40534
DATE:	May 28, 2019
ANALYST:	MT

**INTERSECTION INFORMATION**

SURVEY DATE:	May 24, 2016		
INTERSECTION:	STREET (E-W): Beach Shopping center (northern driveway) STREET (N-S): Dayton Lane		
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	MIDDAY PEAK PERIOD	12:00 AM	TO 12:00 AM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

**NOTES:**

1.) 15 minute values should be input by the user.
2.) Time values should be entered in military time.
3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	54	0	0	54	0	0	10	10	0	21	0	21	6	53	0	59
7:15 AM - 7:30 AM	55	0	0	55	3	0	6	9	0	22	2	24	9	54	0	63
7:30 AM - 7:45 AM	54	0	0	54	1	0	8	9	0	32	1	33	11	53	0	64
7:45 AM - 8:00 AM	58	0	0	58	7	0	7	14	0	19	8	27	15	57	0	72
8:00 AM - 8:15 AM	59	0	0	59	16	0	9	25	0	11	20	31	8	58	0	66
8:15 AM - 8:30 AM	59	0	0	59	11	0	15	26	0	20	13	33	7	58	0	65
8:30 AM - 8:45 AM	55	0	0	55	9	0	18	27	0	18	9	27	18	54	0	72
8:45 AM - 9:00 AM	62	0	0	62	10	0	12	22	0	22	11	33	10	61	0	71
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	58	0	0	58	7	0	7	14	0	19	8	27	15	57	0	72
8:00 AM - 8:15 AM	59	0	0	59	16	0	9	25	0	11	20	31	8	58	0	66
8:15 AM - 8:30 AM	59	0	0	59	11	0	15	26	0	20	13	33	7	58	0	65
8:30 AM - 8:45 AM	55	0	0	55	9	0	18	27	0	18	9	27	18	54	0	72
Peak Hour Total	231	0	0	231	43	0	49	92	0	68	50	118	48	227	0	275
Peak 15 Minute Vol	59	0	0	59	16	0	18	27	0	20	20	33	18	58	0	72
Calculated PHF	0.98	N/A	N/A	0.98	0.67	N/A	0.68	0.85	N/A	0.85	0.63	0.89	0.67	0.98	N/A	0.95
DOT Effective PHF	0.98	0.98	0.98	0.98	0.85	0.85	0.85	0.85	0.89	0.89	0.89	0.89	0.95	0.95	0.95	0.95
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	0	0	0	11	0	11	22	0	27	17	44	10	46	0	56
4:15 PM - 4:30 PM	0	0	0	0	8	0	9	17	0	38	12	50	15	48	0	63
4:30 PM - 4:45 PM	0	0	0	0	13	0	14	27	0	47	18	65	11	54	0	65
4:45 PM - 5:00 PM	0	0	0	0	15	0	9	24	0	88	20	108	18	52	0	70
5:00 PM - 5:15 PM	0	0	0	0	10	0	21	31	0	62	24	86	10	57	0	67
5:15 PM - 5:30 PM	0	0	0	0	9	0	17	26	0	49	11	60	17	50	0	67
5:30 PM - 5:45 PM	0	0	0	0	12	0	18	30	0	82	9	91	18	49	0	67
5:45 PM - 6:00 PM	0	0	0	0	8	0	20	28	0	96	16	112	12	58	0	70
<b>Generalized PM Peak Hour Only</b>																
5:00 PM - 5:15 PM	0	0	0	0	10	0	21	31	0	62	24	86	10	57	0	67
5:15 PM - 5:30 PM	0	0	0	0	9	0	17	26	0	49	11	60	17	50	0	67
5:30 PM - 5:45 PM	0	0	0	0	12	0	18	30	0	82	9	91	18	49	0	67
5:45 PM - 6:00 PM	0	0	0	0	8	0	20	28	0	96	16	112	12	58	0	70
Peak Hour Total	0	0	0	0	39	0	76	115	0	289	60	349	57	214	0	271
Peak 15 Minute Vol	0	0	0	0	12	0	21	31	0	96	24	112	18	58	0	70
Calculated PHF	N/A	N/A	N/A	N/A	0.81	N/A	0.90	0.93	N/A	0.75	0.63	0.78	0.79	0.92	N/A	0.97
DOT Effective PHF	N/A	N/A	N/A	N/A	0.93	0.93	0.93	0.93	0.80	0.80	0.80	0.80	0.97	0.97	0.97	0.97

**GENERAL INFORMATION**

PROJECT NAME:	Cortlandt MOD
PROJECT NO:	40534
DATE:	May 28, 2019
ANALYST:	MT

**INTERSECTION INFORMATION**

SURVEY DATE:	May 24, 2016		
INTERSECTION:	STREET (E-W): Beach Shopping Center (southern driveway) STREET (N-S): Dayton Lane		
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	MIDDAY PEAK PERIOD	12:00 AM	TO 12:00 AM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

**NOTES:**

- 1.) 15 minute values should be input by the user.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	0	0	0	11	0	1	12	0	20	13	33	10	36	0	46
7:15 AM - 7:30 AM	0	0	0	0	8	0	6	14	0	18	7	25	3	30	0	33
7:30 AM - 7:45 AM	0	0	0	0	8	0	3	11	0	30	14	44	7	38	0	45
7:45 AM - 8:00 AM	0	0	0	0	8	0	2	10	0	26	18	44	6	44	0	50
8:00 AM - 8:15 AM	0	0	0	0	7	0	6	13	0	26	21	47	2	53	0	55
8:15 AM - 8:30 AM	0	0	0	0	9	0	3	12	0	31	19	50	6	57	0	63
8:30 AM - 8:45 AM	0	0	0	0	9	0	5	14	0	22	22	44	7	39	0	46
8:45 AM - 9:00 AM	0	0	0	0	15	0	8	23	0	26	24	50	13	54	0	67
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	0	0	0	8	0	2	10	0	26	18	44	6	44	0	50
8:00 AM - 8:15 AM	0	0	0	0	7	0	6	13	0	26	21	47	2	53	0	55
8:15 AM - 8:30 AM	0	0	0	0	9	0	3	12	0	31	19	50	6	57	0	63
8:30 AM - 8:45 AM	0	0	0	0	9	0	5	14	0	22	22	44	7	39	0	46
Peak Hour Total	0	0	0	0	33	0	16	49	0	105	80	185	21	193	0	214
Peak 15 Minute Vol	0	0	0	0	9	0	6	14	0	31	22	50	7	57	0	63
Calculated PHF	N/A	N/A	N/A	N/A	0.92	N/A	0.67	0.88	N/A	0.85	0.91	0.93	0.75	0.85	N/A	0.85
DOT Effective PHF	N/A	N/A	N/A	N/A	0.88	0.88	0.88	0.88	0.93	0.93	0.93	0.93	0.85	0.85	0.85	0.85
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	0	0	0	38	0	11	49	0	33	35	68	18	56	0	74
4:15 PM - 4:30 PM	0	0	0	0	30	0	10	40	0	40	45	85	21	33	0	54
4:30 PM - 4:45 PM	0	0	0	0	32	0	10	42	0	55	34	89	17	38	0	55
4:45 PM - 5:00 PM	0	0	0	0	29	0	28	57	0	81	44	125	15	47	0	62
5:00 PM - 5:15 PM	0	0	0	0	41	0	18	59	0	68	38	106	27	41	0	68
5:15 PM - 5:30 PM	0	0	0	0	39	0	12	51	0	48	39	87	15	43	0	58
5:30 PM - 5:45 PM	0	0	0	0	42	0	23	65	0	67	53	120	22	43	0	65
5:45 PM - 6:00 PM	0	0	0	0	40	0	21	61	0	91	56	147	37	51	0	88
<b>Generalized PM Peak Hour Only</b>																
5:00 PM - 5:15 PM	0	0	0	0	41	0	18	59	0	68	38	106	27	41	0	68
5:15 PM - 5:30 PM	0	0	0	0	39	0	12	51	0	48	39	87	15	43	0	58
5:30 PM - 5:45 PM	0	0	0	0	42	0	23	65	0	67	53	120	22	43	0	65
5:45 PM - 6:00 PM	0	0	0	0	40	0	21	61	0	91	56	147	37	51	0	88
Peak Hour Total	0	0	0	0	162	0	74	236	0	274	186	460	101	178	0	279
Peak 15 Minute Vol	0	0	0	0	42	0	23	65	0	91	56	147	37	51	0	88
Calculated PHF	N/A	N/A	N/A	N/A	0.96	N/A	0.80	0.91	N/A	0.75	0.83	0.78	0.68	0.87	N/A	0.79
DOT Effective PHF	N/A	N/A	N/A	N/A	0.91	0.91	0.91	0.91	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80

**GENERAL INFORMATION**

PROJECT NAME:	Cortlandt MOD
PROJECT NO:	40534
DATE:	May 28, 2019
ANALYST:	MT

**INTERSECTION INFORMATION**

SURVEY DATE:	February 2, 2016		
INTERSECTION:	STREET (E-W):	Route 202	
	STREET (N-S):	Dayton Lane	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	MIDDAY PEAK PERIOD	12:00 AM	TO 12:00 AM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

**NOTES:**

1.) 15 minute values should be input by the user.
2.) Time values should be entered in military time.
3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	14	88	0	102	0	50	13	63	0	0	0	0	29	0	11	40
7:15 AM - 7:30 AM	26	88	0	114	0	71	27	98	0	0	0	0	19	0	11	30
7:30 AM - 7:45 AM	21	94	0	115	0	63	21	84	0	0	0	0	24	0	10	34
7:45 AM - 8:00 AM	38	92	0	130	0	47	28	75	0	0	0	0	37	0	16	53
8:00 AM - 8:15 AM	22	71	0	93	0	51	27	78	0	0	0	0	32	0	11	43
8:15 AM - 8:30 AM	17	83	0	100	0	42	26	68	0	0	0	0	32	0	10	42
8:30 AM - 8:45 AM	31	87	0	118	0	57	21	78	0	0	0	0	26	0	12	38
8:45 AM - 9:00 AM	32	71	0	103	0	41	19	60	0	0	0	0	30	0	14	44
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	38	92	0	130	0	47	28	75	0	0	0	0	37	0	16	53
8:00 AM - 8:15 AM	22	71	0	93	0	51	27	78	0	0	0	0	32	0	11	43
8:15 AM - 8:30 AM	17	83	0	100	0	42	26	68	0	0	0	0	32	0	10	42
8:30 AM - 8:45 AM	31	87	0	118	0	57	21	78	0	0	0	0	26	0	12	38
Peak Hour Total	108	333	0	441	0	197	102	299	0	0	0	0	127	0	49	176
Peak 15 Minute Vol	38	92	0	130	0	57	28	78	0	0	0	0	37	0	16	53
Calculated PHF	0.71	0.90	N/A	0.85	N/A	0.86	0.91	0.96	N/A	N/A	N/A	N/A	0.86	N/A	0.77	0.83
DOT Effective PHF	0.85	0.85	0.85	0.85	0.96	0.96	0.96	0.96	N/A	N/A	N/A	N/A	0.83	0.83	0.83	0.83
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	28	83	0	111	0	98	71	169	0	0	0	0	41	0	38	79
4:15 PM - 4:30 PM	39	91	0	130	0	92	70	162	0	0	0	0	42	0	45	87
4:30 PM - 4:45 PM	28	97	0	125	0	89	73	162	0	0	0	0	38	0	42	80
4:45 PM - 5:00 PM	35	113	0	148	0	89	67	156	0	0	0	0	47	0	47	94
5:00 PM - 5:15 PM	37	89	0	126	0	92	83	175	0	0	0	0	42	0	42	84
5:15 PM - 5:30 PM	32	88	0	120	0	79	79	158	0	0	0	0	41	0	45	86
5:30 PM - 5:45 PM	31	87	0	118	0	102	77	179	0	0	0	0	38	0	44	82
5:45 PM - 6:00 PM	26	83	0	109	0	71	80	151	0	0	0	0	40	0	41	81
<b>Generalized PM Peak Hour Only</b>																
5:00 PM - 5:15 PM	37	89	0	126	0	92	83	175	0	0	0	0	42	0	42	84
5:15 PM - 5:30 PM	32	88	0	120	0	79	79	158	0	0	0	0	41	0	45	86
5:30 PM - 5:45 PM	31	87	0	118	0	102	77	179	0	0	0	0	38	0	44	82
5:45 PM - 6:00 PM	26	83	0	109	0	71	80	151	0	0	0	0	40	0	41	81
Peak Hour Total	126	347	0	473	0	344	319	663	0	0	0	0	161	0	172	333
Peak 15 Minute Vol	37	89	0	126	0	102	83	179	0	0	0	0	42	0	45	86
Calculated PHF	0.85	0.97	N/A	0.94	N/A	0.84	0.96	0.93	N/A	N/A	N/A	N/A	0.96	N/A	0.96	0.97
DOT Effective PHF	0.94	0.94	0.94	0.94	0.93	0.93	0.93	0.93	N/A	N/A	N/A	N/A	0.97	0.97	0.97	0.97

**GENERAL INFORMATION**

PROJECT NAME:	Cortlandt MOD
PROJECT NO:	40534
DATE:	May 28, 2019
ANALYST:	MT

**INTERSECTION INFORMATION**

SURVEY DATE:	February 2, 2016		
INTERSECTION:	STREET (E-W):	Route 202	
	STREET (N-S):	Buttonwood Avenue	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	MIDDAY PEAK PERIOD	12:00 AM	TO 12:00 AM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

**NOTES:**

1.) 15 minute values should be input by the user.
2.) Time values should be entered in military time.
3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound				
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
<b>AM PEAK PERIOD</b>	balanced				balanced												
7:00 AM - 7:15 AM	116	0	0	116	0	63	0	63	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	106	1	0	107	1	94	0	95	4	5	9	18	0	0	0	0	0
7:30 AM - 7:45 AM	116	2	0	118	1	84	0	85	1	4	5	10	0	0	0	0	0
7:45 AM - 8:00 AM	129	0	0	129	2	72	0	74	2	1	3	6	0	0	0	0	0
8:00 AM - 8:15 AM	100	3	0	103	3	71	0	74	6	5	11	17	0	0	0	0	0
8:15 AM - 8:30 AM	114	0	0	114	1	66	0	67	1	2	3	6	0	0	0	0	0
8:30 AM - 8:45 AM	112	0	0	112	0	79	0	79	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	100	1	0	101	0	60	0	60	0	1	1	2	0	0	0	0	0
<b>Generalized AM Peak Hour Only</b>																	
7:45 AM - 8:00 AM	0	129	0	129	2	72	0	74	2	0	1	3	0	0	0	0	0
8:00 AM - 8:15 AM	0	100	3	103	3	71	0	74	6	0	5	11	0	0	0	0	0
8:15 AM - 8:30 AM	0	114	0	114	1	66	0	67	1	0	2	3	0	0	0	0	0
8:30 AM - 8:45 AM	0	112	0	112	0	79	0	79	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	455	3	458	6	288	0	294	9	0	8	17	0	0	0	0	0
Peak 15 Minute Vol	0	129	3	129	3	79	0	79	6	0	5	11	0	0	0	0	0
Calculated PHF	N/A	0.88	0.25	0.89	0.50	0.91	N/A	0.93	0.38	N/A	0.40	0.39	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	0.89	0.89	0.89	0.89	0.93	0.93	0.93	0.93	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A	N/A
<b>PM PEAK PERIOD</b>																	
4:00 PM - 4:15 PM	121	2	0	123	1	169	0	170	0	1	1	2	0	0	0	0	0
4:15 PM - 4:30 PM	133	0	0	133	1	162	0	163	0	2	2	4	0	0	0	0	0
4:30 PM - 4:45 PM	134	1	0	135	2	160	0	162	2	3	5	10	0	0	0	0	0
4:45 PM - 5:00 PM	159	1	0	160	1	154	0	155	2	1	3	6	0	0	0	0	0
5:00 PM - 5:15 PM	131	0	0	131	0	173	0	173	1	0	1	2	0	0	0	0	0
5:15 PM - 5:30 PM	128	1	0	129	3	157	0	160	0	1	1	2	0	0	0	0	0
5:30 PM - 5:45 PM	122	2	0	124	1	179	0	180	0	1	1	2	0	0	0	0	0
5:45 PM - 6:00 PM	120	2	0	122	1	151	0	152	0	0	0	0	0	0	0	0	0
<b>Generalized PM Peak Hour Only</b>																	
5:00 PM - 5:15 PM	0	131	0	131	0	173	0	173	1	0	0	1	0	0	0	0	0
5:15 PM - 5:30 PM	0	128	1	129	3	157	0	160	0	0	1	1	0	0	0	0	0
5:30 PM - 5:45 PM	0	122	2	124	1	179	0	180	0	0	1	1	0	0	0	0	0
5:45 PM - 6:00 PM	0	120	2	122	1	151	0	152	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	501	5	506	5	660	0	665	1	0	2	3	0	0	0	0	0
Peak 15 Minute Vol	0	131	2	131	3	179	0	180	1	0	1	1	0	0	0	0	0
Calculated PHF	N/A	0.96	0.63	0.97	0.42	0.92	N/A	0.92	0.25	N/A	0.50	0.75	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	0.97	0.97	0.97	0.97	0.92	0.92	0.92	0.92	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A	N/A

**GENERAL INFORMATION**

PROJECT NAME:	Cortlandt MOD
PROJECT NO:	40534
DATE:	May 28, 2019
ANALYST:	MT

**INTERSECTION INFORMATION**

SURVEY DATE:	May 4, 2017		
INTERSECTION:	STREET (E-W):	Route 202	
	STREET (N-S):	NYPH Main Entrance/Medical Office Driveway	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	MIDDAY PEAK PERIOD	12:00 AM	TO 12:00 AM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

**NOTES:**

- 1.) 15 minute values should be input by the user.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	18	98	0	116	1	58	37	96	0	0	1	1				0
7:15 AM - 7:30 AM	28	103	2	133	1	33	58	92	0	0	0	0				0
7:30 AM - 7:45 AM	19	110	1	130	6	67	55	128	0	1	1	2				0
7:45 AM - 8:00 AM	29	110	8	147	6	70	77	153	1	0	0	1				0
8:00 AM - 8:15 AM	19	118	5	142	6	109	48	163	0	0	3	3				0
8:15 AM - 8:30 AM	28	120	3	151	11	110	49	170	0	2	1	3				0
8:30 AM - 8:45 AM	19	104	5	128	12	89	59	160	0	1	1	2				0
8:45 AM - 9:00 AM	27	117	8	152	10	111	47	168	0	3	1	4				0
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	29	110	8	147	6	70	77	153	1	0	0	1	0	0	0	0
8:00 AM - 8:15 AM	19	118	5	142	6	109	48	163	0	0	3	3	0	0	0	0
8:15 AM - 8:30 AM	28	120	3	151	11	110	49	170	0	2	1	3	0	0	0	0
8:30 AM - 8:45 AM	19	104	5	128	12	89	59	160	0	1	1	2	0	0	0	0
Peak Hour Total	95	452	21	568	35	378	233	646	1	3	5	9	0	0	0	0
Peak 15 Minute Vol	29	120	8	151	12	110	77	170	1	2	3	3	0	0	0	0
Calculated PHF	0.82	0.94	0.66	0.94	0.73	0.86	0.76	0.95	0.25	0.38	0.42	0.75	N/A	N/A	N/A	N/A
DOT Effective PHF	0.94	0.94	0.94	0.94	0.95	0.95	0.95	0.95	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	6	80	1	87	4	125	26	155	2	0	7	9				0
4:15 PM - 4:30 PM	8	90	2	100	3	164	18	185	2	0	6	8				0
4:30 PM - 4:45 PM	15	87	1	103	3	158	16	177	5	3	14	22				0
4:45 PM - 5:00 PM	8	97	1	106	3	144	19	166	3	1	8	12				0
5:00 PM - 5:15 PM	9	107	2	118	1	144	19	164	3	2	5	10				0
5:15 PM - 5:30 PM	14	97	0	111	1	154	18	173	3	0	8	11				0
5:30 PM - 5:45 PM	6	110	1	117	1	143	17	161	1	2	7	10				0
5:45 PM - 6:00 PM	7	110	0	117	2	165	17	184	1	1	9	11				0
<b>Generalized PM Peak Hour Only</b>																
5:00 PM - 5:15 PM	9	107	2	118	1	144	19	164	3	2	5	10	0	0	0	0
5:15 PM - 5:30 PM	14	97	0	111	1	154	18	173	3	0	8	11	0	0	0	0
5:30 PM - 5:45 PM	6	110	1	117	1	143	17	161	1	2	7	10	0	0	0	0
5:45 PM - 6:00 PM	7	110	0	117	2	165	17	184	1	1	9	11	0	0	0	0
Peak Hour Total	36	424	3	463	5	606	71	682	8	5	29	42	0	0	0	0
Peak 15 Minute Vol	14	110	2	118	2	165	19	184	3	2	9	11	0	0	0	0
Calculated PHF	0.64	0.96	0.38	0.98	0.63	0.92	0.93	0.93	0.67	0.63	0.81	0.95	N/A	N/A	N/A	N/A
DOT Effective PHF	0.98	0.98	0.98	0.98	0.93	0.93	0.93	0.93	0.95	0.95	0.95	0.95	N/A	N/A	N/A	N/A

**GENERAL INFORMATION**

PROJECT NAME:	Cortlandt MOD
PROJECT NO:	40534
DATE:	May 28, 2019
ANALYST:	MT

**INTERSECTION INFORMATION**

SURVEY DATE:	May 4, 2017		
INTERSECTION:	STREET (E-W):	Route 202	
	STREET (N-S):	Lafayette Avenue/NYPH Exit Driveway	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	MIDDAY PEAK PERIOD	12:00 AM	TO 12:00 AM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

**NOTES:**

- 1.) 15 minute values should be input by the user.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	92	7	99		11	80	91		7		16	23	17	2	9	28
7:15 AM - 7:30 AM	98	5	103		15	72	87		10		16	26	17	2	10	29
7:30 AM - 7:45 AM	104	7	111		9	111	120		9		15	24	9	3	8	20
7:45 AM - 8:00 AM	105	5	110		12	136	148		11		22	33	16	7	6	29
8:00 AM - 8:15 AM	111	10	121		12	141	153		13		15	28	13	0	9	22
8:15 AM - 8:30 AM	112	9	121		10	150	160		10		18	28	18	4	10	32
8:30 AM - 8:45 AM	96	9	105		17	139	156		10		17	27	12	4	11	27
8:45 AM - 9:00 AM	107	11	118		17	144	161		11		17	28	13	0	13	26
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	105	5	110	12	136	0	148	11	0	22	33	16	7	6	29
8:00 AM - 8:15 AM	0	111	10	121	12	141	0	153	13	0	15	28	13	0	9	22
8:15 AM - 8:30 AM	0	112	9	121	10	150	0	160	10	0	18	28	18	4	10	32
8:30 AM - 8:45 AM	0	96	9	105	17	139	0	156	10	0	17	27	12	4	11	27
Peak Hour Total	0	424	33	457	51	566	0	617	44	0	72	116	59	15	36	110
Peak 15 Minute Vol	0	112	10	121	17	150	0	160	13	0	22	33	18	7	11	32
Calculated PHF	N/A	0.95	0.83	0.94	0.75	0.94	N/A	0.96	0.85	N/A	0.82	0.88	0.82	0.54	0.82	0.86
DOT Effective PHF	0.94	0.94	0.94	0.94	0.96	0.96	0.96	0.96	0.88	0.88	0.88	0.88	0.86	0.86	0.86	0.86
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	80	7	87		17	117	134		17		17	34	36	6	21	63
4:15 PM - 4:30 PM	89	7	96		22	143	165		15		22	37	30	7	27	64
4:30 PM - 4:45 PM	93	8	101		29	137	166		15		26	41	37	6	25	68
4:45 PM - 5:00 PM	96	9	105		28	136	164		10		16	26	52	8	20	80
5:00 PM - 5:15 PM	105	7	112		28	119	147		20		17	37	37	2	25	64
5:15 PM - 5:30 PM	94	11	105		25	130	155		17		29	46	35	7	26	68
5:30 PM - 5:45 PM	106	11	117		20	125	145		10		18	28	42	6	26	74
5:45 PM - 6:00 PM	102	17	119		37	131	168		26		27	53	31	7	27	65
<b>Generalized PM Peak Hour Only</b>																
5:00 PM - 5:15 PM	0	105	7	112	28	119	0	147	20	0	17	37	37	2	25	64
5:15 PM - 5:30 PM	0	94	11	105	25	130	0	155	17	0	29	46	35	7	26	68
5:30 PM - 5:45 PM	0	106	11	117	20	125	0	145	10	0	18	28	42	6	26	74
5:45 PM - 6:00 PM	0	102	17	119	37	131	0	168	26	0	27	53	31	7	27	65
Peak Hour Total	0	407	46	453	110	505	0	615	73	0	91	164	145	22	104	271
Peak 15 Minute Vol	0	106	17	119	37	131	0	168	26	0	29	53	42	7	27	74
Calculated PHF	N/A	0.96	0.68	0.95	0.74	0.96	N/A	0.92	0.70	N/A	0.78	0.77	0.86	0.79	0.96	0.92
DOT Effective PHF	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.80	0.80	0.80	0.80	0.92	0.92	0.92	0.92

**GENERAL INFORMATION**

PROJECT NAME:	Cortlandt MOD
PROJECT NO:	40534
DATE:	May 28, 2019
ANALYST:	MT

**INTERSECTION INFORMATION**

SURVEY DATE:	February 2, 2016		
INTERSECTION:	STREET (E-W):	Route 202	
	STREET (N-S):	Conklin Avenue	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	MIDDAY PEAK PERIOD	12:00 AM	TO 12:00 AM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

**NOTES:**

1.) 15 minute values should be input by the user.
2.) Time values should be entered in military time.
3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	37	70	0	107	0	69	6	75	0	0	0	0	19	0	58	77
7:15 AM - 7:30 AM	38	101	0	139	0	87	10	97	0	0	0	0	21	0	42	63
7:30 AM - 7:45 AM	35	91	0	126	0	77	8	85	0	0	0	0	26	0	49	75
7:45 AM - 8:00 AM	42	89	0	131	0	99	7	106	0	0	0	0	18	0	38	56
8:00 AM - 8:15 AM	38	79	0	117	0	122	3	125	0	0	0	0	17	0	42	59
8:15 AM - 8:30 AM	31	66	0	97	0	81	5	86	0	0	0	0	19	0	59	78
8:30 AM - 8:45 AM	41	93	0	134	0	88	6	94	0	0	0	0	18	0	34	52
8:45 AM - 9:00 AM	31	69	0	100	0	71	7	78	0	0	0	0	18	0	18	36
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	42	89	0	131	0	99	7	106	0	0	0	0	18	0	38	56
8:00 AM - 8:15 AM	38	79	0	117	0	122	3	125	0	0	0	0	17	0	42	59
8:15 AM - 8:30 AM	31	66	0	97	0	81	5	86	0	0	0	0	19	0	59	78
8:30 AM - 8:45 AM	41	93	0	134	0	88	6	94	0	0	0	0	18	0	34	52
Peak Hour Total	152	327	0	479	0	390	21	411	0	0	0	0	72	0	173	245
Peak 15 Minute Vol	42	93	0	134	0	122	7	125	0	0	0	0	19	0	59	78
Calculated PHF	0.90	0.88	N/A	0.89	N/A	0.80	0.75	0.82	N/A	N/A	N/A	N/A	0.95	N/A	0.73	0.79
DOT Effective PHF	0.89	0.89	0.89	0.89	0.82	0.82	0.82	0.82	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	70	91	0	161	0	119	15	134	0	0	0	0	26	0	37	63
4:15 PM - 4:30 PM	71	119	0	190	0	139	10	149	0	0	0	0	20	0	39	59
4:30 PM - 4:45 PM	80	119	0	199	0	134	17	151	0	0	0	0	16	0	48	64
4:45 PM - 5:00 PM	55	86	0	141	0	159	12	171	0	0	0	0	18	0	37	55
5:00 PM - 5:15 PM	48	112	0	160	0	144	11	155	0	0	0	0	20	0	36	56
5:15 PM - 5:30 PM	54	101	0	155	0	123	17	140	0	0	0	0	17	0	29	46
5:30 PM - 5:45 PM	51	110	0	161	0	112	18	130	0	0	0	0	21	0	41	62
5:45 PM - 6:00 PM	49	120	0	169	0	120	10	130	0	0	0	0	16	0	30	46
<b>Generalized PM Peak Hour Only</b>																
5:00 PM - 5:15 PM	48	112	0	160	0	144	11	155	0	0	0	0	20	0	36	56
5:15 PM - 5:30 PM	54	101	0	155	0	123	17	140	0	0	0	0	17	0	29	46
5:30 PM - 5:45 PM	51	110	0	161	0	112	18	130	0	0	0	0	21	0	41	62
5:45 PM - 6:00 PM	49	120	0	169	0	120	10	130	0	0	0	0	16	0	30	46
Peak Hour Total	202	443	0	645	0	499	56	555	0	0	0	0	74	0	136	210
Peak 15 Minute Vol	54	120	0	169	0	144	18	155	0	0	0	0	21	0	41	62
Calculated PHF	0.94	0.92	N/A	0.95	N/A	0.87	0.78	0.90	N/A	N/A	N/A	N/A	0.88	N/A	0.83	0.85
DOT Effective PHF	0.95	0.95	0.95	0.95	0.90	0.90	0.90	0.90	N/A	N/A	N/A	N/A	0.85	0.85	0.85	0.85



**GENERAL INFORMATION**

PROJECT NAME:	Cortlandt MOD
PROJECT NO:	40534
DATE:	May 28, 2019
ANALYST:	MT

**INTERSECTION INFORMATION**

SURVEY DATE:	February 2, 2016		
INTERSECTION:	STREET (E-W):	Route 202	
	STREET (N-S):	Tamarack Drive	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	MIDDAY PEAK PERIOD	12:00 AM	TO 12:00 AM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

**NOTES:**

- 1.) 15 minute values should be input by the user.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
balanced																
7:00 AM - 7:15 AM	0	89	1	90	1	73	0	74	2	0	5	7	0	0	0	0
7:15 AM - 7:30 AM	0	119	3	122	3	85	0	88	12	0	6	18	0	0	0	0
7:30 AM - 7:45 AM	0	113	3	116	2	80	0	82	5	0	4	9	0	0	0	0
7:45 AM - 8:00 AM	0	107	0	107	0	100	0	100	6	0	3	9	0	0	0	0
8:00 AM - 8:15 AM	0	95	1	96	0	119	0	119	6	0	3	9	0	0	0	0
8:15 AM - 8:30 AM	0	83	3	86	1	83	0	84	3	0	4	7	0	0	0	0
8:30 AM - 8:45 AM	0	109	2	111	2	91	0	93	3	0	0	3	0	0	0	0
8:45 AM - 9:00 AM	0	87	1	88	2	77	0	79	2	0	2	4	0	0	0	0
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	107	0	107	0	100	0	100	6	0	3	9	0	0	0	0
8:00 AM - 8:15 AM	0	95	1	96	0	119	0	119	6	0	3	9	0	0	0	0
8:15 AM - 8:30 AM	0	83	3	86	1	83	0	84	3	0	4	7	0	0	0	0
8:30 AM - 8:45 AM	0	109	2	111	2	91	0	93	3	0	0	3	0	0	0	0
Peak Hour Total	0	394	6	400	3	393	0	396	18	0	10	28	0	0	0	0
Peak 15 Minute Vol	0	109	3	111	2	119	0	119	6	0	4	9	0	0	0	0
Calculated PHF	N/A	0.90	0.50	0.90	0.38	0.83	N/A	0.83	0.75	N/A	0.63	0.78	N/A	N/A	N/A	N/A
DOT Effective PHF	0.90	0.90	0.90	0.90	0.83	0.83	0.83	0.83	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	113	3	116	1	135	0	136	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	136	4	140	3	147	0	150	2	0	2	4	0	0	0	0
4:30 PM - 4:45 PM	0	133	3	136	3	149	0	152	2	0	4	6	0	0	0	0
4:45 PM - 5:00 PM	0	103	1	104	6	168	0	174	3	0	3	6	0	0	0	0
5:00 PM - 5:15 PM	0	130	3	133	5	152	0	157	3	0	3	6	0	0	0	0
5:15 PM - 5:30 PM	0	117	1	118	12	141	0	153	0	0	3	3	0	0	0	0
5:30 PM - 5:45 PM	0	128	4	132	6	130	0	136	1	0	1	2	0	0	0	0
5:45 PM - 6:00 PM	0	136	1	137	4	130	0	134	1	0	4	5	0	0	0	0
<b>Generalized PM Peak Hour Only</b>																
5:00 PM - 5:15 PM	0	130	3	133	5	152	0	157	3	0	3	6	0	0	0	0
5:15 PM - 5:30 PM	0	117	1	118	12	141	0	153	0	0	3	3	0	0	0	0
5:30 PM - 5:45 PM	0	128	4	132	6	130	0	136	1	0	1	2	0	0	0	0
5:45 PM - 6:00 PM	0	136	1	137	4	130	0	134	1	0	4	5	0	0	0	0
Peak Hour Total	0	511	9	520	27	553	0	580	5	0	11	16	0	0	0	0
Peak 15 Minute Vol	0	136	4	137	12	152	0	157	3	0	4	6	0	0	0	0
Calculated PHF	N/A	0.94	0.56	0.95	0.56	0.91	N/A	0.92	0.42	N/A	0.69	0.67	N/A	N/A	N/A	N/A
DOT Effective PHF	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A

**GENERAL INFORMATION**

PROJECT NAME:	Cortlandt MOD
PROJECT NO:	40534
DATE:	May 28, 2019
ANALYST:	MT

**INTERSECTION INFORMATION**

SURVEY DATE:	May 18, 2016		
INTERSECTION:	STREET (E-W):	Route 202	
	STREET (N-S):	Shipley Drive	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	MIDDAY PEAK PERIOD	12:00 AM	TO 12:00 AM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

**NOTES:**

1.) 15 minute values should be input by the user.
2.) Time values should be entered in military time.
3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	70	0	70	1	75	0	76	4	0	7	11	0	0	2	2
7:15 AM - 7:30 AM	0	75	0	75	2	82	0	84	3	0	8	11	0	0	3	3
7:30 AM - 7:45 AM	0	79	0	79	3	85	0	88	6	0	9	15	0	0	3	3
7:45 AM - 8:00 AM	0	86	0	86	4	81	0	85	2	0	10	12	0	0	4	4
8:00 AM - 8:15 AM	0	102	0	102	2	78	0	80	0	0	6	6	0	0	2	2
8:15 AM - 8:30 AM	0	115	0	115	2	86	0	88	1	0	5	6	0	0	3	3
8:30 AM - 8:45 AM	0	83	0	83	1	90	0	91	1	0	7	8	0	0	1	1
8:45 AM - 9:00 AM	0	71	0	71	1	81	0	82	0	0	8	8	0	0	1	1
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	86	0	86	4	81	0	85	2	0	10	12	0	0	4	4
8:00 AM - 8:15 AM	0	102	0	102	2	78	0	80	0	0	6	6	0	0	2	2
8:15 AM - 8:30 AM	0	115	0	115	2	86	0	88	1	0	5	6	0	0	3	3
8:30 AM - 8:45 AM	0	83	0	83	1	90	0	91	1	0	7	8	0	0	1	1
Peak Hour Total	0	386	0	386	9	335	0	344	4	0	28	32	0	0	10	10
Peak 15 Minute Vol	0	115	0	115	4	90	0	91	2	0	10	12	0	0	4	4
Calculated PHF	N/A	0.84	N/A	0.84	0.56	0.93	N/A	0.95	0.50	N/A	0.70	0.67	N/A	N/A	0.63	0.63
DOT Effective PHF	0.84	0.84	0.84	0.84	0.95	0.95	0.95	0.95	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	2	70	2	74	3	94	0	97	4	0	13	17	0	0	0	0
4:15 PM - 4:30 PM	1	75	1	77	5	112	0	117	5	0	17	22	0	0	0	0
4:30 PM - 4:45 PM	3	79	3	85	6	102	0	108	6	0	20	26	0	0	0	0
4:45 PM - 5:00 PM	3	83	3	89	5	82	0	87	6	0	18	24	0	0	0	0
5:00 PM - 5:15 PM	4	88	2	94	7	98	0	105	7	0	21	28	0	0	0	0
5:15 PM - 5:30 PM	3	82	1	86	6	113	0	119	8	0	24	32	0	0	0	0
5:30 PM - 5:45 PM	2	90	2	94	4	120	0	124	6	0	19	25	0	0	0	0
5:45 PM - 6:00 PM	2	94	4	100	5	109	0	114	9	0	22	31	0	0	0	0
<b>Generalized PM Peak Hour Only</b>																
5:00 PM - 5:15 PM	4	88	2	94	7	98	0	105	7	0	21	28	0	0	0	0
5:15 PM - 5:30 PM	3	82	1	86	6	113	0	119	8	0	24	32	0	0	0	0
5:30 PM - 5:45 PM	2	90	2	94	4	120	0	124	6	0	19	25	0	0	0	0
5:45 PM - 6:00 PM	2	94	4	100	5	109	0	114	9	0	22	31	0	0	0	0
Peak Hour Total	11	354	9	374	22	440	0	462	30	0	86	116	0	0	0	0
Peak 15 Minute Vol	4	94	4	100	7	120	0	124	9	0	24	32	0	0	0	0
Calculated PHF	0.69	0.94	0.56	0.94	0.79	0.92	N/A	0.93	0.83	N/A	0.90	0.91	N/A	N/A	N/A	N/A
DOT Effective PHF	0.94	0.94	0.94	0.94	0.93	0.93	0.93	0.93	0.91	0.91	0.91	0.91	N/A	N/A	N/A	N/A

**GENERAL INFORMATION**

PROJECT NAME:	Cortlandt MOD
PROJECT NO:	40534
DATE:	May 28, 2019
ANALYST:	MT

**INTERSECTION INFORMATION**

SURVEY DATE:	May 18, 2016		
INTERSECTION:	STREET (E-W):	Route 202	
	STREET (N-S):	Diamond Avenue	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	MIDDAY PEAK PERIOD	12:00 AM	TO 12:00 AM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

**NOTES:**

1.) 15 minute values should be input by the user.
2.) Time values should be entered in military time.
3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	70	0	70	1	0	0	1	4	0	7	11	0	0	0	0
7:15 AM - 7:30 AM	0	75	0	75	2	0	0	2	3	0	8	11	0	0	0	0
7:30 AM - 7:45 AM	0	79	0	79	3	0	0	3	6	0	9	15	0	0	0	0
7:45 AM - 8:00 AM	0	86	0	86	4	0	0	4	2	0	10	12	0	0	0	0
8:00 AM - 8:15 AM	0	102	0	102	2	0	0	2	0	0	6	6	0	0	0	0
8:15 AM - 8:30 AM	0	115	0	115	2	0	0	2	1	0	5	6	0	0	0	0
8:30 AM - 8:45 AM	0	83	0	83	1	0	0	1	1	0	7	8	0	0	0	0
8:45 AM - 9:00 AM	0	71	0	71	1	0	0	1	0	0	8	8	0	0	0	0
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	86	0	86	4	0	0	4	2	0	10	12	0	0	0	0
8:00 AM - 8:15 AM	0	102	0	102	2	0	0	2	0	0	6	6	0	0	0	0
8:15 AM - 8:30 AM	0	115	0	115	2	0	0	2	1	0	5	6	0	0	0	0
8:30 AM - 8:45 AM	0	83	0	83	1	0	0	1	1	0	7	8	0	0	0	0
Peak Hour Total	0	386	0	386	9	0	0	9	4	0	28	32	0	0	0	0
Peak 15 Minute Vol	0	115	0	115	4	0	0	4	2	0	10	12	0	0	0	0
Calculated PHF	N/A	0.84	N/A	0.84	0.56	N/A	N/A	0.56	0.50	N/A	0.70	0.67	N/A	N/A	N/A	N/A
DOT Effective PHF	0.84	0.84	0.84	0.84	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	70	2	72	3	0	0	3	4	0	13	17	0	0	0	0
4:15 PM - 4:30 PM	0	75	1	76	5	0	0	5	5	0	17	22	0	0	0	0
4:30 PM - 4:45 PM	0	79	3	82	6	0	0	6	6	0	20	26	0	0	0	0
4:45 PM - 5:00 PM	0	83	3	86	5	0	0	5	6	0	18	24	0	0	0	0
5:00 PM - 5:15 PM	0	88	2	90	7	0	0	7	7	0	21	28	0	0	0	0
5:15 PM - 5:30 PM	0	82	1	83	6	0	0	6	8	0	24	32	0	0	0	0
5:30 PM - 5:45 PM	0	90	2	92	4	0	0	4	6	0	19	25	0	0	0	0
5:45 PM - 6:00 PM	0	94	4	98	5	0	0	5	9	0	22	31	0	0	0	0
<b>Generalized PM Peak Hour Only</b>																
5:00 PM - 5:15 PM	0	88	2	90	7	0	0	7	7	0	21	28	0	0	0	0
5:15 PM - 5:30 PM	0	82	1	83	6	0	0	6	8	0	24	32	0	0	0	0
5:30 PM - 5:45 PM	0	90	2	92	4	0	0	4	6	0	19	25	0	0	0	0
5:45 PM - 6:00 PM	0	94	4	98	5	0	0	5	9	0	22	31	0	0	0	0
Peak Hour Total	0	354	9	363	22	0	0	22	30	0	86	116	0	0	0	0
Peak 15 Minute Vol	0	94	4	98	7	0	0	7	9	0	24	32	0	0	0	0
Calculated PHF	N/A	0.94	0.56	0.93	0.79	N/A	N/A	0.79	0.83	N/A	0.90	0.91	N/A	N/A	N/A	N/A
DOT Effective PHF	0.93	0.93	0.93	0.93	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	N/A	N/A	N/A	N/A

**GENERAL INFORMATION**

PROJECT NAME:	Cortlandt MOD
PROJECT NO:	40534
DATE:	May 28, 2019
ANALYST:	MT

**INTERSECTION INFORMATION**

SURVEY DATE:	May 18, 2016		
INTERSECTION:	STREET (E-W):	Route 202	
	STREET (N-S):	Locust Avenue	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	MIDDAY PEAK PERIOD	12:00 AM	TO 12:00 AM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

**NOTES:**

- 1.) 15 minute values should be input by the user.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	1	78	0	79	0	69	0	69	0	0	0	0	7	0	1	8
7:15 AM - 7:30 AM	3	92	0	95	0	75	0	75	0	0	0	0	4	0	0	4
7:30 AM - 7:45 AM	3	82	0	85	0	79	3	82	0	0	0	0	8	0	5	13
7:45 AM - 8:00 AM	0	86	0	86	0	84	2	86	0	0	0	0	7	0	5	12
8:00 AM - 8:15 AM	3	95	0	98	0	78	1	79	0	0	0	0	20	0	2	22
8:15 AM - 8:30 AM	3	112	0	115	0	82	2	84	0	0	0	0	18	0	5	23
8:30 AM - 8:45 AM	1	98	0	99	0	77	3	80	0	0	0	0	10	0	6	16
8:45 AM - 9:00 AM	0	82	0	82	0	70	1	71	0	0	0	0	9	0	4	13
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	86	0	86	0	84	2	86	0	0	0	0	7	0	5	12
8:00 AM - 8:15 AM	3	95	0	98	0	78	1	79	0	0	0	0	20	0	2	22
8:15 AM - 8:30 AM	3	112	0	115	0	82	2	84	0	0	0	0	18	0	5	23
8:30 AM - 8:45 AM	1	98	0	99	0	77	3	80	0	0	0	0	10	0	6	16
Peak Hour Total	7	391	0	398	0	321	8	329	0	0	0	0	55	0	18	73
Peak 15 Minute Vol	3	112	0	115	0	84	3	86	0	0	0	0	20	0	6	23
Calculated PHF	0.58	0.87	N/A	0.87	N/A	0.96	0.67	0.96	N/A	N/A	N/A	N/A	0.69	N/A	0.75	0.79
DOT Effective PHF	0.87	0.87	0.87	0.87	0.96	0.96	0.96	0.96	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	2	78	0	80	0	102	2	104	0	0	0	0	1	0	5	6
4:15 PM - 4:30 PM	4	90	0	94	0	88	1	89	0	0	0	0	0	0	4	4
4:30 PM - 4:45 PM	7	82	0	89	0	97	1	98	0	0	0	0	1	0	7	8
4:45 PM - 5:00 PM	3	102	0	105	0	98	2	100	0	0	0	0	1	0	6	7
5:00 PM - 5:15 PM	6	98	0	104	0	112	0	112	0	0	0	0	0	0	7	7
5:15 PM - 5:30 PM	8	87	0	95	0	119	1	120	0	0	0	0	0	0	8	8
5:30 PM - 5:45 PM	5	81	0	86	0	123	0	123	0	0	0	0	1	0	6	7
5:45 PM - 6:00 PM	5	95	0	100	0	121	1	122	0	0	0	0	0	0	9	9
<b>Generalized PM Peak Hour Only</b>																
5:00 PM - 5:15 PM	6	98	0	104	0	112	0	112	0	0	0	0	0	0	7	7
5:15 PM - 5:30 PM	8	87	0	95	0	119	1	120	0	0	0	0	0	0	8	8
5:30 PM - 5:45 PM	5	81	0	86	0	123	0	123	0	0	0	0	1	0	6	7
5:45 PM - 6:00 PM	5	95	0	100	0	121	1	122	0	0	0	0	0	0	9	9
Peak Hour Total	24	361	0	385	0	475	2	477	0	0	0	0	1	0	30	31
Peak 15 Minute Vol	8	98	0	104	0	123	1	123	0	0	0	0	1	0	9	9
Calculated PHF	0.75	0.92	N/A	0.93	N/A	0.97	0.50	0.97	N/A	N/A	N/A	N/A	0.25	N/A	0.83	0.86
DOT Effective PHF	0.93	0.93	0.93	0.93	0.97	0.97	0.97	0.97	N/A	N/A	N/A	N/A	0.86	0.86	0.86	0.86

**GENERAL INFORMATION**

PROJECT NAME:	Cortlandt MOD
PROJECT NO:	40534
DATE:	May 28, 2019
ANALYST:	MT

**INTERSECTION INFORMATION**

SURVEY DATE:	May 18, 2016		
INTERSECTION:	STREET (E-W):	Route 202	
	STREET (N-S):	Crestview Avenue	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	MIDDAY PEAK PERIOD	12:00 AM	TO 12:00 AM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

**NOTES:**

- 1.) 15 minute values should be input by the user.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	69	1	70	1	69	0	70	0	0	2	2	0	0	0	0
7:15 AM - 7:30 AM	0	77	0	77	0	73	0	73	1	0	3	4	0	0	0	0
7:30 AM - 7:45 AM	0	79	0	79	0	81	0	81	2	0	2	4	0	0	0	0
7:45 AM - 8:00 AM	0	83	0	83	0	82	0	82	2	0	4	6	0	0	0	0
8:00 AM - 8:15 AM	0	102	2	104	1	90	0	91	3	0	2	5	0	0	0	0
8:15 AM - 8:30 AM	0	101	1	102	0	95	0	95	1	0	0	1	0	0	0	0
8:30 AM - 8:45 AM	0	99	2	101	1	92	0	93	3	0	1	4	0	0	0	0
8:45 AM - 9:00 AM	0	106	0	106	0	89	0	89	2	0	1	3	0	0	0	0
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	83	0	83	0	82	0	82	2	0	4	6	0	0	0	0
8:00 AM - 8:15 AM	0	102	2	104	1	90	0	91	3	0	2	5	0	0	0	0
8:15 AM - 8:30 AM	0	101	1	102	0	95	0	95	1	0	0	1	0	0	0	0
8:30 AM - 8:45 AM	0	99	2	101	1	92	0	93	3	0	1	4	0	0	0	0
Peak Hour Total	0	385	5	390	2	359	0	361	9	0	7	16	0	0	0	0
Peak 15 Minute Vol	0	102	2	104	1	95	0	95	3	0	4	6	0	0	0	0
Calculated PHF	N/A	0.94	0.63	0.94	0.50	0.94	N/A	0.95	0.75	N/A	0.44	0.67	N/A	N/A	N/A	N/A
DOT Effective PHF	0.94	0.94	0.94	0.94	0.95	0.95	0.95	0.95	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	78	0	78	1	100	0	101	1	0	0	1	0	0	0	0
4:15 PM - 4:30 PM	0	81	1	82	1	102	0	103	1	0	1	2	0	0	0	0
4:30 PM - 4:45 PM	0	82	1	83	1	107	0	108	0	0	2	2	0	0	0	0
4:45 PM - 5:00 PM	0	84	0	84	2	113	0	115	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	87	0	87	0	118	0	118	0	0	2	2	0	0	0	0
5:15 PM - 5:30 PM	0	92	2	94	2	122	0	124	1	0	1	2	0	0	0	0
5:30 PM - 5:45 PM	0	95	1	96	0	126	0	126	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	89	2	91	0	130	0	130	0	0	0	0	0	0	0	0
<b>Generalized PM Peak Hour Only</b>																
5:00 PM - 5:15 PM	0	87	0	87	0	118	0	118	0	0	2	2	0	0	0	0
5:15 PM - 5:30 PM	0	92	2	94	2	122	0	124	1	0	1	2	0	0	0	0
5:30 PM - 5:45 PM	0	95	1	96	0	126	0	126	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	89	2	91	0	130	0	130	0	0	0	0	0	0	0	0
Peak Hour Total	0	363	5	368	2	496	0	498	1	0	3	4	0	0	0	0
Peak 15 Minute Vol	0	95	2	96	2	130	0	130	1	0	2	2	0	0	0	0
Calculated PHF	N/A	0.96	0.63	0.96	0.25	0.95	N/A	0.96	0.25	N/A	0.38	0.50	N/A	N/A	N/A	N/A
DOT Effective PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A

**GENERAL INFORMATION**

PROJECT NAME:	Cortlandt MOD
PROJECT NO:	40534
DATE:	May 28, 2019
ANALYST:	MT

**INTERSECTION INFORMATION**

SURVEY DATE:	October 18, 2017		
INTERSECTION:	STREET (E-W):	Route 202	
	STREET (N-S):	Forest Ave	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	MIDDAY PEAK PERIOD		TO
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

**NOTES:**

- 1.) 15 minute values should be input by the user.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	87	0	0	87	balanced				0	1	1	2	0	0	0	0
7:15 AM - 7:30 AM	100	0	0	100	0	70	0	70	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	99	3	0	102	6	69	0	75	1	6	7	14	0	0	0	0
7:45 AM - 8:00 AM	111	1	0	112	2	69	0	71	1	1	2	4	0	0	0	0
8:00 AM - 8:15 AM	117	2	0	119	0	88	0	88	1	3	4	8	0	0	0	0
8:15 AM - 8:30 AM	115	0	0	115	1	98	0	99	0	2	2	4	0	0	0	0
8:30 AM - 8:45 AM	87	1	0	88	2	79	0	81	1	1	2	4	0	0	0	0
8:45 AM - 9:00 AM	86	0	0	86	0	73	0	73	0	0	0	0	0	0	0	0
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	111	1	112	2	69	0	71	1	0	1	2	0	0	0	0
8:00 AM - 8:15 AM	0	117	2	119	0	88	0	88	1	0	3	4	0	0	0	0
8:15 AM - 8:30 AM	0	115	0	115	1	98	0	99	0	0	2	2	0	0	0	0
8:30 AM - 8:45 AM	0	87	1	88	2	79	0	81	1	0	1	2	0	0	0	0
Peak Hour Total	0	430	4	434	5	334	0	339	3	0	7	10	0	0	0	0
Peak 15 Minute Vol	0	117	2	119	2	98	0	99	1	0	3	4	0	0	0	0
Calculated PHF	N/A	0.92	0.50	0.91	0.63	0.85	N/A	0.86	0.75	N/A	0.58	0.63	N/A	N/A	N/A	N/A
DOT Effective PHF	0.91	0.91	0.91	0.91	0.86	0.86	0.86	0.86	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	96	1	0	97	balanced				1	1	2	4	0	0	0	0
4:15 PM - 4:30 PM	87	0	0	87	0	111	0	111	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	97	1	0	98	0	120	0	120	2	0	2	4	0	0	0	0
4:45 PM - 5:00 PM	96	6	0	102	9	108	0	117	1	3	4	8	0	0	0	0
5:00 PM - 5:15 PM	128	0	0	128	2	128	0	130	0	1	1	2	0	0	0	0
5:15 PM - 5:30 PM	128	1	0	129	1	128	0	129	1	1	2	4	0	0	0	0
5:30 PM - 5:45 PM	107	2	0	109	2	136	0	138	0	1	1	2	0	0	0	0
5:45 PM - 6:00 PM	105	1	0	106	1	116	0	117	2	0	2	4	0	0	0	0
<b>Generalized PM Peak Hour Only</b>																
5:00 PM - 5:15 PM	0	128	0	128	2	128	0	130	0	0	1	1	0	0	0	0
5:15 PM - 5:30 PM	0	128	1	129	1	128	0	129	1	0	1	2	0	0	0	0
5:30 PM - 5:45 PM	0	107	2	109	2	136	0	138	0	0	1	1	0	0	0	0
5:45 PM - 6:00 PM	0	105	1	106	1	116	0	117	2	0	2	4	0	0	0	0
Peak Hour Total	0	468	4	472	6	508	0	514	3	0	5	8	0	0	0	0
Peak 15 Minute Vol	0	128	2	129	2	136	0	138	2	0	2	4	0	0	0	0
Calculated PHF	N/A	0.91	0.50	0.91	0.75	0.93	N/A	0.93	0.38	N/A	0.63	0.50	N/A	N/A	N/A	N/A
DOT Effective PHF	0.91	0.91	0.91	0.91	0.93	0.93	0.93	0.93	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A

**GENERAL INFORMATION**

PROJECT NAME:	Cortlandt MOD
PROJECT NO:	40534
DATE:	May 28, 2019
ANALYST:	MT

**INTERSECTION INFORMATION**

SURVEY DATE:	October 18, 2017		
INTERSECTION:	STREET (E-W):	Route 202	
	STREET (N-S):	Rick Lane	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	MIDDAY PEAK PERIOD	12:00 AM	TO 12:00 AM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

**NOTES:**

- 1.) 15 minute values should be input by the user.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	balanced				0	68	0	68	1	0	0	1	0	0	0	0
7:15 AM - 7:30 AM	88	0	88	100	0	70	0	70	0	1	1	2	0	0	0	0
7:30 AM - 7:45 AM	105	0	105	112	1	75	1	77	0	3	3	6	0	0	0	0
7:45 AM - 8:00 AM	112	0	112	119	1	70	1	72	1	0	1	2	0	0	0	0
8:00 AM - 8:15 AM	119	1	120	116	0	88	0	88	0	2	2	4	0	0	0	0
8:15 AM - 8:30 AM	116	1	117	88	2	98	2	102	1	0	1	2	0	0	0	0
8:30 AM - 8:45 AM	88	0	88	86	1	79	1	81	2	1	3	6	0	0	0	0
8:45 AM - 9:00 AM	86	0	86	1	72	1	74	1	1	2	4	0	0	0	0	
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	112	0	112	1	70	1	72	1	0	0	1	0	0	0	0
8:00 AM - 8:15 AM	0	119	1	120	0	88	0	88	0	0	2	2	0	0	0	0
8:15 AM - 8:30 AM	0	116	1	117	2	98	2	102	1	0	0	1	0	0	0	0
8:30 AM - 8:45 AM	0	88	0	88	1	79	1	81	2	0	1	3	0	0	0	0
Peak Hour Total	0	435	2	437	4	335	4	343	4	0	3	7	0	0	0	0
Peak 15 Minute Vol	0	119	1	120	2	98	2	102	2	0	2	4	0	0	0	0
Calculated PHF	N/A	0.91	0.50	0.91	0.50	0.85	0.50	0.84	0.50	N/A	0.38	0.58	N/A	N/A	N/A	N/A
DOT Effective PHF	0.91	0.91	0.91	0.91	0.84	0.84	0.84	0.84	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	balanced				1	101	1	103	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	96	1	97	87	2	111	2	115	0	1	1	2	0	0	0	0
4:30 PM - 4:45 PM	97	0	97	97	3	120	3	126	0	1	1	2	0	0	0	0
4:45 PM - 5:00 PM	93	6	99	127	9	117	9	135	0	3	3	6	0	0	0	0
5:00 PM - 5:15 PM	127	2	129	128	0	129	0	129	1	2	3	6	0	0	0	0
5:15 PM - 5:30 PM	128	1	129	108	3	128	3	134	1	1	2	4	0	0	0	0
5:30 PM - 5:45 PM	108	0	108	106	2	138	2	142	0	2	2	4	0	0	0	0
5:45 PM - 6:00 PM	106	1	107	2	116	2	120	1	0	1	2	0	0	0	0	
<b>Generalized PM Peak Hour Only</b>																
5:00 PM - 5:15 PM	0	127	2	129	0	129	0	129	1	0	2	3	0	0	0	0
5:15 PM - 5:30 PM	0	128	1	129	3	128	3	134	1	0	1	2	0	0	0	0
5:30 PM - 5:45 PM	0	108	0	108	2	138	2	142	0	0	2	2	0	0	0	0
5:45 PM - 6:00 PM	0	106	1	107	2	116	2	120	1	0	0	1	0	0	0	0
Peak Hour Total	0	469	4	473	7	511	7	525	3	0	5	8	0	0	0	0
Peak 15 Minute Vol	0	128	2	129	3	138	3	142	1	0	2	3	0	0	0	0
Calculated PHF	N/A	0.92	0.50	0.92	0.58	0.93	0.58	0.92	0.75	N/A	0.63	0.67	N/A	N/A	N/A	N/A
DOT Effective PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A

**GENERAL INFORMATION**

PROJECT NAME:	Cortlandt MOD
PROJECT NO:	40534
DATE:	May 28, 2019
ANALYST:	MT

**INTERSECTION INFORMATION**

SURVEY DATE:	October 18, 2017		
INTERSECTION:	STREET (E-W):	Route 202	
	STREET (N-S):	Arlow Lane	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	MIDDAY PEAK PERIOD	12:00 AM	TO 12:00 AM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

**NOTES:**

1.) 15 minute values should be input by the user.
2.) Time values should be entered in military time.
3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	6	93		99	80	0		80					1		7	8
7:15 AM - 7:30 AM	5	110		115	69	1		70					2		11	13
7:30 AM - 7:45 AM	2	106		108	71	1		72					1		11	12
7:45 AM - 8:00 AM	2	120		122	73	2		75					1		15	16
8:00 AM - 8:15 AM	4	117		121	88	1		89					0		10	10
8:15 AM - 8:30 AM	3	115		118	79	1		80					2		10	12
8:30 AM - 8:45 AM	2	100		102	75	0		75					1		7	8
8:45 AM - 9:00 AM	2	101		103	86	1		87					1		7	8
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	2	120	0	122	0	73	2	75	0	0	0	0	1	0	15	16
8:00 AM - 8:15 AM	4	117	0	121	0	88	1	89	0	0	0	0	0	0	10	10
8:15 AM - 8:30 AM	3	115	0	118	0	79	1	80	0	0	0	0	2	0	10	12
8:30 AM - 8:45 AM	2	100	0	102	0	75	0	75	0	0	0	0	1	0	7	8
Peak Hour Total	11	452	0	463	0	315	4	319	0	0	0	0	4	0	42	46
Peak 15 Minute Vol	4	120	0	122	0	88	2	89	0	0	0	0	2	0	15	16
Calculated PHF	0.69	0.94	N/A	0.95	N/A	0.89	0.50	0.90	N/A	N/A	N/A	N/A	0.50	N/A	0.70	0.72
DOT Effective PHF	0.95	0.95	0.95	0.95	0.90	0.90	0.90	0.90	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	4	128		132	123	2		125					0		4	4
4:15 PM - 4:30 PM	7	118		125	143	0		143					0		2	3
4:30 PM - 4:45 PM	6	136		142	127	0		127					0		1	1
4:45 PM - 5:00 PM	10	129		139	136	1		137					0		1	1
5:00 PM - 5:15 PM	14	133		147	134	2		136					1		4	5
5:15 PM - 5:30 PM	8	138		146	122	1		123					1		3	4
5:30 PM - 5:45 PM	7	97		104	127	1		128					0		2	2
5:45 PM - 6:00 PM	1	119		120	144	1		145					1		1	2
<b>Generalized PM Peak Hour Only</b>																
5:00 PM - 5:15 PM	14	133	0	147	0	134	2	136	0	0	0	0	1	0	4	5
5:15 PM - 5:30 PM	8	138	0	146	0	122	1	123	0	0	0	0	1	0	3	4
5:30 PM - 5:45 PM	7	97	0	104	0	127	1	128	0	0	0	0	0	0	2	2
5:45 PM - 6:00 PM	1	119	0	120	0	144	1	145	0	0	0	0	1	0	1	2
Peak Hour Total	30	487	0	517	0	527	5	532	0	0	0	0	3	0	10	13
Peak 15 Minute Vol	14	138	0	147	0	144	2	145	0	0	0	0	1	0	4	5
Calculated PHF	0.54	0.88	N/A	0.88	N/A	0.91	0.63	0.92	N/A	N/A	N/A	N/A	0.75	N/A	0.63	0.65
DOT Effective PHF	0.88	0.88	0.88	0.88	0.92	0.92	0.92	0.92	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80



**GENERAL INFORMATION**

PROJECT NAME:	Cortlandt MOD
PROJECT NO:	40534
DATE:	May 28, 2019
ANALYST:	MT

**INTERSECTION INFORMATION**

SURVEY DATE:	May 24, 2016		
INTERSECTION:	STREET (E-W):	Route 202	
	STREET (N-S):	Bear Mountain Parkway	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	MIDDAY PEAK PERIOD	12:00 AM	TO 12:00 AM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

**NOTES:**

- 1.) 15 minute values should be input by the user.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	5	124	0	129	0	71	90	161	0	0	0	0	122	0	1	123
7:15 AM - 7:30 AM	5	138	0	143	0	82	92	174	0	0	0	0	112	0	0	112
7:30 AM - 7:45 AM	5	143	0	148	0	90	92	182	0	0	0	0	133	0	3	136
7:45 AM - 8:00 AM	7	129	0	136	0	92	82	174	0	0	0	0	143	0	1	144
8:00 AM - 8:15 AM	6	158	0	164	0	102	107	209	0	0	0	0	154	0	4	158
8:15 AM - 8:30 AM	10	153	0	163	0	92	112	204	0	0	0	0	181	0	3	184
8:30 AM - 8:45 AM	4	163	0	167	0	99	109	208	0	0	0	0	184	0	2	186
8:45 AM - 9:00 AM	4	154	0	158	0	82	122	204	0	0	0	0	173	0	2	175
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	7	129	0	136	0	92	82	174	0	0	0	0	143	0	1	144
8:00 AM - 8:15 AM	6	158	0	164	0	102	107	209	0	0	0	0	154	0	4	158
8:15 AM - 8:30 AM	10	153	0	163	0	92	112	204	0	0	0	0	181	0	3	184
8:30 AM - 8:45 AM	4	163	0	167	0	99	109	208	0	0	0	0	184	0	2	186
Peak Hour Total	27	603	0	630	0	385	410	795	0	0	0	0	662	0	10	672
Peak 15 Minute Vol	10	163	0	167	0	102	112	209	0	0	0	0	184	0	4	186
Calculated PHF	0.68	0.92	N/A	0.94	N/A	0.94	0.92	0.95	N/A	N/A	N/A	N/A	0.90	N/A	0.63	0.90
DOT Effective PHF	0.94	0.94	0.94	0.94	0.95	0.95	0.95	0.95	N/A	N/A	N/A	N/A	0.90	0.90	0.90	0.90
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	5	89	0	94	0	131	139	270	0	0	0	0	109	0	4	113
4:15 PM - 4:30 PM	6	92	0	98	0	133	143	276	0	0	0	0	113	0	6	119
4:30 PM - 4:45 PM	4	96	0	100	0	133	149	282	0	0	0	0	111	0	6	117
4:45 PM - 5:00 PM	7	112	0	119	0	130	153	283	0	0	0	0	122	0	5	127
5:00 PM - 5:15 PM	6	111	0	117	0	132	154	286	0	0	0	0	125	0	7	132
5:15 PM - 5:30 PM	8	105	0	113	0	134	152	286	0	0	0	0	121	0	6	127
5:30 PM - 5:45 PM	7	117	0	124	0	129	158	287	0	0	0	0	128	0	5	133
5:45 PM - 6:00 PM	9	109	0	118	0	133	155	288	0	0	0	0	126	0	8	134
<b>Generalized PM Peak Hour Only</b>																
5:00 PM - 5:15 PM	6	111	0	117	0	132	154	286	0	0	0	0	125	0	7	132
5:15 PM - 5:30 PM	8	105	0	113	0	134	152	286	0	0	0	0	121	0	6	127
5:30 PM - 5:45 PM	7	117	0	124	0	129	158	287	0	0	0	0	128	0	5	133
5:45 PM - 6:00 PM	9	109	0	118	0	133	155	288	0	0	0	0	126	0	8	134
Peak Hour Total	30	442	0	472	0	528	619	1147	0	0	0	0	500	0	26	526
Peak 15 Minute Vol	9	117	0	124	0	134	158	288	0	0	0	0	128	0	8	134
Calculated PHF	0.83	0.94	N/A	0.95	N/A	0.99	0.98	1.00	N/A	N/A	N/A	N/A	0.98	N/A	0.81	0.98
DOT Effective PHF	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	N/A	N/A	N/A	N/A	0.98	0.98	0.98	0.98

**GENERAL INFORMATION**

PROJECT NAME:	Cortlandt MOD
PROJECT NO:	40534
DATE:	May 28, 2019
ANALYST:	MT

**INTERSECTION INFORMATION**

SURVEY DATE:	May 24, 2016		
INTERSECTION:	STREET (E-W):	Route 202	
	STREET (N-S):	Croton Avenue/Maple Row	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	MIDDAY PEAK PERIOD	12:00 AM	TO 12:00 AM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

**NOTES:**

- 1.) 15 minute values should be input by the user.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	11	185	51	247	43	116	5	164	27	9	16	52	8	21	18	47
7:15 AM - 7:30 AM	17	186	47	250	38	119	3	160	30	9	20	59	6	24	24	54
7:30 AM - 7:45 AM	14	212	49	275	41	129	4	174	32	11	19	62	7	27	21	55
7:45 AM - 8:00 AM	12	207	52	271	39	119	6	164	35	10	22	67	9	29	19	57
8:00 AM - 8:15 AM	13	245	54	312	36	155	3	194	34	12	19	65	7	31	20	58
8:15 AM - 8:30 AM	11	266	56	333	32	146	4	182	36	7	26	69	9	28	22	59
8:30 AM - 8:45 AM	8	277	61	346	30	144	3	177	39	5	29	73	11	33	26	70
8:45 AM - 9:00 AM	10	258	59	327	31	146	2	179	37	5	31	73	10	30	21	61
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	12	207	52	271	39	119	6	164	35	10	22	67	9	29	19	57
8:00 AM - 8:15 AM	13	245	54	312	36	155	3	194	34	12	19	65	7	31	20	58
8:15 AM - 8:30 AM	11	266	56	333	32	146	4	182	36	7	26	69	9	28	22	59
8:30 AM - 8:45 AM	8	277	61	346	30	144	3	177	39	5	29	73	11	33	26	70
Peak Hour Total	44	995	223	1,262	137	564	16	717	144	34	96	274	36	121	87	244
Peak 15 Minute Vol	13	277	61	346	39	155	6	194	39	12	29	73	11	33	26	70
Calculated PHF	0.85	0.90	0.91	0.91	0.88	0.91	0.67	0.92	0.92	0.71	0.83	0.94	0.82	0.92	0.84	0.87
DOT Effective PHF	0.91	0.91	0.91	0.91	0.92	0.92	0.92	0.92	0.94	0.94	0.94	0.94	0.87	0.87	0.87	0.87
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	8	163	27	198	26	230	11	267	31	10	18	59	8	11	9	28
4:15 PM - 4:30 PM	9	168	28	205	24	233	14	271	32	11	21	64	11	13	11	35
4:30 PM - 4:45 PM	11	165	31	207	23	238	13	274	34	9	19	62	12	12	10	34
4:45 PM - 5:00 PM	11	196	28	235	28	233	17	278	38	11	22	71	13	10	12	35
5:00 PM - 5:15 PM	13	192	32	237	31	238	15	284	35	8	26	69	9	10	13	32
5:15 PM - 5:30 PM	15	183	29	227	29	235	16	280	40	12	18	70	15	9	11	35
5:30 PM - 5:45 PM	10	205	30	245	32	230	18	280	42	11	24	77	17	11	15	43
5:45 PM - 6:00 PM	9	194	33	236	30	237	19	286	39	13	22	74	13	8	12	33
<b>Generalized PM Peak Hour Only</b>																
5:00 PM - 5:15 PM	13	192	32	237	31	238	15	284	35	8	26	69	9	10	13	32
5:15 PM - 5:30 PM	15	183	29	227	29	235	16	280	40	12	18	70	15	9	11	35
5:30 PM - 5:45 PM	10	205	30	245	32	230	18	280	42	11	24	77	17	11	15	43
5:45 PM - 6:00 PM	9	194	33	236	30	237	19	286	39	13	22	74	13	8	12	33
Peak Hour Total	47	774	124	945	122	940	68	1130	156	44	90	290	54	38	51	143
Peak 15 Minute Vol	15	205	33	245	32	238	19	286	42	13	26	77	17	11	15	43
Calculated PHF	0.78	0.94	0.94	0.96	0.95	0.99	0.89	0.99	0.93	0.85	0.87	0.94	0.79	0.86	0.85	0.83
DOT Effective PHF	0.96	0.96	0.96	0.96	0.99	0.99	0.99	0.99	0.94	0.94	0.94	0.94	0.83	0.83	0.83	0.83

**GENERAL INFORMATION**

PROJECT NAME:	Cortlandt MOD
PROJECT NO:	40534
DATE:	May 28, 2019
ANALYST:	MT

**INTERSECTION INFORMATION**

SURVEY DATE:	May 24, 2016		
INTERSECTION:	STREET (E-W):	Route 202	
	STREET (N-S):	Lexington Avenue	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	MIDDAY PEAK PERIOD	12:00 AM	TO 12:00 AM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

**NOTES:**

- 1.) 15 minute values should be input by the user.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	7	191	12	210	6	102	20	128	4	1	0	5	52	16	13	81
7:15 AM - 7:30 AM	15	185	19	219	5	123	8	136	3	2	0	5	52	5	20	77
7:30 AM - 7:45 AM	18	187	18	223	5	199	13	217	6	2	0	8	67	5	19	91
7:45 AM - 8:00 AM	9	191	17	217	2	182	15	199	4	1	0	5	43	9	16	68
8:00 AM - 8:15 AM	8	219	13	240	6	203	23	232	9	1	0	10	26	3	22	51
8:15 AM - 8:30 AM	6	192	10	208	5	157	16	178	4	1	1	6	38	8	14	60
8:30 AM - 8:45 AM	18	171	14	203	3	191	27	221	6	4	0	10	41	6	19	66
8:45 AM - 9:00 AM	16	190	7	213	2	131	10	143	3	1	2	6	22	6	19	47
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	9	191	17	217	2	182	15	199	4	1	0	5	43	9	16	68
8:00 AM - 8:15 AM	8	219	13	240	6	203	23	232	9	1	0	10	26	3	22	51
8:15 AM - 8:30 AM	6	192	10	208	5	157	16	178	4	1	1	6	38	8	14	60
8:30 AM - 8:45 AM	18	171	14	203	3	191	27	221	6	4	0	10	41	6	19	66
Peak Hour Total	41	773	54	868	16	733	81	830	23	7	1	31	148	26	71	245
Peak 15 Minute Vol	18	219	17	240	6	203	27	232	9	4	1	10	43	9	22	68
Calculated PHF	0.57	0.88	0.79	0.90	0.67	0.90	0.75	0.89	0.64	0.44	0.25	0.78	0.86	0.72	0.81	0.90
DOT Effective PHF	0.90	0.90	0.90	0.90	0.89	0.89	0.89	0.89	0.80	0.80	0.80	0.80	0.90	0.90	0.90	0.90
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	21	165	8	194	3	194	52	249	16	3	0	19	32	1	12	45
4:15 PM - 4:30 PM	27	172	8	207	7	164	72	243	11	6	5	22	27	3	27	57
4:30 PM - 4:45 PM	13	171	12	196	6	192	49	247	10	6	2	18	34	9	14	57
4:45 PM - 5:00 PM	29	191	8	228	4	191	42	237	5	4	1	10	42	5	28	75
5:00 PM - 5:15 PM	30	165	13	208	8	173	38	219	6	7	1	14	41	4	10	55
5:15 PM - 5:30 PM	28	165	17	210	8	189	57	254	9	3	1	13	27	3	12	42
5:30 PM - 5:45 PM	22	222	6	250	6	237	39	282	4	2	0	6	30	8	17	55
5:45 PM - 6:00 PM	22	191	7	220	6	204	42	252	5	2	0	7	31	9	17	57
<b>Generalized PM Peak Hour Only</b>																
5:00 PM - 5:15 PM	30	165	13	208	8	173	38	219	6	7	1	14	41	4	10	55
5:15 PM - 5:30 PM	28	165	17	210	8	189	57	254	9	3	1	13	27	3	12	42
5:30 PM - 5:45 PM	22	222	6	250	6	237	39	282	4	2	0	6	30	8	17	55
5:45 PM - 6:00 PM	22	191	7	220	6	204	42	252	5	2	0	7	31	9	17	57
Peak Hour Total	102	743	43	888	28	803	176	1007	24	14	2	40	129	24	56	209
Peak 15 Minute Vol	30	222	17	250	8	237	57	282	9	7	1	14	41	9	17	57
Calculated PHF	0.85	0.84	0.63	0.89	0.88	0.85	0.77	0.89	0.67	0.50	0.50	0.71	0.79	0.67	0.82	0.92
DOT Effective PHF	0.89	0.89	0.89	0.89	0.90	0.90	0.90	0.90	0.80	0.80	0.80	0.80	0.92	0.92	0.92	0.92

**GENERAL INFORMATION**

PROJECT NAME:	Cortlandt MOD
PROJECT NO:	40534
DATE:	May 28, 2019
ANALYST:	MT

**INTERSECTION INFORMATION**

SURVEY DATE:	October 18, 2017		
INTERSECTION:	STREET (E-W):	Bear Mountain Parkway	
	STREET (N-S):	Locust Avenue	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	MIDDAY PEAK PERIOD	12:00 AM	TO 12:00 AM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

**NOTES:**

- 1.) 15 minute values should be input by the user.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM																
7:15 AM - 7:30 AM	147	24	171		2	80	82		0		2	2				0
7:30 AM - 7:45 AM	127	7	134		1	100	101		0		2	2				0
7:45 AM - 8:00 AM	119	10	129		2	107	109		0		1	1				0
8:00 AM - 8:15 AM	100	9	109		0	80	80		0		1	1				0
8:15 AM - 8:30 AM	105	21	126		1	89	90		1		3	4				0
8:30 AM - 8:45 AM	111	11	122		2	76	78		0		1	1				0
8:45 AM - 9:00 AM	97	11	108		1	88	89		1		2	3				0
	90	10	100		2	90	92		0		1	1				0
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	100	9	109	0	80	0	80	0	0	1	1	0	0	0	0
8:00 AM - 8:15 AM	0	105	21	126	1	89	0	90	1	0	3	4	0	0	0	0
8:15 AM - 8:30 AM	0	111	11	122	2	76	0	78	0	0	1	1	0	0	0	0
8:30 AM - 8:45 AM	0	97	11	108	1	88	0	89	1	0	2	3	0	0	0	0
Peak Hour Total	0	413	52	465	4	333	0	337	2	0	7	9	0	0	0	0
Peak 15 Minute Vol	0	111	21	126	2	89	0	90	1	0	3	4	0	0	0	0
Calculated PHF	N/A	0.93	0.62	0.92	0.50	0.94	N/A	0.94	0.50	N/A	0.58	0.56	N/A	N/A	N/A	N/A
DOT Effective PHF	0.92	0.92	0.92	0.92	0.94	0.94	0.94	0.94	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	111	6	117		0	122	122		1		0	1				0
4:15 PM - 4:30 PM	107	8	115		1	146	147		0		1	1				0
4:30 PM - 4:45 PM	109	6	115		2	139	141		0		1	1				0
4:45 PM - 5:00 PM	80	5	85		0	135	135		1		0	1				0
5:00 PM - 5:15 PM	111	9	120		1	137	138		0		2	2				0
5:15 PM - 5:30 PM	107	7	114		0	120	120		0		2	2				0
5:30 PM - 5:45 PM	130	6	136		1	130	131		0		1	1				0
5:45 PM - 6:00 PM	133	8	141		1	131	132		1		1	2				0
<b>Generalized PM Peak Hour Only</b>																
5:00 PM - 5:15 PM	0	111	9	120	1	137	0	138	0	0	2	2	0	0	0	0
5:15 PM - 5:30 PM	0	107	7	114	0	120	0	120	0	0	2	2	0	0	0	0
5:30 PM - 5:45 PM	0	130	6	136	1	130	0	131	0	0	1	1	0	0	0	0
5:45 PM - 6:00 PM	0	133	8	141	1	131	0	132	1	0	1	2	0	0	0	0
Peak Hour Total	0	481	30	511	3	518	0	521	1	0	6	7	0	0	0	0
Peak 15 Minute Vol	0	133	9	141	1	137	0	138	1	0	2	2	0	0	0	0
Calculated PHF	N/A	0.90	0.83	0.91	0.75	0.95	N/A	0.94	0.25	N/A	0.75	0.88	N/A	N/A	N/A	N/A
DOT Effective PHF	0.91	0.91	0.91	0.91	0.94	0.94	0.94	0.94	0.88	0.88	0.88	0.88	N/A	N/A	N/A	N/A

**GENERAL INFORMATION**

PROJECT NAME:	Cortlandt MOD
PROJECT NO:	40534
DATE:	May 28, 2019
ANALYST:	MT

**INTERSECTION INFORMATION**

SURVEY DATE:	October 18, 2017		
INTERSECTION:	STREET (E-W):	Bear Mountain Parkway	
	STREET (N-S):	Arlo Lane	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	MIDDAY PEAK PERIOD	12:00 AM	TO 12:00 AM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

**NOTES:**

- 1.) 15 minute values should be input by the user.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	2	130	2	134	0	85	7	92	2	0	0	2	1	0	0	1
7:15 AM - 7:30 AM	6	124	1	131	0	91	7	98	2	0	0	2	1	0	0	1
7:30 AM - 7:45 AM	2	117	0	119	0	99	5	104	3	1	1	5	2	2	0	4
7:45 AM - 8:00 AM	6	92	0	98	0	77	1	78	6	0	0	6	4	3	0	7
8:00 AM - 8:15 AM	4	96	0	100	1	88	0	89	5	0	0	5	5	4	6	15
8:15 AM - 8:30 AM	1	108	3	112	0	77	0	77	9	1	1	11	4	2	6	12
8:30 AM - 8:45 AM	0	112	4	116	0	82	2	84	4	0	0	4	2	0	3	5
8:45 AM - 9:00 AM	2	92	3	97	0	83	1	84	5	0	0	5	2	1	0	3
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	6	92	0	98	0	77	1	78	6	0	0	6	4	3	0	7
8:00 AM - 8:15 AM	4	96	0	100	1	88	0	89	5	0	0	5	5	4	6	15
8:15 AM - 8:30 AM	1	108	3	112	0	77	0	77	9	1	1	11	4	2	6	12
8:30 AM - 8:45 AM	0	112	4	116	0	82	2	84	4	0	0	4	2	0	3	5
Peak Hour Total	11	408	7	426	1	324	3	328	24	1	1	26	15	9	15	39
Peak 15 Minute Vol	6	112	4	116	1	88	2	89	9	1	1	11	5	4	6	15
Calculated PHF	0.46	0.91	0.44	0.92	0.25	0.92	0.38	0.92	0.67	0.25	0.25	0.59	0.75	0.56	0.63	0.65
DOT Effective PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	1	117	2	120	1	118	1	120	7	0	0	7	1	0	1	2
4:15 PM - 4:30 PM	3	103	10	116	0	138	1	139	7	1	0	8	1	1	3	5
4:30 PM - 4:45 PM	1	110	5	116	2	133	0	135	6	0	0	6	1	0	2	3
4:45 PM - 5:00 PM	3	87	5	95	0	132	0	132	18	0	0	18	1	0	2	3
5:00 PM - 5:15 PM	3	122	9	134	0	132	2	134	7	0	0	7	2	0	6	8
5:15 PM - 5:30 PM	1	119	6	126	0	115	1	116	15	0	0	15	0	0	0	0
5:30 PM - 5:45 PM	1	140	6	147	0	125	0	125	9	0	0	9	0	0	2	2
5:45 PM - 6:00 PM	0	128	2	130	0	128	1	129	6	1	0	7	0	0	3	3
<b>Generalized PM Peak Hour Only</b>																
5:00 PM - 5:15 PM	3	122	9	134	0	132	2	134	7	0	0	7	2	0	6	8
5:15 PM - 5:30 PM	1	119	6	126	0	115	1	116	15	0	0	15	0	0	0	0
5:30 PM - 5:45 PM	1	140	6	147	0	125	0	125	9	0	0	9	0	0	2	2
5:45 PM - 6:00 PM	0	128	2	130	0	128	1	129	6	1	0	7	0	0	3	3
Peak Hour Total	5	509	23	537	0	500	4	504	37	1	0	38	2	0	11	13
Peak 15 Minute Vol	3	140	9	147	0	132	2	134	15	1	0	15	2	0	6	8
Calculated PHF	0.42	0.91	0.64	0.91	N/A	0.95	0.50	0.94	0.62	0.25	N/A	0.63	0.25	N/A	0.46	0.41
DOT Effective PHF	0.91	0.91	0.91	0.91	0.94	0.94	0.94	0.94	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80

**GENERAL INFORMATION**

PROJECT NAME:	Cortlandt MOD
PROJECT NO:	40534
DATE:	May 28, 2019
ANALYST:	MT

**INTERSECTION INFORMATION**

SURVEY DATE:	September 26, 2018		
INTERSECTION:	STREET (E-W):	Ridge Road	
	STREET (N-S):	Lafayette Avenue	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM TO 9:00 AM	
	PM PEAK PERIOD	4:00 PM TO 6:00 PM	

**NOTES:**

- 1.) 15 minute values should be input by the user.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM				0	0		1	1		10	0	10	1	18		19
7:15 AM - 7:30 AM				0	0		6	6		8	0	8	1	17		18
7:30 AM - 7:45 AM				0	2		1	3		11	1	12	4	20		24
7:45 AM - 8:00 AM				0	1		2	3		10	2	12	2	24		26
8:00 AM - 8:15 AM				0	0		4	4		10	0	10	3	23		26
8:15 AM - 8:30 AM				0	1		0	1		10	4	14	1	14		15
8:30 AM - 8:45 AM				0	0		3	3		12	0	12	0	12		12
8:45 AM - 9:00 AM				0	3		2	5		8	1	9	3	15		18
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	0	0	0	1	0	2	3	0	10	2	12	2	24	0	26
8:00 AM - 8:15 AM	0	0	0	0	0	0	4	4	0	10	0	10	3	23	0	26
8:15 AM - 8:30 AM	0	0	0	0	1	0	0	1	0	10	4	14	1	14	0	15
8:30 AM - 8:45 AM	0	0	0	0	0	0	3	3	0	12	0	12	0	12	0	12
Peak Hour Total	0	0	0	0	2	0	9	11	0	42	6	48	6	73	0	79
Peak 15 Minute Vol	0	0	0	0	1	0	4	4	0	12	4	14	3	24	0	26
Calculated PHF	N/A	N/A	N/A	N/A	0.50	N/A	0.56	0.69	N/A	0.88	0.38	0.86	0.50	0.76	N/A	0.76
DOT Effective PHF	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80	0.86	0.86	0.86	0.86	0.80	0.80	0.80	0.80
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM				0	0		0	0		8	1	9	7	11		18
4:15 PM - 4:30 PM				0	5		5	10		16	4	20	0	12		12
4:30 PM - 4:45 PM				0	0		0	0		12	2	14	4	10		14
4:45 PM - 5:00 PM				0	0		1	1		15	2	17	2	13		15
5:00 PM - 5:15 PM				0	2		4	6		14	2	16	3	15		18
5:15 PM - 5:30 PM				0	1		2	3		18	3	21	1	16		17
5:30 PM - 5:45 PM				0	3		4	7		11	4	15	4	17		21
5:45 PM - 6:00 PM				0	1		0	1		11	1	12	2	10		12
<b>Generalized PM Peak Hour Only</b>																
5:00 PM - 5:15 PM	0	0	0	0	2	0	4	6	0	14	2	16	3	15	0	18
5:15 PM - 5:30 PM	0	0	0	0	1	0	2	3	0	18	3	21	1	16	0	17
5:30 PM - 5:45 PM	0	0	0	0	3	0	4	7	0	11	4	15	4	17	0	21
5:45 PM - 6:00 PM	0	0	0	0	1	0	0	1	0	11	1	12	2	10	0	12
Peak Hour Total	0	0	0	0	7	0	10	17	0	54	10	64	10	58	0	68
Peak 15 Minute Vol	0	0	0	0	3	0	4	7	0	18	4	21	4	17	0	21
Calculated PHF	N/A	N/A	N/A	N/A	0.58	N/A	0.63	0.61	N/A	0.75	0.63	0.76	0.63	0.85	N/A	0.81
DOT Effective PHF	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.81	0.81	0.81	0.81

# Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E

Valhalla, NY 10595

*Customer Loyalty Through Client Satisfaction*

File Name : 3-U\_S\_ROUTE\_6\_AT\_BEAR\_MOUNTAIN\_STATE\_PKWY\_NB\_ON\_OFF\_RAMP-THUR\_629083\_03-07-2019

Site Code :

Start Date : 3/7/2019

Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

Start Time	GAS STATION DRICE WAY From North					U S ROUTE 6 From East					BEAR MNTN NB ON/OFF RAMP From South					U S ROUTE 6 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	0	0	0	0	0	97	65	0	162	2	0	1	0	3	5	86	1	0	92	257
06:45 AM	3	0	0	1	4	2	107	54	0	163	2	0	2	0	4	4	120	1	0	125	296
Total	3	0	0	1	4	2	204	119	0	325	4	0	3	0	7	9	206	2	0	217	553
07:00 AM	2	2	0	0	4	2	110	58	0	170	6	0	0	0	6	6	143	1	0	150	330
07:15 AM	3	1	0	0	4	2	131	58	0	191	4	0	3	0	7	4	139	1	0	144	346
07:30 AM	4	0	1	0	5	4	140	59	0	203	3	0	4	0	7	13	182	2	0	197	412
07:45 AM	2	1	1	0	4	3	167	53	0	223	1	0	1	0	2	12	190	0	0	202	431
Total	11	4	2	0	17	11	548	228	0	787	14	0	8	0	22	35	654	4	0	693	1519
08:00 AM	5	0	1	0	6	4	152	52	0	208	5	0	5	0	10	10	160	2	0	172	396
08:15 AM	2	0	0	1	3	1	142	57	0	200	10	0	1	0	11	13	186	0	0	199	413
08:30 AM	1	0	0	0	1	4	156	51	0	211	4	0	2	0	6	9	182	1	0	192	410
08:45 AM	6	1	1	0	8	4	184	41	0	229	6	0	6	0	12	8	200	0	0	208	457
Total	14	1	2	1	18	13	634	201	0	848	25	0	14	0	39	40	728	3	0	771	1676
09:00 AM	2	1	2	0	5	6	153	40	0	199	5	0	4	0	9	11	204	1	0	216	429
09:15 AM	4	0	1	0	5	2	149	39	0	190	7	0	6	0	13	8	151	3	0	162	370
Grand Total	34	6	7	2	49	34	1688	627	0	2349	55	0	35	0	90	103	1943	13	0	2059	4547
Apprch %	69.4	12.2	14.3	4.1		1.4	71.9	26.7	0		61.1	0	38.9	0		5	94.4	0.6	0		
Total %	0.7	0.1	0.2	0	1.1	0.7	37.1	13.8	0	51.7	1.2	0	0.8	0	2	2.3	42.7	0.3	0	45.3	
Lights	34	6	7	0	47	34	1620	620	0	2274	52	0	35	0	87	101	1829	13	0	1943	4351
% Lights	100	100	100	0	95.9	100	96	98.9	0	96.8	94.5	0	100	0	96.7	98.1	94.1	100	0	94.4	95.7
Buses	0	0	0	0	0	0	16	5	0	21	0	0	0	0	0	2	26	0	0	28	49
% Buses	0	0	0	0	0	0	0.9	0.8	0	0.9	0	0	0	0	0	1.9	1.3	0	0	1.4	1.1
Trucks	0	0	0	0	0	0	52	2	0	54	3	0	0	0	3	0	88	0	0	88	145
% Trucks	0	0	0	0	0	0	3.1	0.3	0	2.3	5.5	0	0	0	3.3	0	4.5	0	0	4.3	3.2
Pedestrians	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Pedestrians	0	0	0	100	4.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0























# Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E

Valhalla, NY 10595

*Customer Loyalty Through Client Satisfaction*

File Name : 2-U\_S\_ROUTE\_6\_AT\_BEAR\_MOUNTAIN\_STATE\_PKWY\_SB\_ON\_OFF\_RAMP\_DRIVEWAYS-SAT\_629086\_03-09-2019

Site Code :

Start Date : 3/9/2019

Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

Start Time	BEAR MNTN SB ON/OFF RAMP From North					U S ROUTE 6 From East					DRIVEWAYS From South					U S ROUTE 6 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	12	0	92	0	104	52	166	3	0	221	1	1	1	0	3	0	185	12	0	197	525
11:15 AM	12	3	79	0	94	35	169	0	0	204	4	0	3	0	7	3	208	4	0	215	520
11:30 AM	16	0	97	1	114	52	196	1	1	250	2	0	0	0	2	1	208	7	0	216	582
11:45 AM	16	0	87	1	104	66	217	2	0	285	4	0	0	0	4	0	205	8	0	213	606
Total	56	3	355	2	416	205	748	6	1	960	11	1	4	0	16	4	806	31	0	841	2233
12:00 PM	13	1	109	0	123	50	235	0	0	285	1	0	0	0	1	0	234	15	0	249	658
12:15 PM	17	0	100	3	120	49	205	2	0	256	2	0	2	0	4	1	215	9	1	226	606
12:30 PM	17	0	100	0	117	50	210	2	0	262	2	0	0	0	2	0	215	7	0	222	603
12:45 PM	14	1	110	1	126	50	222	4	0	276	3	0	4	0	7	2	206	9	0	217	626
Total	61	2	419	4	486	199	872	8	0	1079	8	0	6	0	14	3	870	40	1	914	2493
01:00 PM	24	1	80	0	105	57	207	1	0	265	4	0	1	0	5	1	252	12	0	265	640
01:15 PM	20	0	103	0	123	49	227	0	0	276	3	0	0	0	3	0	193	8	0	201	603
01:30 PM	14	0	107	1	122	52	205	0	0	257	0	0	0	0	0	0	211	6	0	217	596
01:45 PM	13	1	90	1	105	41	211	0	0	252	0	0	2	0	2	0	220	15	0	235	594
Total	71	2	380	2	455	199	850	1	0	1050	7	0	3	0	10	1	876	41	0	918	2433
Grand Total	188	7	1154	8	1357	603	2470	15	1	3089	26	1	13	0	40	8	2552	112	1	2673	7159
Apprch %	13.9	0.5	85	0.6		19.5	80	0.5	0		65	2.5	32.5	0		0.3	95.5	4.2	0		
Total %	2.6	0.1	16.1	0.1	19	8.4	34.5	0.2	0	43.1	0.4	0	0.2	0	0.6	0.1	35.6	1.6	0	37.3	
Lights	186	7	1153	0	1346	601	2433	15	0	3049	26	1	12	0	39	8	2522	112	0	2642	7076
% Lights	98.9	100	99.9	0	99.2	99.7	98.5	100	0	98.7	100	100	92.3	0	97.5	100	98.8	100	0	98.8	98.8
Buses	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	13
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0.3	0	0	0.3	0.2
Trucks	2	0	1	0	3	2	32	0	0	34	0	0	1	0	1	0	22	0	0	22	60
% Trucks	1.1	0	0.1	0	0.2	0.3	1.3	0	0	1.1	0	0	7.7	0	2.5	0	0.9	0	0	0.8	0.8
Pedestrians	0	0	0	8	8	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	10
% Pedestrians	0	0	0	100	0.6	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0.1

# Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E  
Valhalla, NY 10595

*Customer Loyalty Through Client Satisfaction*

File Name : 2-U\_S\_ROUTE\_6\_AT\_BEAR\_MOUNTAIN\_STATE\_PKWY\_SB\_ON\_OFF\_RAMP\_DRIVEWAYS-SAT\_629086\_03-09-2019

Site Code :

Start Date : 3/9/2019

Page No : 2

Start Time	BEAR MNTN SB ON/OFF RAMP From North					U S ROUTE 6 From East					DRIVEWAYS From South					U S ROUTE 6 From West					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 12:00 PM																						
12:00 PM	13	1	109	0	123	50	235	0	0	285	1	0	0	0	1	0	234	15	0	249	658	
12:15 PM	17	0	100	3	120	49	205	2	0	256	2	0	2	0	4	1	215	9	1	226	606	
12:30 PM	17	0	100	0	117	50	210	2	0	262	2	0	0	0	2	0	215	7	0	222	603	
12:45 PM	14	1	110	1	126	50	222	4	0	276	3	0	4	0	7	2	206	9	0	217	626	
Total Volume	61	2	419	4	486	199	872	8	0	1079	8	0	6	0	14	3	870	40	1	914	2493	
% App. Total	12.6	0.4	86.2	0.8		18.4	80.8	0.7	0		57.1	0	42.9	0		0.3	95.2	4.4	0.1			
PHF	.897	.500	.952	.333	.964	.995	.928	.500	.000	.946	.667	.000	.375	.000	.500	.375	.929	.667	.250	.918	.947	
Lights	60	2	419	0	481	198	856	8	0	1062	8	0	5	0	13	3	862	40	0	905	2461	
% Lights	98.4	100	100	0	99.0	99.5	98.2	100	0	98.4	100	0	83.3	0	92.9	100	99.1	100	0	99.0	98.7	
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	
% Buses	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0.3	0	0	0.3	0.2	
Trucks	1	0	0	0	1	1	15	0	0	16	0	0	1	0	1	0	5	0	0	5	23	
% Trucks	1.6	0	0	0	0.2	0.5	1.7	0	0	1.5	0	0	16.7	0	7.1	0	0.6	0	0	0.5	0.9	
Pedestrians	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5	
% Pedestrians	0	0	0	100	0.8	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.1	0.2	

## Vehicle Classification Counts (VCCs)

New York State Department of Transportation  
Classification Count Average Weekday Data Report

ROUTE #: US 202 ROAD NAME:  
COUNTY NAME: Westchester  
REGION CODE: 8  
FROM: PEEKSKILL CL / CORTLANDT TL  
TO: ACC BEAR MT PKWY  
REF-MARKER:  
END MILEPOINT: 0805 NO. OF LANES: 2  
FUNC-CLASS: 16 HPMS NO:  
STATION NO: 0257 LION#:  
COUNT TAKEN BY: ORG CODE: TST INITIALS: JAW  
PROCESSED BY: ORG CODE: DOT INITIALS: CEL

YEAR: 2015  
MONTH: December

STATION: 870257

DIRECTION	East	West	TOTAL
NUMBER OF VEHICLES	5879	5977	11856
NUMBER OF AXLES	11847	12042	23889
% HEAVY VEHICLES (F4-F13)	2.93%	2.69%	2.81%
% TRUCKS AND BUSES (F3-F13)	11.84%	11.46%	11.65%
AXLE CORRECTION FACTOR	0.99	0.99	0.99

BATCH ID: DOT-R08C50cTST5195

VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	45	3	0	0	0	0	0	0	0	0	0	48
	2:00	0	26	3	0	1	0	0	0	0	0	0	0	31
	3:00	0	14	0	0	0	0	0	1	0	0	0	0	15
	4:00	0	12	1	0	0	0	0	0	0	0	0	0	13
	5:00	0	18	2	0	0	0	0	0	0	0	0	0	20
	6:00	0	49	1	0	1	0	0	0	0	0	0	0	51
	7:00	0	154	8	0	1	1	0	0	0	0	0	0	164
	8:00	0	361	32	2	5	1	0	0	0	0	0	0	401
	9:00	0	377	41	5	8	2	0	2	1	0	0	0	436
DIRECTION	10:00	0	318	33	5	5	3	1	1	1	0	0	0	367
East	11:00	0	279	32	2	6	1	0	1	1	0	0	0	322
	12:00	0	278	37	3	10	2	0	4	2	0	0	0	336
	13:00	0	288	34	4	8	2	0	2	0	0	0	0	338
	14:00	0	291	38	3	8	2	0	1	1	0	0	0	344
	15:00	0	307	37	3	5	1	0	0	0	0	0	0	354
	16:00	0	312	37	2	9	1	0	1	0	0	0	0	362
	17:00	0	364	40	2	8	1	0	1	0	0	0	0	416
	18:00	0	413	41	2	7	0	0	0	0	0	0	0	463
	19:00	0	380	34	0	4	0	0	1	0	1	0	0	420
	20:00	0	307	24	0	5	0	0	0	0	0	0	0	336
	21:00	0	252	22	0	3	0	0	1	0	0	0	0	278
	22:00	0	157	12	0	1	0	0	0	0	0	0	0	170
	23:00	0	111	8	0	0	0	0	0	0	0	0	0	119
	24:00	0	70	4	0	1	0	0	0	0	0	0	0	75
TOTAL VEHICLES	0	5183	524	33	96	17	1	15	9	1	0	0	0	5879
TOTAL AXLES	0	10366	1048	82	192	51	4	52	45	6	0	0	0	11847
ENDING HOUR	1:00	0	55	4	0	0	0	0	1	0	0	0	0	60
	2:00	0	34	2	0	0	0	0	0	0	0	0	0	36
	3:00	0	13	2	0	0	0	0	0	0	0	0	0	15
	4:00	0	8	0	0	0	0	0	0	0	0	0	0	8
	5:00	0	8	0	0	0	0	0	1	0	0	0	0	9
	6:00	0	11	1	0	0	0	0	0	0	0	0	0	12
	7:00	0	47	4	0	0	0	0	0	0	0	0	0	51
	8:00	0	152	20	0	3	0	0	1	0	0	0	0	176
	9:00	0	306	37	2	6	1	0	0	0	0	0	0	352
	10:00	0	348	38	1	6	4	0	1	0	0	0	0	398
DIRECTION	11:00	0	252	37	3	8	2	0	1	0	0	0	0	303
West	12:00	0	280	34	4	11	4	0	2	0	0	0	0	335
	13:00	0	288	47	2	10	4	2	2	1	0	0	0	356
	14:00	0	285	31	4	3	2	0	1	0	0	0	0	326
	15:00	0	288	31	1	3	1	0	1	0	0	0	0	325
	16:00	0	356	48	6	9	1	0	1	0	0	0	0	421
	17:00	0	396	40	2	12	2	0	2	1	0	0	0	455
	18:00	0	459	45	3	8	1	0	1	1	0	0	0	518
	19:00	0	477	34	1	4	0	0	0	0	0	0	0	516
	20:00	0	433	27	0	2	0	0	1	0	0	0	0	463
	21:00	0	312	17	0	1	0	0	0	1	0	0	0	331
	22:00	0	206	13	0	1	0	0	0	0	0	0	0	220
	23:00	0	171	6	0	0	0	0	0	0	0	0	0	177
	24:00	0	107	6	0	1	0	0	0	0	0	0	0	114
TOTAL VEHICLES	0	5292	524	29	88	22	2	8	12	0	0	0	0	5977
TOTAL AXLES	0	10584	1048	72	176	66	8	28	60	0	0	0	0	12042
GRAND TOTAL VEHICLES	0	10475	1048	62	184	39	3	23	21	1	0	0	0	11856
GRAND TOTAL AXLES	0	20950	2096	155	368	117	12	80	105	6	0	0	0	23889

VEHICLE CLASSIFICATION CODES:

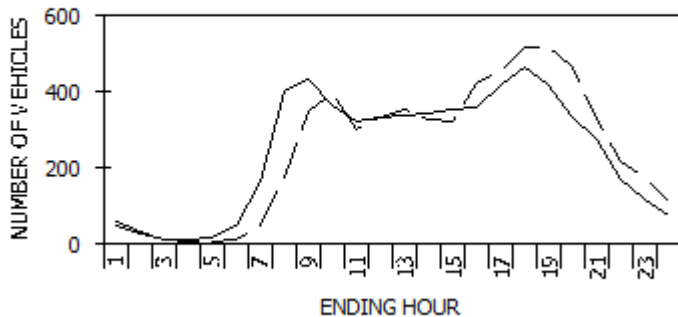
- F1. Motorcycles
- F2. Autos\*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes\*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
- F10. 6 or More Double Unit Vehicles, One Unit is a Truck
- F11. 5 or Less Axle Multi-Unit Trucks
- F12. 6 Axle Multi-Unit Trucks
- F13. 7 or More Axle Multi-Unit Trucks

\* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

- | RURAL | URBAN | SYSTEM                        |
|-------|-------|-------------------------------|
| 01    | 11    | PRINCIPAL ARTERIAL-INTERSTATE |
| 02    | 12    | PRINCIPAL ARTERIAL-EXPRESSWAY |
| 02    | 14    | PRINCIPAL ARTERIAL-OTHER      |
| 06    | 16    | MINOR ARTERIAL                |
| 07    | 17    | MAJOR COLLECTOR               |
| 08    | 17    | MINOR COLLECTOR               |
| 09    | 19    | LOCAL SYSTEM                  |

TRAFFIC FLOW BY DIRECTION



--- East      - -West

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY A.M.	HOUR	COUNT
East	18	463		9	788
West	18	518		18	981

SOURCE: NYSDOT DATA SERVICES BUREAU

New York State Department of Transportation  
Classification Count Average Weekday Data Report

ROUTE #: US 6 ROAD NAME: MAIN ST YEAR: 2009 STATION: 870034  
 COUNTY NAME: Westchester MONTH: April  
 REGION CODE: 8  
 FROM: END RTS 35 & 202 OLAPS  
 TO: PEEKSKILL E CITY LN  
 REF-MARKER: 6 87032025  
 END MILEPOINT: 0310641 NO. OF LANES: 4  
 FUNC-CLASS: 14 HPMS NO: LION#: AXLE CORRECTION FACTOR  
 STATION NO: 0034  
 COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV  
 PROCESSED BY: ORG CODE: DOT INITIALS: TGB BATCH ID: DOT-r8contractor15

DIRECTION	East	West	TOTAL
NUMBER OF VEHICLES	11131	9120	20251
NUMBER OF AXLES	22810	18582	41391
% HEAVY VEHICLES (F4-F13)	6.22%	5.30%	5.80%
% TRUCKS AND BUSES (F3-F13)	21.28%	20.25%	20.81%
AXLE CORRECTION FACTOR	0.98	0.98	0.98

VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	12	3	0	1	0	0	0	1	0	0	0	17
	2:00	0	10	2	0	0	0	0	1	0	0	0	0	13
	3:00	0	26	8	0	0	0	1	3	0	0	0	0	38
	4:00	0	82	15	1	6	2	0	1	1	0	0	0	108
	5:00	0	242	42	6	18	2	2	2	0	0	0	0	316
	6:00	2	319	104	10	23	8	2	6	7	0	0	0	481
	7:00	0	437	129	19	35	7	1	5	3	1	0	0	637
	8:00	2	447	115	14	20	7	1	4	4	2	0	0	616
	9:00	3	500	108	10	25	9	0	6	6	1	1	0	669
	10:00	4	558	118	10	32	9	1	8	4	1	0	0	745
DIRECTION	11:00	3	590	113	12	20	6	1	6	8	2	0	0	761
East	12:00	4	579	112	9	19	7	1	7	6	1	0	0	745
	13:00	6	587	117	6	21	7	1	5	1	1	0	0	752
	14:00	4	675	128	13	16	10	0	4	4	1	0	0	855
	15:00	2	702	130	3	14	6	1	4	4	0	0	0	866
	16:00	4	732	124	6	13	5	0	6	2	1	0	0	895
	17:00	4	696	101	6	10	4	1	4	1	1	0	0	828
	18:00	5	534	76	4	8	4	0	2	2	0	0	0	635
	19:00	4	396	57	2	4	2	0	3	4	0	0	0	472
	20:00	2	279	37	0	4	1	0	1	0	0	0	0	324
	21:00	0	165	20	2	0	2	0	0	0	0	0	0	189
	22:00	0	85	9	2	2	0	0	0	0	0	0	0	98
	23:00	0	44	5	0	2	0	0	0	0	0	0	0	51
	24:00	0	18	2	0	1	0	0	1	0	0	0	0	22
TOTAL VEHICLES	49	8715	1675	135	294	98	12	75	65	12	1	0	0	11131
TOTAL AXLES	98	17430	3350	338	588	294	48	262	325	72	5	0	0	22810
ENDING HOUR	1:00	0	13	3	0	1	0	0	1	0	0	0	0	18
	2:00	0	10	2	1	0	0	0	1	0	0	0	0	14
	3:00	0	17	4	0	1	0	0	1	0	0	0	0	23
	4:00	0	55	14	2	3	0	0	1	0	0	0	0	75
	5:00	1	220	36	3	7	1	0	0	0	0	0	0	268
	6:00	3	372	69	10	11	2	0	2	2	0	0	0	471
	7:00	3	355	79	14	15	3	1	3	5	1	0	0	479
	8:00	5	330	85	7	21	6	0	2	4	0	0	0	460
	9:00	2	349	86	11	14	4	0	4	6	0	0	0	476
	10:00	5	403	95	9	17	5	0	5	2	1	0	0	542
DIRECTION	11:00	6	446	100	7	17	6	0	5	4	1	0	0	592
West	12:00	7	463	88	8	22	3	0	5	4	1	0	0	601
	13:00	10	500	98	4	16	5	1	5	3	0	0	0	642
	14:00	8	510	109	15	18	3	0	6	2	0	0	0	671
	15:00	8	527	91	4	16	2	0	4	2	1	0	0	655
	16:00	8	574	101	2	11	3	0	5	2	0	0	0	706
	17:00	8	543	88	5	12	2	0	4	1	0	0	0	663
	18:00	5	506	68	3	8	1	0	3	0	0	0	0	594
	19:00	3	355	55	2	5	1	0	2	1	0	0	0	424
	20:00	3	270	43	0	3	0	0	1	2	0	0	0	322
	21:00	2	190	27	0	2	1	0	1	0	0	0	0	223
	22:00	0	103	15	0	0	0	0	0	0	0	0	0	118
	23:00	0	54	5	0	0	0	0	0	0	0	0	0	59
	24:00	1	20	3	0	0	0	0	0	0	0	0	0	24
TOTAL VEHICLES	88	7185	1364	107	220	48	2	58	43	5	0	0	0	9120
TOTAL AXLES	176	14370	2728	268	440	144	8	203	215	30	0	0	0	18582
GRAND TOTAL VEHICLES	137	15900	3039	242	514	146	14	133	108	17	1	0	0	20251
GRAND TOTAL AXLES	274	31800	6078	605	1028	438	56	466	540	102	5	0	0	41392

VEHICLE CLASSIFICATION CODES:

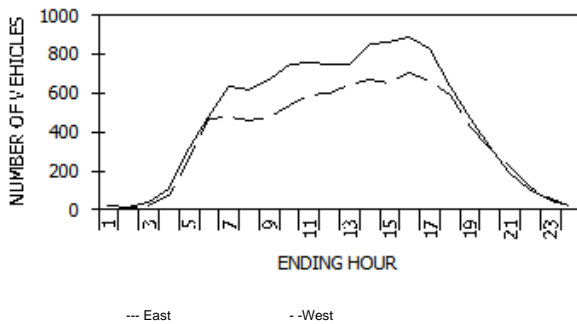
- F1. Motorcycles
- F2. Autos\*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes\*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
- F10. 6 or More Double Unit Vehicles, One Unit is a Truck
- F11. 5 or Less Axle Multi-Unit Trucks
- F12. 6 Axle Multi-Unit Trucks
- F13. 7 or More Axle Multi-Unit Trucks

\* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

- | RURAL | URBAN | SYSTEM                        |
|-------|-------|-------------------------------|
| 01    | 11    | PRINCIPAL ARTERIAL-INTERSTATE |
| 02    | 12    | PRINCIPAL ARTERIAL-EXPRESSWAY |
| 02    | 14    | PRINCIPAL ARTERIAL-OTHER      |
| 06    | 16    | MINOR ARTERIAL                |
| 07    | 17    | MAJOR COLLECTOR               |
| 08    | 17    | MINOR COLLECTOR               |
| 09    | 19    | LOCAL SYSTEM                  |

TRAFFIC FLOW BY DIRECTION



SOURCE: NYS DOT DATA SERVICES BUREAU

New York State Department of Transportation  
Classification Count Average Weekday Data Report

ROUTE #: US 202 ROAD NAME:  
COUNTY NAME: Westchester  
REGION CODE: 8  
FROM: ACC BEAR MT PKWY  
TO: ACC TACONIC STATE PKWY  
REF-MARKER:  
END MILEPOINT: 1070 NO. OF LANES: 2  
FUNC-CLASS: 14 HPMS NO:  
STATION NO: 0022 LION#:  
COUNT TAKEN BY: ORG CODE: TST INITIALS: JDF  
PROCESSED BY: ORG CODE: DOT INITIALS: JS

YEAR: 2016  
MONTH: November

STATION: 870022

DIRECTION	East	West	TOTAL
NUMBER OF VEHICLES	11487	12271	23758
NUMBER OF AXLES	23081	24684	47765
% HEAVY VEHICLES (F4-F13)	2.93%	2.75%	2.84%
% TRUCKS AND BUSES (F3-F13)	15.35%	13.40%	14.34%
AXLE CORRECTION FACTOR	1.00	0.99	0.99

BATCH ID: DOT-R8C49aTST5195

VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	64	9	0	1	0	0	0	0	0	0	0	74
	2:00	0	32	4	0	0	0	1	0	0	0	0	0	37
	3:00	0	25	2	0	1	0	0	0	0	0	0	0	28
	4:00	0	34	4	0	1	0	0	0	0	0	0	0	39
	5:00	0	71	8	0	2	0	0	2	0	0	0	0	83
	6:00	0	283	35	1	5	0	0	2	2	0	0	0	328
	7:00	0	699	82	3	5	1	0	0	0	0	0	0	790
	8:00	1	796	106	7	18	2	0	1	0	0	0	0	931
	9:00	1	752	110	6	23	3	0	1	1	0	0	0	897
	10:00	0	678	97	5	16	2	0	1	3	0	0	0	802
DIRECTION	11:00	0	518	86	5	16	2	0	1	2	0	0	0	630
East	12:00	0	539	96	3	18	1	0	1	1	0	0	0	659
	13:00	1	556	99	4	22	3	0	0	1	0	0	0	686
	14:00	0	512	101	3	18	3	0	1	1	0	0	0	639
	15:00	0	545	110	4	16	2	0	0	0	0	0	0	677
	16:00	0	615	105	6	23	1	0	0	0	0	0	0	750
	17:00	0	675	100	2	11	1	0	1	0	0	0	0	790
	18:00	0	629	80	1	12	0	0	0	0	0	0	0	722
	19:00	0	559	64	2	8	0	0	0	0	0	0	0	633
	20:00	0	398	54	0	11	0	0	0	2	0	0	0	465
	21:00	0	275	26	0	6	0	0	0	0	0	0	0	307
	22:00	0	215	15	0	3	0	0	0	0	0	0	0	233
	23:00	0	163	21	0	0	0	0	0	0	0	0	0	184
	24:00	0	88	12	0	2	0	0	0	1	0	0	0	103
TOTAL VEHICLES	3	9721	1426	52	238	21	0	12	14	0	0	0	0	11487
TOTAL AXLES	6	19442	2852	130	476	63	0	42	70	0	0	0	0	23081
ENDING HOUR	1:00	0	101	8	0	1	0	0	1	0	0	0	0	111
	2:00	0	40	6	0	1	0	0	0	0	0	0	0	47
	3:00	0	20	1	0	2	0	0	0	1	0	0	0	24
	4:00	0	21	5	1	2	0	0	1	1	0	0	0	31
	5:00	0	30	10	2	3	0	0	1	0	0	0	0	46
	6:00	0	95	19	2	4	0	0	0	1	0	0	0	121
	7:00	0	250	55	1	7	2	0	0	0	0	0	0	315
	8:00	0	502	92	3	13	2	0	0	2	0	0	0	614
	9:00	0	580	108	6	19	4	0	1	2	0	0	0	720
	10:00	0	547	105	3	27	4	0	1	3	1	0	0	691
DIRECTION	11:00	0	494	85	6	24	1	0	1	1	0	0	0	612
West	12:00	0	506	97	3	19	2	0	2	1	0	0	0	630
	13:00	1	543	93	6	15	1	0	1	2	0	0	0	662
	14:00	0	538	90	3	18	1	0	2	1	0	0	0	653
	15:00	1	679	105	6	17	3	0	1	0	0	0	0	812
	16:00	0	815	96	5	11	2	0	2	1	0	0	0	932
	17:00	1	915	69	6	10	4	0	0	0	0	0	0	1005
	18:00	2	1002	49	2	4	2	0	0	0	0	0	0	1061
	19:00	0	913	48	0	7	1	0	0	1	0	0	0	970
	20:00	0	688	56	0	6	0	0	0	1	0	0	0	751
	21:00	0	520	40	0	4	0	0	0	1	0	0	0	565
	22:00	0	379	31	0	3	0	0	0	0	0	0	0	413
	23:00	0	284	25	0	1	0	0	0	0	0	0	0	310
	24:00	0	160	13	0	1	0	0	0	1	0	0	0	175
TOTAL VEHICLES	5	10622	1306	55	219	29	0	14	20	1	0	0	0	12271
TOTAL AXLES	10	21244	2612	138	438	87	0	49	100	6	0	0	0	24684
GRAND TOTAL VEHICLES	8	20343	2732	107	457	50	0	26	34	1	0	0	0	23758
GRAND TOTAL AXLES	16	40686	5464	268	914	150	0	91	170	6	0	0	0	47765

VEHICLE CLASSIFICATION CODES:

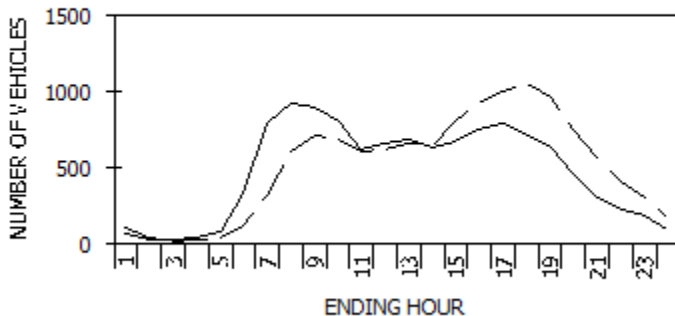
- F1. Motorcycles
- F2. Autos\*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes\*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
- F10. 6 or More Double Unit Vehicles, One Unit is a Truck
- F11. 5 or Less Axle Multi-Unit Trucks
- F12. 6 Axle Multi-Unit Trucks
- F13. 7 or More Axle Multi-Unit Trucks

\* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

RURAL	URBAN	SYSTEM
01	11	PRINCIPAL ARTERIAL-INTERSTATE
02	12	PRINCIPAL ARTERIAL-EXPRESSWAY
02	14	PRINCIPAL ARTERIAL-OTHER
06	16	MINOR ARTERIAL
07	17	MAJOR COLLECTOR
08	17	MINOR COLLECTOR
09	19	LOCAL SYSTEM

TRAFFIC FLOW BY DIRECTION



--- East      - -West

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
East	8	931	A.M.	9	1617
West	18	1061	P.M.	17	1795

SOURCE: NYSDOT DATA SERVICES BUREAU

New York State Department of Transportation  
Classification Count Average Weekday Data Report

ROUTE #: 987H ROAD NAME: Bear Mountain P YEAR: 2010 STATION: 870986  
 COUNTY NAME: Westchester MONTH: August  
 REGION CODE: 8  
 FROM: RT 6 JCT  
 TO: RTS 35 202  
 REF-MARKER: 987H87012010  
 END MILEPOINT: 0110385 NO. OF LANES: 4  
 FUNC-CLASS: 12 HPMS NO: 39200100  
 STATION NO: 0986 LION#: ---  
 COUNT TAKEN BY: ORG CODE: TST INITIALS: ---  
 PROCESSED BY: ORG CODE: DOT INITIALS: TGB BATCH ID: DOT-r8-10contractor33

DIRECTION	East	West	TOTAL
NUMBER OF VEHICLES	10040	10390	20430
NUMBER OF AXLES	20152	20849	41001
% HEAVY VEHICLES (F4-F13)	2.32%	2.12%	2.22%
% TRUCKS AND BUSES (F3-F13)	14.83%	13.50%	14.16%
AXLE CORRECTION FACTOR	1.00	1.00	1.00

VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	1	71	2	0	0	0	1	0	1	0	0	0	76
	2:00	0	37	2	1	0	0	0	0	0	0	0	0	40
	3:00	0	35	2	0	0	1	0	0	0	0	0	0	38
	4:00	0	43	1	0	0	0	0	0	0	0	0	0	44
	5:00	0	63	8	1	1	0	0	1	0	0	0	0	74
	6:00	1	183	24	1	7	5	0	1	0	1	0	0	223
	7:00	2	446	68	2	10	5	0	0	0	0	0	0	533
	8:00	2	604	92	0	19	2	0	2	0	0	0	0	721
	9:00	2	581	97	0	18	2	0	2	0	0	0	0	702
	10:00	2	468	78	0	12	2	0	1	0	0	0	0	563
DIRECTION	11:00	1	397	71	0	12	1	0	3	0	0	0	0	485
East	12:00	2	444	76	2	7	1	0	1	0	0	0	0	533
	13:00	3	474	77	0	10	1	0	1	0	0	0	0	566
	14:00	3	430	78	0	11	1	0	1	0	0	0	0	524
	15:00	3	514	97	0	17	0	0	1	0	0	0	0	632
	16:00	3	542	83	0	16	1	0	0	0	0	0	0	645
	17:00	2	569	91	0	10	0	0	2	0	0	0	0	674
	18:00	2	630	78	0	10	1	0	0	1	0	0	0	722
	19:00	1	533	72	0	7	0	0	0	0	0	0	0	613
	20:00	3	462	63	0	5	1	0	1	0	1	0	0	536
	21:00	7	353	37	0	4	0	0	0	0	0	0	0	401
	22:00	3	287	28	0	3	0	0	0	0	0	0	0	321
	23:00	1	222	23	0	0	0	0	0	0	0	0	0	246
	24:00	0	119	8	0	1	0	0	0	0	0	0	0	128
TOTAL VEHICLES	44	8507	1256	7	180	24	0	17	2	3	0	0	0	10040
TOTAL AXLES	88	17014	2512	18	360	72	0	60	10	18	0	0	0	20152
ENDING HOUR	1:00	1	123	9	0	1	0	0	0	0	1	0	0	135
	2:00	1	59	4	0	1	0	0	0	1	0	0	0	66
	3:00	0	28	4	0	0	0	0	0	0	0	0	0	32
	4:00	1	29	3	0	1	0	0	1	0	0	0	0	35
	5:00	0	34	6	1	2	0	0	1	0	0	0	0	44
	6:00	0	80	9	1	4	0	0	0	0	0	0	0	94
	7:00	1	193	37	0	7	0	0	0	0	0	0	0	238
	8:00	0	276	46	2	10	2	0	0	0	0	0	0	336
	9:00	2	363	80	0	12	2	0	3	0	0	0	0	462
	10:00	1	422	77	0	17	3	0	2	0	0	0	0	522
DIRECTION	11:00	2	417	65	0	11	2	0	1	1	0	0	0	499
West	12:00	2	465	73	1	12	1	0	1	0	0	0	0	555
	13:00	2	526	80	1	11	1	0	1	0	0	0	0	622
	14:00	2	511	82	0	10	1	0	0	0	0	0	0	606
	15:00	3	549	94	0	17	1	0	2	0	0	0	0	666
	16:00	3	662	85	0	12	1	0	1	1	0	0	0	765
	17:00	3	778	114	2	12	0	0	1	1	0	0	0	911
	18:00	5	832	89	0	8	2	0	1	0	0	0	0	937
	19:00	8	763	65	0	10	3	0	1	0	0	0	0	850
	20:00	4	597	58	0	4	1	0	1	0	0	0	0	665
	21:00	3	487	45	0	3	0	0	0	0	0	0	0	538
	22:00	2	342	25	0	3	0	0	0	0	0	0	0	372
	23:00	2	248	23	0	0	0	0	0	0	0	0	0	273
	24:00	1	154	10	0	2	0	0	0	0	0	0	0	167
TOTAL VEHICLES	49	8938	1183	8	170	20	0	15	5	2	0	0	0	10390
TOTAL AXLES	98	17876	2366	20	340	60	0	52	25	12	0	0	0	20849
GRAND TOTAL VEHICLES	93	17445	2439	15	350	44	0	32	7	5	0	0	0	20430
GRAND TOTAL AXLES	186	34890	4878	38	700	132	0	112	35	30	0	0	0	41001

VEHICLE CLASSIFICATION CODES:

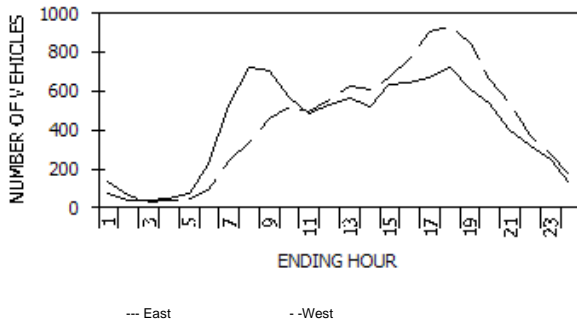
- F1. Motorcycles
- F2. Autos\*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes\*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
- F10. 6 or More Double Unit Vehicles, One Unit is a Truck
- F11. 5 or Less Axle Multi-Unit Trucks
- F12. 6 Axle Multi-Unit Trucks
- F13. 7 or More Axle Multi-Unit Trucks

\* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

- | RURAL | URBAN | SYSTEM                        |
|-------|-------|-------------------------------|
| 01    | 11    | PRINCIPAL ARTERIAL-INTERSTATE |
| 02    | 12    | PRINCIPAL ARTERIAL-EXPRESSWAY |
| 02    | 14    | PRINCIPAL ARTERIAL-OTHER      |
| 06    | 16    | MINOR ARTERIAL                |
| 07    | 17    | MAJOR COLLECTOR               |
| 08    | 17    | MINOR COLLECTOR               |
| 09    | 19    | LOCAL SYSTEM                  |

TRAFFIC FLOW BY DIRECTION



PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY A.M.	HOUR	COUNT
East	18	722		9	1164
West	18	937		18	1659

SOURCE: NYS DOT DATA SERVICES BUREAU

New York State Department of Transportation  
Classification Count Average Weekday Data Report

ROAD #:   
COUNTY NAME: Westchester  
REGION CODE: 8  
FROM: FURNACE DCK RD  
TO: SR 202  
REF-MARKER:   
END MILEPOINT: 0485  
FUNC-CLASS: 16  
STATION NO: 8076  
COUNT TAKEN BY: ORG CODE: TST INITIALS: JF  
PROCESSED BY: ORG CODE: DOT INITIALS: JS

ROAD NAME: CROTON AVE

YEAR: 2016  
MONTH: March

STATION: 878076

DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	2263	2153	4416
NUMBER OF AXLES	4555	4338	8893
% HEAVY VEHICLES (F4-F13)	3.54%	4.13%	3.83%
% TRUCKS AND BUSES (F3-F13)	13.04%	15.93%	14.45%
AXLE CORRECTION FACTOR	0.99	0.99	0.99

BATCH ID: DOT-R08C11bTST5195

VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	10	0	0	0	0	0	0	0	0	0	0	10
	2:00	0	7	0	0	0	0	0	0	0	0	0	0	7
	3:00	0	2	0	0	0	0	0	0	0	0	0	0	2
	4:00	0	1	0	0	0	0	0	0	0	0	0	0	1
	5:00	0	2	1	0	0	0	0	0	0	0	0	0	3
	6:00	0	3	2	0	0	0	0	0	0	0	0	0	5
	7:00	0	17	1	0	0	0	0	0	0	0	0	0	18
	8:00	0	33	7	1	1	1	0	0	0	0	0	0	43
	9:00	0	103	25	7	5	0	0	0	0	0	0	0	140
	10:00	0	80	11	2	2	0	0	0	0	0	0	0	95
DIRECTION	11:00	0	75	9	1	2	0	0	0	0	0	0	0	87
North	12:00	0	62	10	0	3	0	0	0	0	0	0	0	75
	13:00	0	90	18	1	4	1	0	0	2	0	0	0	116
	14:00	0	122	8	0	3	0	0	1	0	0	0	0	134
	15:00	0	169	20	11	6	0	0	0	0	0	0	0	206
	16:00	0	173	23	4	3	0	0	1	0	0	0	0	204
	17:00	0	156	19	2	4	0	0	1	0	0	0	0	182
	18:00	1	259	24	1	4	0	0	1	0	0	0	0	290
	19:00	1	206	15	0	3	0	0	0	0	0	0	0	225
	20:00	0	172	11	0	1	0	0	0	0	0	0	0	184
	21:00	0	73	4	0	0	0	0	0	0	0	0	0	77
	22:00	0	54	4	0	0	0	0	0	0	0	0	0	58
	23:00	0	83	2	0	1	0	0	0	0	0	0	0	86
	24:00	0	14	1	0	0	0	0	0	0	0	0	0	15
TOTAL VEHICLES	2	1966	215	30	42	2	0	4	2	0	0	0	0	2263
TOTAL AXLES	4	3932	430	75	84	6	0	14	10	0	0	0	0	4555
ENDING HOUR	1:00	0	10	1	0	0	0	0	0	0	0	0	0	11
	2:00	0	2	1	0	0	0	0	0	0	0	0	0	3
	3:00	0	3	0	0	0	0	0	0	0	0	0	0	3
	4:00	0	1	0	0	0	0	0	0	0	0	0	0	1
	5:00	0	1	1	0	0	0	0	0	0	0	0	0	2
	6:00	0	6	0	0	0	0	0	0	0	0	0	0	6
	7:00	0	17	2	0	0	0	0	0	0	0	0	0	19
	8:00	0	124	21	6	7	1	0	0	0	0	0	0	159
	9:00	1	286	35	4	2	1	0	0	1	0	0	0	330
	10:00	1	186	24	2	4	1	0	0	0	0	0	0	218
	11:00	1	62	15	1	6	1	0	0	1	0	0	0	87
DIRECTION	12:00	0	59	11	0	2	0	0	0	0	0	0	0	72
South	13:00	0	83	13	0	3	0	0	1	1	0	0	0	101
	14:00	0	78	14	1	3	0	0	0	0	0	0	0	96
	15:00	1	122	24	12	10	0	0	0	0	0	0	0	169
	16:00	1	126	17	3	3	0	0	1	0	0	0	0	151
	17:00	1	104	17	2	3	0	0	0	0	0	0	0	127
	18:00	2	116	17	1	1	0	0	0	0	0	0	0	137
	19:00	0	102	9	0	1	0	0	0	0	0	0	0	112
	20:00	0	129	10	0	2	0	0	0	0	0	0	0	141
	21:00	0	60	8	0	0	0	0	0	0	0	0	0	68
	22:00	0	54	8	0	1	0	0	0	0	0	0	0	63
	23:00	0	46	3	0	0	0	0	0	0	0	0	0	49
	24:00	0	25	3	0	0	0	0	0	0	0	0	0	28
TOTAL VEHICLES	8	1802	254	32	48	4	0	2	3	0	0	0	0	2153
TOTAL AXLES	16	3604	508	80	96	12	0	7	15	0	0	0	0	4338
GRAND TOTAL VEHICLES	10	3768	469	62	90	6	0	6	5	0	0	0	0	4416
GRAND TOTAL AXLES	20	7536	938	155	180	18	0	21	25	0	0	0	0	8893

VEHICLE CLASSIFICATION CODES:

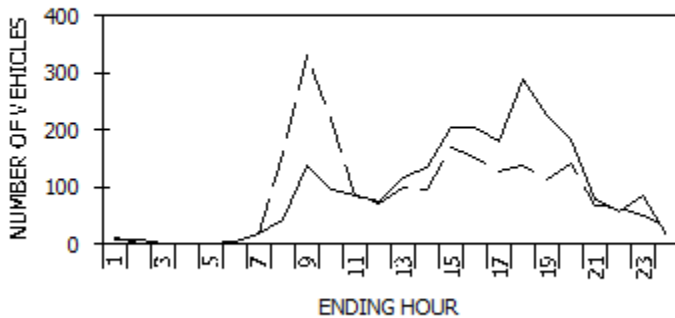
- F1. Motorcycles
- F2. Autos\*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes\*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
- F10. 6 or More Double Unit Vehicles, One Unit is a Truck
- F11. 5 or Less Axle Multi-Unit Trucks
- F12. 6 Axle Multi-Unit Trucks
- F13. 7 or More Axle Multi-Unit Trucks

\* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

RURAL	URBAN	SYSTEM
01	11	PRINCIPAL ARTERIAL-INTERSTATE
02	12	PRINCIPAL ARTERIAL-EXPRESSWAY
02	14	PRINCIPAL ARTERIAL-OTHER
06	16	MINOR ARTERIAL
07	17	MAJOR COLLECTOR
08	17	MINOR COLLECTOR
09	19	LOCAL SYSTEM

TRAFFIC FLOW BY DIRECTION



--- North                      - - - South

PEAK HOUR DATA

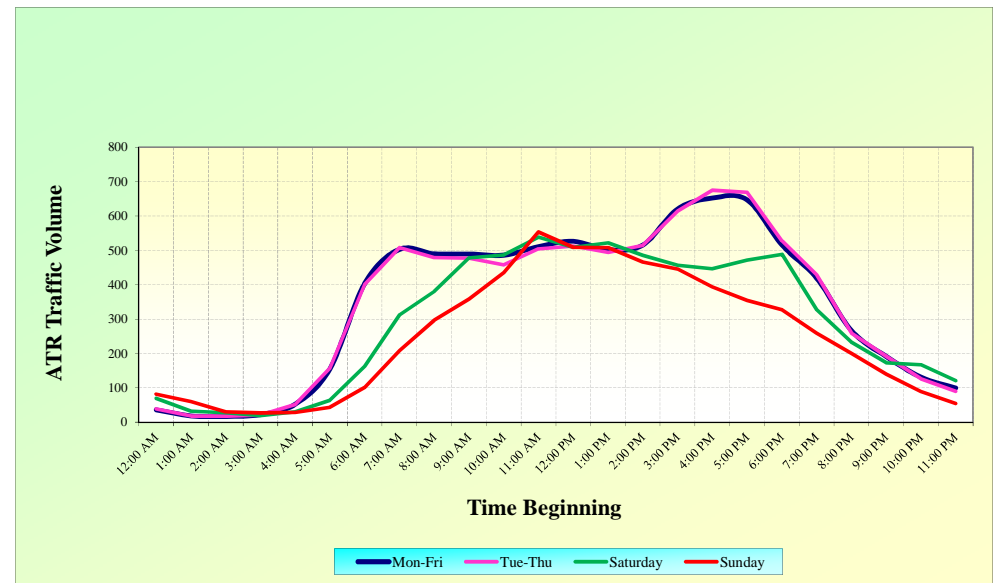
DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
North	18	290	A.M.	9	470
South	9	330	P.M.	18	427



# Automatic Traffic Recorders (ATRs)

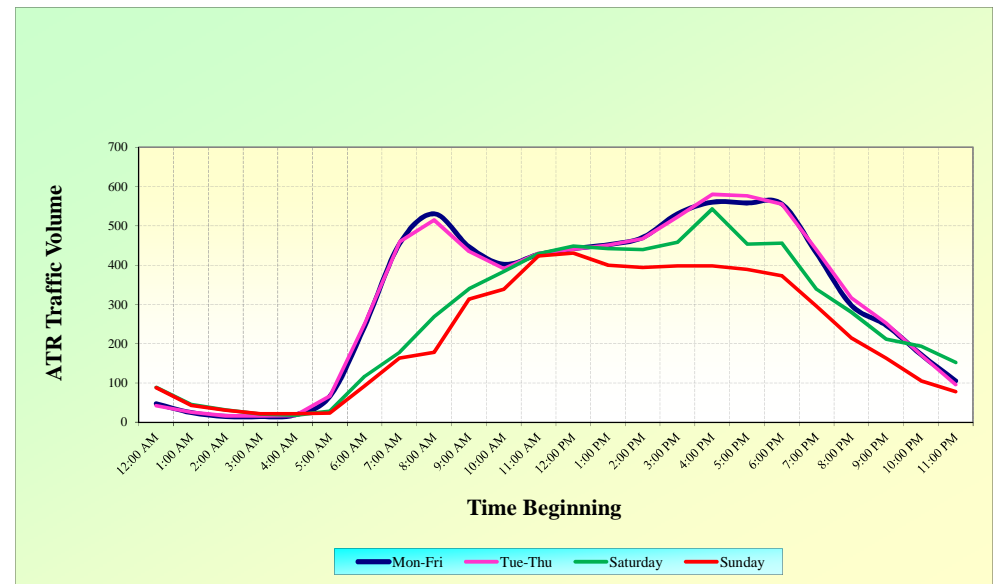
Rolling Peak Hour Summary										
AM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	PM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	
12:00 AM	36	39	70	82	12:00 PM	526	513	509	509	
12:15 AM	31	31	59	69	12:15 PM	524	508	527	530	
12:30 AM	28	28	45	68	12:30 PM	517	504	531	532	
12:45 AM	24	22	36	67	12:45 PM	509	491	534	543	
1:00 AM	19	18	33	60	1:00 PM	502	494	523	508	
1:15 AM	18	17	40	52	1:15 PM	507	505	511	495	
1:30 AM	16	15	34	40	1:30 PM	506	505	506	477	
1:45 AM	15	16	33	34	1:45 PM	510	511	491	411	
2:00 AM	17	18	28	31	2:00 PM	516	515	486	466	
2:15 AM	16	16	20	29	2:15 PM	551	544	479	452	
2:30 AM	19	19	23	30	2:30 PM	579	570	455	450	
2:45 AM	22	21	21	29	2:45 PM	600	589	455	454	
3:00 AM	22	22	19	27	3:00 PM	620	614	457	446	
3:15 AM	26	26	21	26	3:15 PM	620	616	457	414	
3:30 AM	32	30	22	25	3:30 PM	624	628	461	416	
3:45 AM	37	36	30	30	3:45 PM	648	674	461	408	
4:00 AM	53	52	31	29	4:00 PM	652	675	447	394	
4:15 AM	65	66	38	29	4:15 PM	668	693	442	389	
4:30 AM	83	84	42	30	4:30 PM	663	682	425	375	
4:45 AM	116	118	48	30	4:45 PM	640	642	420	355	
5:00 AM	156	158	65	44	5:00 PM	647	669	472	355	
5:15 AM	215	215	87	56	5:15 PM	606	628	533	356	
5:30 AM	265	263	106	67	5:30 PM	576	592	554	321	
5:45 AM	334	332	127	82	5:45 PM	554	578	550	338	
6:00 AM	404	401	163	101	6:00 PM	516	528	489	328	
6:15 AM	459	460	204	139	6:15 PM	488	497	413	307	
6:30 AM	493	498	239	164	6:30 PM	468	481	383	299	
6:45 AM	503	504	286	197	6:45 PM	442	447	368	290	
7:00 AM	503	508	313	209	7:00 PM	419	429	328	260	
7:15 AM	500	495	317	212	7:15 PM	384	387	296	243	
7:30 AM	506	503	338	228	7:30 PM	350	353	276	230	
7:45 AM	504	503	354	234	7:45 PM	309	312	243	208	
8:00 AM	490	480	381	297	8:00 PM	267	260	233	200	
8:15 AM	483	482	418	336	8:15 PM	248	250	224	180	
8:30 AM	481	476	439	352	8:30 PM	221	226	200	172	
8:45 AM	491	482	455	374	8:45 PM	203	202	186	148	
9:00 AM	489	478	478	358	9:00 PM	191	192	174	140	
9:15 AM	476	453	473	348	9:15 PM	167	166	168	126	
9:30 AM	480	452	485	375	9:30 PM	161	155	173	111	
9:45 AM	473	446	492	393	9:45 PM	150	150	172	107	
10:00 AM	486	458	487	436	10:00 PM	131	127	168	89	
10:15 AM	494	471	507	518	10:15 PM	134	129	154	91	
10:30 AM	503	483	522	562	10:30 PM	125	120	141	79	
10:45 AM	512	499	542	573	10:45 PM	109	98	129	63	
11:00 AM	511	505	539	554	11:00 PM	100	90	121	55	
11:15 AM	524	521	525	502						
11:30 AM	526	524	521	477	Day Total	8,273	8,239	7,008	5,975	
11:45 AM	529	525	502	471						

Crompond Rd (Route 35/202) East of Lafayette Avenue-Eastbound - Oct, 2017



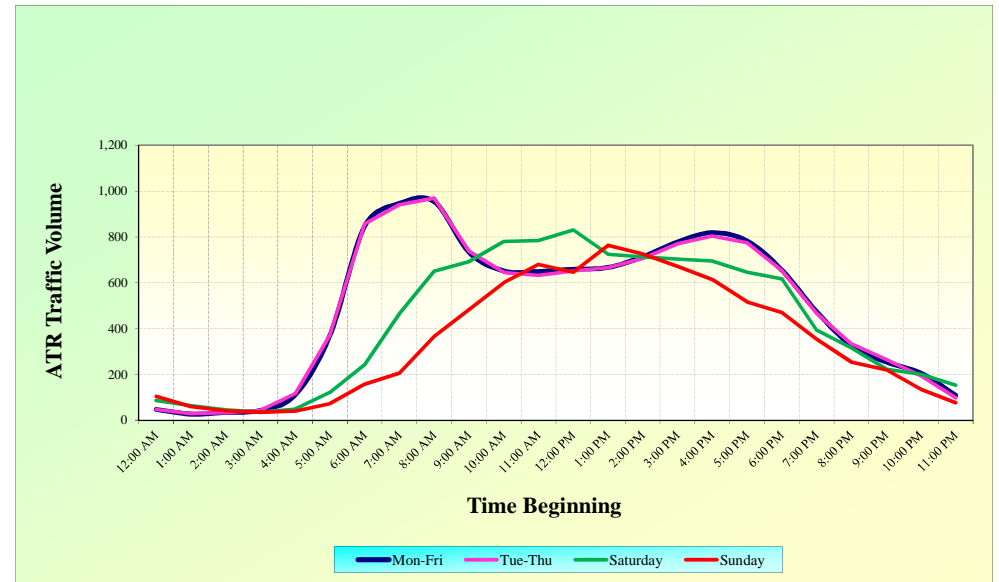
Rolling Peak Hour Summary										
AM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	PM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	
12:00 AM	47	43	89	88	12:00 PM	442	441	449	431	
12:15 AM	43	41	78	74	12:15 PM	449	448	458	437	
12:30 AM	36	36	62	58	12:30 PM	452	449	448	436	
12:45 AM	29	30	55	53	12:45 PM	454	457	430	415	
1:00 AM	25	26	46	44	1:00 PM	452	452	443	400	
1:15 AM	21	22	40	38	1:15 PM	442	442	439	388	
1:30 AM	18	18	33	35	1:30 PM	444	447	444	383	
1:45 AM	17	19	31	30	1:45 PM	463	466	448	347	
2:00 AM	15	16	32	31	2:00 PM	471	468	440	394	
2:15 AM	13	16	27	32	2:15 PM	488	484	448	392	
2:30 AM	14	17	27	31	2:30 PM	507	499	454	400	
2:45 AM	14	15	25	27	2:45 PM	519	507	463	404	
3:00 AM	14	17	21	22	3:00 PM	531	523	459	398	
3:15 AM	13	15	23	20	3:15 PM	540	537	445	410	
3:30 AM	11	11	23	20	3:30 PM	545	551	456	407	
3:45 AM	14	16	19	19	3:45 PM	560	575	486	397	
4:00 AM	19	17	18	22	4:00 PM	560	580	543	398	
4:15 AM	23	22	24	19	4:15 PM	566	591	577	405	
4:30 AM	29	29	23	21	4:30 PM	568	585	563	412	
4:45 AM	40	37	25	21	4:45 PM	557	574	508	412	
5:00 AM	66	66	29	24	5:00 PM	558	577	454	389	
5:15 AM	88	89	38	27	5:15 PM	556	571	434	368	
5:30 AM	146	152	66	51	5:30 PM	560	578	440	372	
5:45 AM	189	198	87	66	5:45 PM	562	573	445	375	
6:00 AM	245	251	118	93	6:00 PM	556	556	456	373	
6:15 AM	296	308	134	111	6:15 PM	544	547	435	367	
6:30 AM	335	343	140	110	6:30 PM	508	511	394	337	
6:45 AM	404	411	151	125	6:45 PM	467	468	371	324	
7:00 AM	454	459	178	164	7:00 PM	430	439	339	296	
7:15 AM	501	498	205	184	7:15 PM	392	398	320	268	
7:30 AM	518	505	230	199	7:30 PM	356	358	307	242	
7:45 AM	529	514	251	204	7:45 PM	325	336	299	224	
8:00 AM	531	515	269	178	8:00 PM	298	317	280	214	
8:15 AM	532	519	296	178	8:15 PM	274	291	264	202	
8:30 AM	518	509	315	204	8:30 PM	266	286	252	193	
8:45 AM	482	474	341	244	8:45 PM	257	274	228	175	
9:00 AM	447	435	340	314	9:00 PM	247	253	212	163	
9:15 AM	422	412	350	359	9:15 PM	236	243	202	147	
9:30 AM	421	411	356	366	9:30 PM	214	217	199	126	
9:45 AM	411	401	362	370	9:45 PM	191	189	198	116	
10:00 AM	402	391	384	339	10:00 PM	173	172	194	106	
10:15 AM	409	400	400	341	10:15 PM	152	148	188	97	
10:30 AM	404	401	412	357	10:30 PM	134	127	174	87	
10:45 AM	419	419	424	370	10:45 PM	122	115	157	82	
11:00 AM	427	430	429	424	11:00 PM	105	96	153	78	
11:15 AM	430	427	419	432						
11:30 AM	439	439	434	437	Day Total	7,513	7,537	6,369	5,379	
11:45 AM	439	434	456	461						

Crompond Rd (Route 35/202) East of Lafayette Avenue-Westbound - Oct, 2017



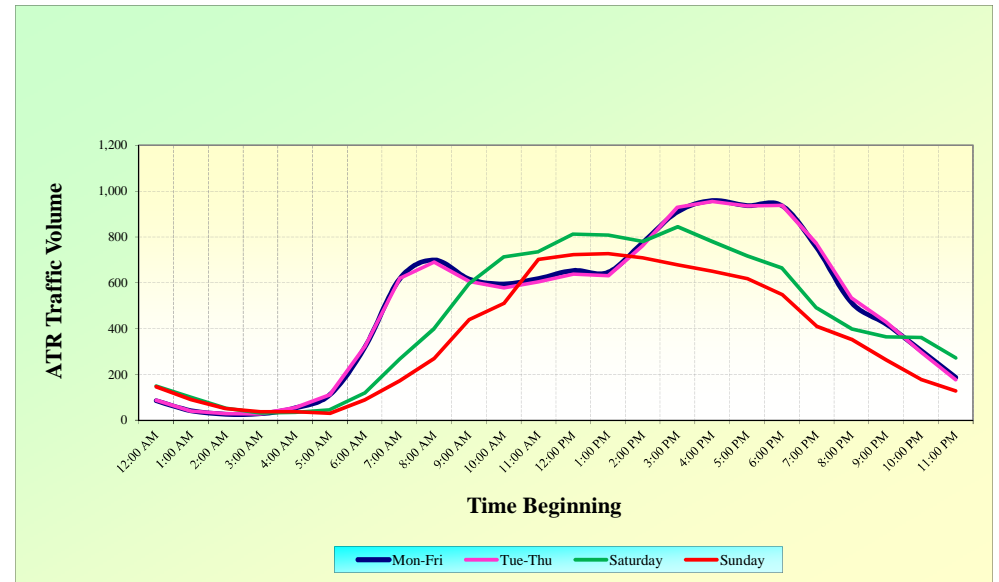
Rolling Peak Hour Summary										
AM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	PM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	
12:00 AM	47	48	87	104	12:00 PM	659	652	830	646	
12:15 AM	34	34	71	98	12:15 PM	665	661	800	667	
12:30 AM	30	33	71	91	12:30 PM	643	641	742	689	
12:45 AM	29	31	74	82	12:45 PM	639	634	726	717	
1:00 AM	27	29	64	60	1:00 PM	667	666	724	764	
1:15 AM	27	29	67	56	1:15 PM	663	655	722	726	
1:30 AM	30	31	61	50	1:30 PM	678	669	718	722	
1:45 AM	33	33	53	42	1:45 PM	702	698	709	709	
2:00 AM	34	34	46	42	2:00 PM	713	707	714	726	
2:15 AM	35	35	40	32	2:15 PM	754	746	693	746	
2:30 AM	38	39	36	34	2:30 PM	787	779	698	738	
2:45 AM	39	39	33	31	2:45 PM	783	772	709	724	
3:00 AM	43	44	35	35	3:00 PM	778	771	704	672	
3:15 AM	53	56	32	42	3:15 PM	791	786	727	663	
3:30 AM	66	69	35	41	3:30 PM	783	773	729	635	
3:45 AM	84	89	39	47	3:45 PM	808	797	722	637	
4:00 AM	111	116	49	41	4:00 PM	819	805	695	614	
4:15 AM	152	154	60	45	4:15 PM	816	802	658	571	
4:30 AM	203	205	75	45	4:30 PM	830	816	651	550	
4:45 AM	279	282	95	51	4:45 PM	811	797	658	505	
5:00 AM	371	372	121	72	5:00 PM	783	774	646	517	
5:15 AM	463	467	152	84	5:15 PM	744	744	663	516	
5:30 AM	592	597	175	110	5:30 PM	713	710	659	516	
5:45 AM	729	730	207	139	5:45 PM	686	685	626	519	
6:00 AM	848	858	243	158	6:00 PM	655	653	617	471	
6:15 AM	927	930	286	181	6:15 PM	620	614	547	441	
6:30 AM	948	947	347	189	6:30 PM	564	563	477	406	
6:45 AM	950	957	402	198	6:45 PM	515	512	433	367	
7:00 AM	946	942	466	206	7:00 PM	474	468	393	355	
7:15 AM	952	963	509	227	7:15 PM	434	437	376	319	
7:30 AM	974	980	576	270	7:30 PM	390	392	370	303	
7:45 AM	973	970	624	304	7:45 PM	355	357	339	280	
8:00 AM	954	969	650	366	8:00 PM	326	333	316	254	
8:15 AM	895	895	665	409	8:15 PM	294	297	281	236	
8:30 AM	835	856	659	459	8:30 PM	277	282	248	242	
8:45 AM	777	803	679	478	8:45 PM	259	265	227	245	
9:00 AM	734	737	693	483	9:00 PM	255	265	223	221	
9:15 AM	702	702	744	525	9:15 PM	258	259	233	208	
9:30 AM	694	683	788	553	9:30 PM	249	248	234	165	
9:45 AM	676	671	772	586	9:45 PM	233	232	226	144	
10:00 AM	652	644	781	600	10:00 PM	206	194	201	135	
10:15 AM	659	640	769	631	10:15 PM	175	164	184	124	
10:30 AM	653	637	769	624	10:30 PM	154	142	182	115	
10:45 AM	652	625	796	656	10:45 PM	130	116	173	87	
11:00 AM	649	633	785	680	11:00 PM	109	97	154	76	
11:15 AM	621	607	822	675						
11:30 AM	653	646	838	680	Day Total	11,859	11,807	10,237	8,298	
11:45 AM	661	659	832	664						

Route 202/35 (east of Croton Ave.) - Eastbound - February/March 2017



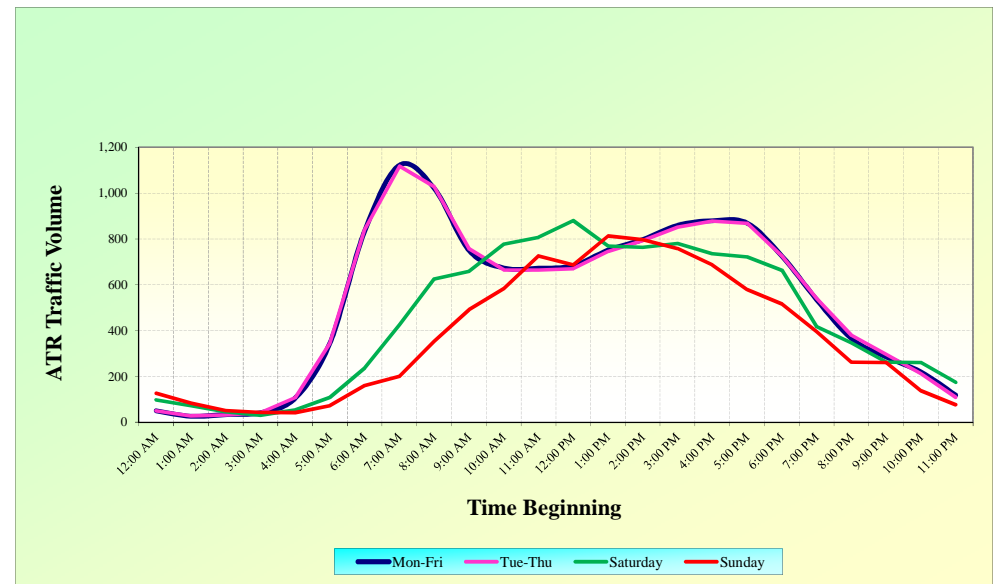
Rolling Peak Hour Summary										
AM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	PM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	
12:00 AM	85	87	149	146	12:00 PM	653	638	812	723	
12:15 AM	75	78	155	121	12:15 PM	653	637	820	714	
12:30 AM	60	62	133	103	12:30 PM	656	639	837	736	
12:45 AM	50	51	116	95	12:45 PM	659	641	837	739	
1:00 AM	42	41	100	90	1:00 PM	646	631	809	727	
1:15 AM	35	34	67	77	1:15 PM	660	647	770	709	
1:30 AM	34	34	62	59	1:30 PM	681	669	771	694	
1:45 AM	29	30	65	55	1:45 PM	721	707	750	693	
2:00 AM	27	29	53	52	2:00 PM	775	762	780	709	
2:15 AM	25	27	54	49	2:15 PM	822	822	807	739	
2:30 AM	25	27	48	51	2:30 PM	860	867	814	731	
2:45 AM	25	25	37	49	2:45 PM	893	908	863	701	
3:00 AM	29	28	32	38	3:00 PM	910	930	844	678	
3:15 AM	32	33	31	40	3:15 PM	926	942	808	663	
3:30 AM	36	38	24	38	3:30 PM	947	962	788	638	
3:45 AM	45	47	25	33	3:45 PM	948	953	761	624	
4:00 AM	54	56	35	38	4:00 PM	959	955	780	651	
4:15 AM	63	64	38	38	4:15 PM	957	954	765	629	
4:30 AM	76	75	46	33	4:30 PM	944	936	754	645	
4:45 AM	92	95	49	33	4:45 PM	947	943	757	648	
5:00 AM	112	111	46	30	5:00 PM	937	935	718	618	
5:15 AM	136	135	47	31	5:15 PM	935	930	702	584	
5:30 AM	183	187	59	40	5:30 PM	940	936	710	591	
5:45 AM	243	246	85	55	5:45 PM	942	935	689	585	
6:00 AM	318	321	119	89	6:00 PM	937	939	665	548	
6:15 AM	392	402	157	116	6:15 PM	923	927	635	539	
6:30 AM	487	495	198	141	6:30 PM	890	898	570	481	
6:45 AM	554	555	230	162	6:45 PM	814	834	522	438	
7:00 AM	616	618	266	172	7:00 PM	753	770	490	410	
7:15 AM	674	665	291	187	7:15 PM	670	690	465	382	
7:30 AM	667	649	331	209	7:30 PM	599	613	450	374	
7:45 AM	684	676	362	246	7:45 PM	556	576	421	371	
8:00 AM	699	689	401	270	8:00 PM	514	535	399	353	
8:15 AM	675	662	453	295	8:15 PM	498	514	399	331	
8:30 AM	677	676	489	323	8:30 PM	474	498	373	305	
8:45 AM	649	647	530	369	8:45 PM	454	468	374	267	
9:00 AM	616	605	596	438	9:00 PM	420	429	365	262	
9:15 AM	607	594	640	483	9:15 PM	394	399	364	251	
9:30 AM	593	574	671	497	9:30 PM	367	370	375	224	
9:45 AM	595	573	708	499	9:45 PM	334	333	375	209	
10:00 AM	594	578	713	509	10:00 PM	305	298	362	178	
10:15 AM	601	589	703	550	10:15 PM	271	265	344	163	
10:30 AM	606	599	722	601	10:30 PM	237	225	315	151	
10:45 AM	605	593	719	663	10:45 PM	210	198	281	143	
11:00 AM	618	604	736	702	11:00 PM	187	178	272	129	
11:15 AM	611	592	797	730						
11:30 AM	635	613	798	746	Day Total	11,804	11,768	10,542	8,560	
11:45 AM	648	633	815	735						

Route 202/35 (east of Croton Avenue) - Westbound - February/March 2017



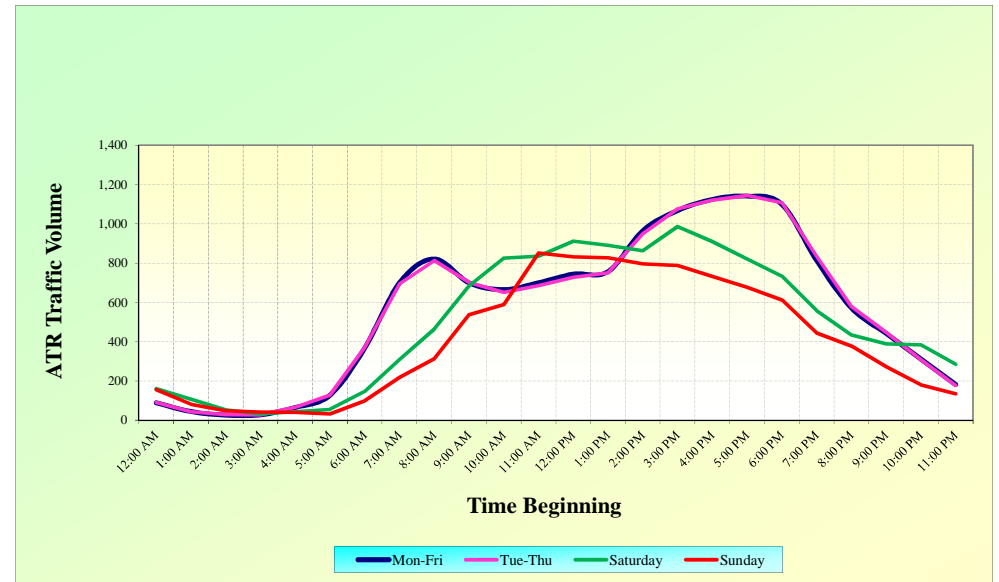
Rolling Peak Hour Summary										
AM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	PM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	
12:00 AM	50	50	97	127	12:00 PM	684	670	880	687	
12:15 AM	37	36	82	126	12:15 PM	690	678	844	714	
12:30 AM	33	33	85	124	12:30 PM	691	689	776	763	
12:45 AM	31	32	87	109	12:45 PM	712	708	772	802	
1:00 AM	27	28	73	84	1:00 PM	751	746	769	813	
1:15 AM	28	29	74	72	1:15 PM	758	748	782	798	
1:30 AM	30	30	64	63	1:30 PM	778	765	770	777	
1:45 AM	33	31	53	54	1:45 PM	802	792	757	758	
2:00 AM	34	33	46	51	2:00 PM	798	793	764	797	
2:15 AM	35	34	37	42	2:15 PM	843	840	752	806	
2:30 AM	38	38	36	43	2:30 PM	859	859	754	818	
2:45 AM	37	37	33	41	2:45 PM	851	846	781	805	
3:00 AM	42	42	31	43	3:00 PM	859	852	780	758	
3:15 AM	50	51	31	44	3:15 PM	881	872	800	747	
3:30 AM	63	64	36	41	3:30 PM	877	862	804	705	
3:45 AM	80	84	37	48	3:45 PM	875	865	783	698	
4:00 AM	106	108	55	42	4:00 PM	880	878	736	687	
4:15 AM	141	141	60	43	4:15 PM	877	871	690	629	
4:30 AM	189	190	71	46	4:30 PM	897	893	705	611	
4:45 AM	260	260	92	54	4:45 PM	888	884	693	587	
5:00 AM	346	345	109	73	5:00 PM	869	868	722	580	
5:15 AM	432	432	140	90	5:15 PM	819	828	732	582	
5:30 AM	563	566	164	113	5:30 PM	786	792	730	583	
5:45 AM	703	708	192	135	5:45 PM	760	767	705	560	
6:00 AM	836	843	237	160	6:00 PM	725	725	663	517	
6:15 AM	974	978	274	176	6:15 PM	689	686	587	485	
6:30 AM	1,068	1,069	328	178	6:30 PM	629	629	508	454	
6:45 AM	1,109	1,109	382	193	6:45 PM	581	576	455	412	
7:00 AM	1,122	1,118	426	201	7:00 PM	535	541	418	397	
7:15 AM	1,104	1,108	477	224	7:15 PM	489	502	413	349	
7:30 AM	1,087	1,091	544	265	7:30 PM	445	458	397	319	
7:45 AM	1,064	1,061	601	297	7:45 PM	407	425	377	306	
8:00 AM	1,021	1,027	626	353	8:00 PM	365	380	346	262	
8:15 AM	965	971	643	402	8:15 PM	333	346	306	264	
8:30 AM	863	872	639	465	8:30 PM	308	318	278	279	
8:45 AM	796	812	635	479	8:45 PM	291	302	254	276	
9:00 AM	750	756	659	492	9:00 PM	285	295	262	261	
9:15 AM	717	718	706	518	9:15 PM	283	284	278	229	
9:30 AM	709	705	756	544	9:30 PM	272	273	284	179	
9:45 AM	684	680	771	567	9:45 PM	248	246	286	155	
10:00 AM	673	665	778	584	10:00 PM	220	212	261	138	
10:15 AM	681	665	798	644	10:15 PM	186	178	228	129	
10:30 AM	674	658	795	647	10:30 PM	160	152	222	115	
10:45 AM	683	666	803	699	10:45 PM	136	128	197	86	
11:00 AM	672	665	807	726	11:00 PM	119	109	175	77	
11:15 AM	660	660	828	712						
11:30 AM	671	668	864	697	Day Total	12,765	12,745	10,720	8,910	
11:45 AM	674	672	878	686						

Route 202/35 (west of Croton Ave.) - Eastbound - February/March 2017



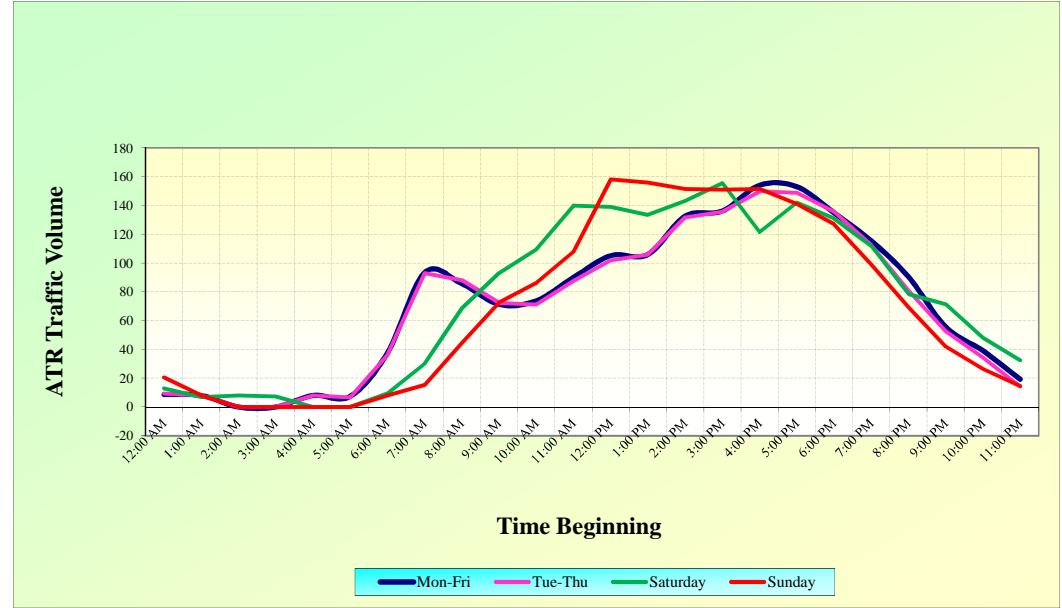
Rolling Peak Hour Summary										
AM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	PM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	
12:00 AM	89	91	161	156	12:00 PM	744	728	912	832	
12:15 AM	78	79	167	130	12:15 PM	747	731	917	826	
12:30 AM	62	62	146	104	12:30 PM	770	756	939	843	
12:45 AM	52	53	126	93	12:45 PM	760	748	923	845	
1:00 AM	45	45	107	82	1:00 PM	757	750	891	828	
1:15 AM	36	36	74	69	1:15 PM	808	796	854	793	
1:30 AM	35	36	69	54	1:30 PM	831	819	832	775	
1:45 AM	29	30	66	51	1:45 PM	888	873	810	776	
2:00 AM	26	29	53	49	2:00 PM	966	950	863	796	
2:15 AM	24	27	53	48	2:15 PM	989	988	903	825	
2:30 AM	26	28	46	53	2:30 PM	1,025	1,028	943	837	
2:45 AM	26	27	37	51	2:45 PM	1,061	1,069	1,007	799	
3:00 AM	28	28	32	42	3:00 PM	1,068	1,077	986	789	
3:15 AM	34	35	29	43	3:15 PM	1,088	1,095	947	772	
3:30 AM	38	39	22	39	3:30 PM	1,102	1,114	918	734	
3:45 AM	51	52	30	35	3:45 PM	1,108	1,112	888	721	
4:00 AM	65	67	44	40	4:00 PM	1,124	1,120	911	733	
4:15 AM	75	75	51	41	4:15 PM	1,133	1,123	890	721	
4:30 AM	87	86	62	37	4:30 PM	1,128	1,116	868	731	
4:45 AM	106	108	61	36	4:45 PM	1,137	1,134	863	718	
5:00 AM	128	128	56	32	5:00 PM	1,141	1,144	821	678	
5:15 AM	164	163	58	32	5:15 PM	1,148	1,156	799	630	
5:30 AM	225	227	71	42	5:30 PM	1,162	1,168	806	643	
5:45 AM	290	292	107	57	5:45 PM	1,141	1,137	779	640	
6:00 AM	367	371	146	99	6:00 PM	1,099	1,108	733	612	
6:15 AM	437	445	186	132	6:15 PM	1,041	1,053	696	599	
6:30 AM	550	554	239	163	6:30 PM	968	988	631	531	
6:45 AM	632	631	269	199	6:45 PM	887	917	583	482	
7:00 AM	699	695	310	218	7:00 PM	813	836	558	444	
7:15 AM	766	754	344	234	7:15 PM	725	742	518	409	
7:30 AM	763	747	375	263	7:30 PM	660	666	497	401	
7:45 AM	792	783	418	292	7:45 PM	609	615	468	398	
8:00 AM	821	813	464	312	8:00 PM	572	580	435	378	
8:15 AM	822	819	511	354	8:15 PM	549	560	434	361	
8:30 AM	792	797	566	384	8:30 PM	512	529	399	323	
8:45 AM	751	758	600	452	8:45 PM	479	493	392	285	
9:00 AM	700	701	684	538	9:00 PM	442	447	389	272	
9:15 AM	688	693	742	579	9:15 PM	413	411	391	251	
9:30 AM	677	676	770	598	9:30 PM	379	381	400	226	
9:45 AM	668	654	822	598	9:45 PM	350	349	405	206	
10:00 AM	665	652	826	590	10:00 PM	311	309	384	180	
10:15 AM	676	658	818	636	10:15 PM	273	271	362	170	
10:30 AM	684	672	840	702	10:30 PM	240	230	335	163	
10:45 AM	688	677	834	778	10:45 PM	207	198	296	155	
11:00 AM	700	686	835	851	11:00 PM	182	177	285	135	
11:15 AM	702	687	901	889						
11:30 AM	722	699	899	889	Day Total	13,552	13,531	11,886	9,686	
11:45 AM	746	724	918	867						

Route 202/35 (west of Croton Ave.) - Westbound - February/March 2017



Rolling Peak Hour Summary										
AM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	PM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	
12:00 AM	9	9	13	21	12:00 PM	105	102	139	158	
12:15 AM	7	7	13	16	12:15 PM	100	98	138	171	
12:30 AM	12	12	12	13	12:30 PM	100	98	141	159	
12:45 AM	9	9	10	11	12:45 PM	101	100	143	159	
1:00 AM	8	8	7	8	1:00 PM	106	106	134	156	
1:15 AM	8	8	7	8	1:15 PM	109	107	137	149	
1:30 AM	0	0	6	7	1:30 PM	115	112	138	158	
1:45 AM	4	0	0	0	1:45 PM	127	123	138	160	
2:00 AM	0	0	8	0	2:00 PM	133	132	143	152	
2:15 AM	0	0	7	0	2:15 PM	135	139	145	149	
2:30 AM	0	0	7	0	2:30 PM	137	144	146	147	
2:45 AM	0	0	8	0	2:45 PM	136	141	154	144	
3:00 AM	0	0	8	0	3:00 PM	136	136	156	151	
3:15 AM	0	0	6	0	3:15 PM	147	144	149	150	
3:30 AM	5	5	5	0	3:30 PM	149	147	136	152	
3:45 AM	5	5	0	0	3:45 PM	154	148	123	155	
4:00 AM	8	8	0	0	4:00 PM	154	150	122	152	
4:15 AM	7	8	0	0	4:15 PM	153	145	126	154	
4:30 AM	8	9	0	0	4:30 PM	153	142	132	142	
4:45 AM	7	7	0	0	4:45 PM	148	143	136	145	
5:00 AM	7	7	0	0	5:00 PM	153	149	142	141	
5:15 AM	11	10	5	5	5:15 PM	152	153	153	134	
5:30 AM	18	19	6	5	5:30 PM	148	151	149	138	
5:45 AM	25	25	6	6	5:45 PM	143	144	142	128	
6:00 AM	38	36	10	8	6:00 PM	135	136	131	127	
6:15 AM	49	49	15	14	6:15 PM	128	122	125	124	
6:30 AM	66	64	19	14	6:30 PM	126	121	123	121	
6:45 AM	84	83	23	15	6:45 PM	122	117	115	108	
7:00 AM	93	93	30	16	7:00 PM	115	112	112	99	
7:15 AM	101	100	38	20	7:15 PM	111	111	90	95	
7:30 AM	97	95	46	25	7:30 PM	104	102	91	83	
7:45 AM	91	92	61	32	7:45 PM	99	94	87	80	
8:00 AM	86	88	69	45	8:00 PM	90	81	79	70	
8:15 AM	79	82	78	54	8:15 PM	81	72	84	60	
8:30 AM	76	81	87	64	8:30 PM	69	62	78	54	
8:45 AM	72	74	92	71	8:45 PM	61	58	77	47	
9:00 AM	71	72	93	73	9:00 PM	56	53	72	42	
9:15 AM	74	72	91	72	9:15 PM	51	46	65	36	
9:30 AM	74	69	96	75	9:30 PM	47	44	56	33	
9:45 AM	74	69	94	75	9:45 PM	44	41	55	29	
10:00 AM	74	71	110	86	10:00 PM	39	35	48	27	
10:15 AM	75	75	122	100	10:15 PM	32	28	43	27	
10:30 AM	78	79	124	105	10:30 PM	28	22	40	22	
10:45 AM	85	84	137	108	10:45 PM	23	18	31	17	
11:00 AM	90	88	140	108	11:00 PM	19	14	33	15	
11:15 AM	98	92	140	109						
11:30 AM	104	98	145	126	Day Total	1,725	1,684	1,794	1,651	
11:45 AM	104	102	140	144						

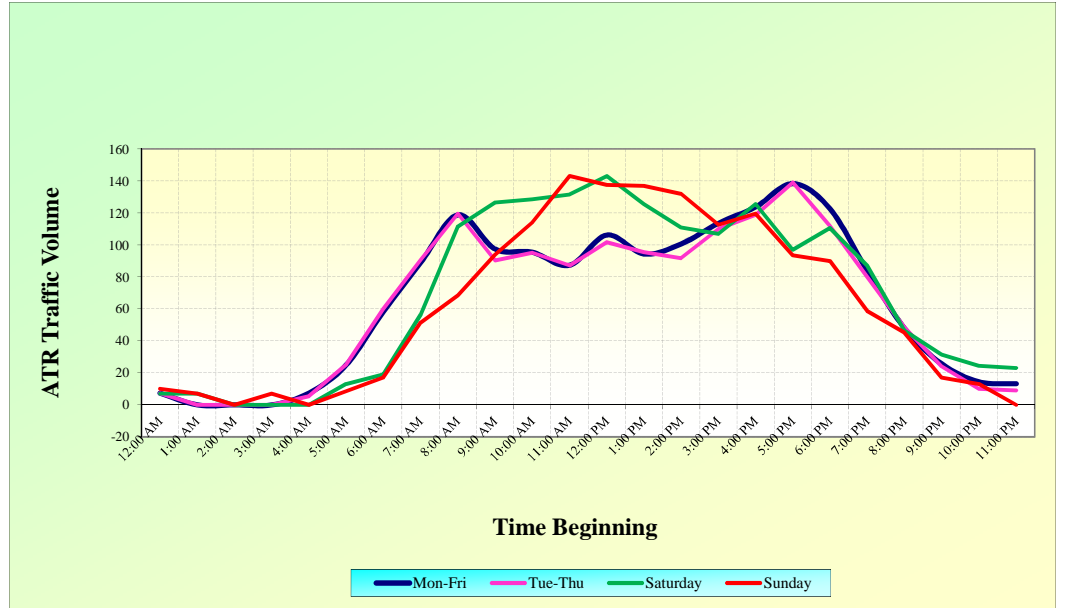
Lafayette Ave. between Ridge Rd. and Crompond Rd. (Route 35/202) - Northbound - Sept.-Oct., 2018





Rolling Peak Hour Summary									
AM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	PM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday
12:00 AM	7	7	7	10	12:00 PM	106	102	143	138
12:15 AM	8	8	6	7	12:15 PM	108	107	131	141
12:30 AM	7	7	8	6	12:30 PM	106	108	124	147
12:45 AM	5	5	7	8	12:45 PM	98	101	126	146
1:00 AM	0	0	7	7	1:00 PM	94	96	126	137
1:15 AM	0	0	0	0	1:15 PM	94	91	121	128
1:30 AM	0	0	0	0	1:30 PM	93	89	113	121
1:45 AM	0	0	0	0	1:45 PM	95	87	111	124
2:00 AM	0	0	0	0	2:00 PM	101	92	111	132
2:15 AM	0	0	0	0	2:15 PM	107	97	116	128
2:30 AM	0	0	0	0	2:30 PM	114	103	118	128
2:45 AM	0	0	0	0	2:45 PM	112	106	112	121
3:00 AM	0	0	0	7	3:00 PM	114	110	107	113
3:15 AM	0	0	0	0	3:15 PM	110	108	105	120
3:30 AM	0	0	0	0	3:30 PM	113	112	108	127
3:45 AM	6	6	0	0	3:45 PM	122	119	114	130
4:00 AM	7	6	0	0	4:00 PM	124	119	126	120
4:15 AM	12	11	0	0	4:15 PM	126	121	131	112
4:30 AM	15	14	8	0	4:30 PM	126	121	125	100
4:45 AM	19	19	8	0	4:45 PM	135	133	115	87
5:00 AM	25	25	13	9	5:00 PM	138	139	97	94
5:15 AM	32	32	15	8	5:15 PM	141	139	98	96
5:30 AM	40	40	15	10	5:30 PM	146	144	109	92
5:45 AM	49	49	18	14	5:45 PM	132	124	111	95
6:00 AM	58	60	19	17	6:00 PM	123	112	111	90
6:15 AM	65	66	27	23	6:15 PM	115	110	103	83
6:30 AM	70	72	33	28	6:30 PM	97	90	88	75
6:45 AM	80	84	43	35	6:45 PM	92	84	87	65
7:00 AM	89	91	57	52	7:00 PM	84	80	87	59
7:15 AM	98	99	66	67	7:15 PM	72	66	77	55
7:30 AM	111	112	76	72	7:30 PM	64	62	70	54
7:45 AM	113	112	90	74	7:45 PM	55	57	57	49
8:00 AM	119	120	112	69	8:00 PM	48	48	47	45
8:15 AM	119	118	123	70	8:15 PM	42	42	42	39
8:30 AM	111	108	134	75	8:30 PM	35	33	39	30
8:45 AM	107	103	132	84	8:45 PM	29	27	37	23
9:00 AM	97	90	127	94	9:00 PM	26	24	32	17
9:15 AM	94	91	132	100	9:15 PM	23	20	31	15
9:30 AM	94	93	132	109	9:30 PM	20	17	29	14
9:45 AM	94	94	130	114	9:45 PM	18	14	23	14
10:00 AM	95	95	129	114	10:00 PM	14	10	25	13
10:15 AM	93	91	124	122	10:15 PM	13	9	25	10
10:30 AM	90	86	122	121	10:30 PM	13	7	23	9
10:45 AM	89	86	132	126	10:45 PM	14	7	25	0
11:00 AM	87	87	132	143	11:00 PM	13	9	23	0
11:15 AM	88	86	142	141					
11:30 AM	92	91	151	145	Day Total	1,569	1,521	1,633	1,476
11:45 AM	101	99	146	149					

Lafayette Ave. between Ridge Rd. and Crompond Rd. (Route 35/202) - Southbound - Sept.-Oct., 2018





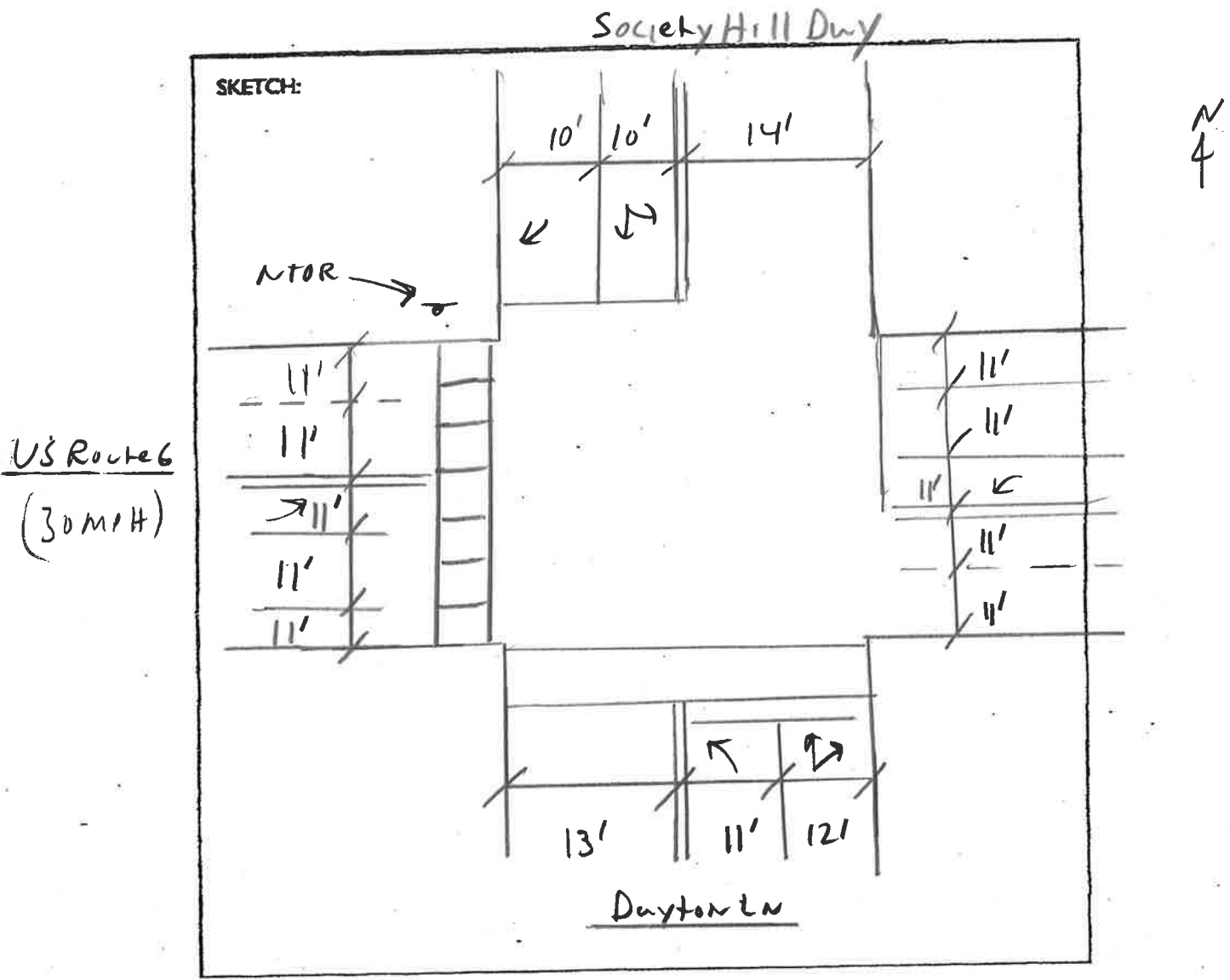


# Physical Inventories

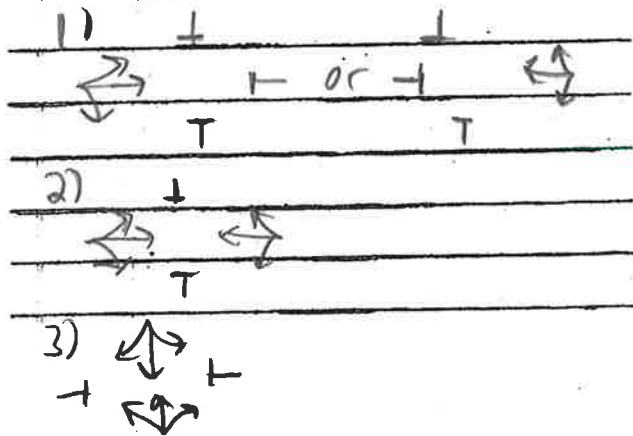
# J. RAP & ASSOCIATES, INC.

## PHYSICAL INVENTORY SHEET

Project Cortland TMOD Location Route 6 / Dayton Ln / Dwy Society Hill  
 Date 8/18  
 Project No.                      Weather                      Surveyor's Name                     



**PHASING:** \_\_\_\_\_



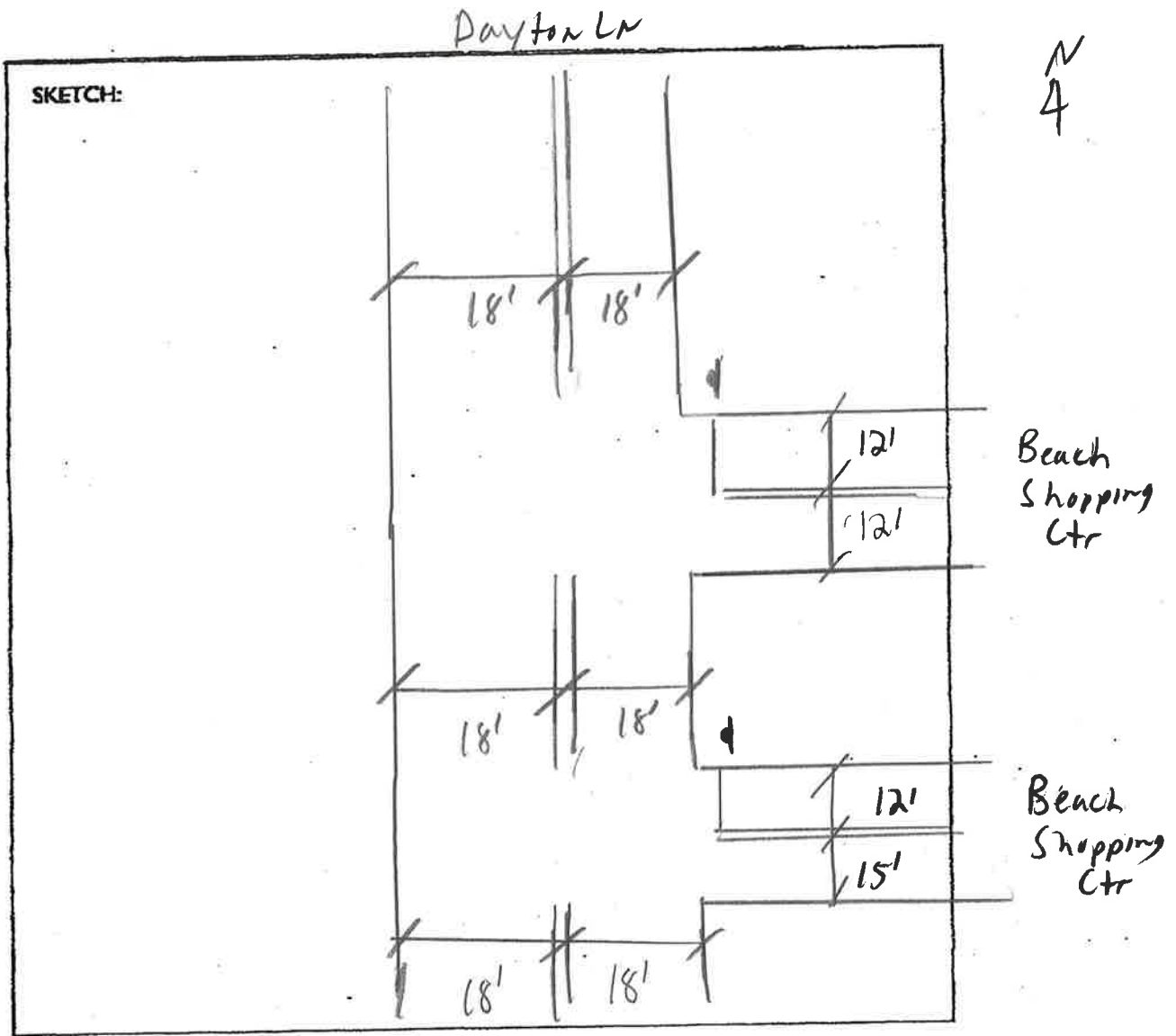
**SIGNAL TIMING:** 5 YEAR Cycle

1) Lead Ebor	6"	3"
WB Route 6		5"
2) Route 6	56"	
3) Dayton Ln	15"	5"
		130"

**J. RAP  
& ASSOCIATES, INC.**

**PHYSICAL INVENTORY SHEET**

Project Cortlandt mod Location Dayton Lane / Beach Shopping Ctr Dr Date 6/16  
Project No. \_\_\_\_\_ Weather \_\_\_\_\_ Surveyor's Name \_\_\_\_\_



PHASING: Unsignalized

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SIGNAL TIMING: Unsignalized

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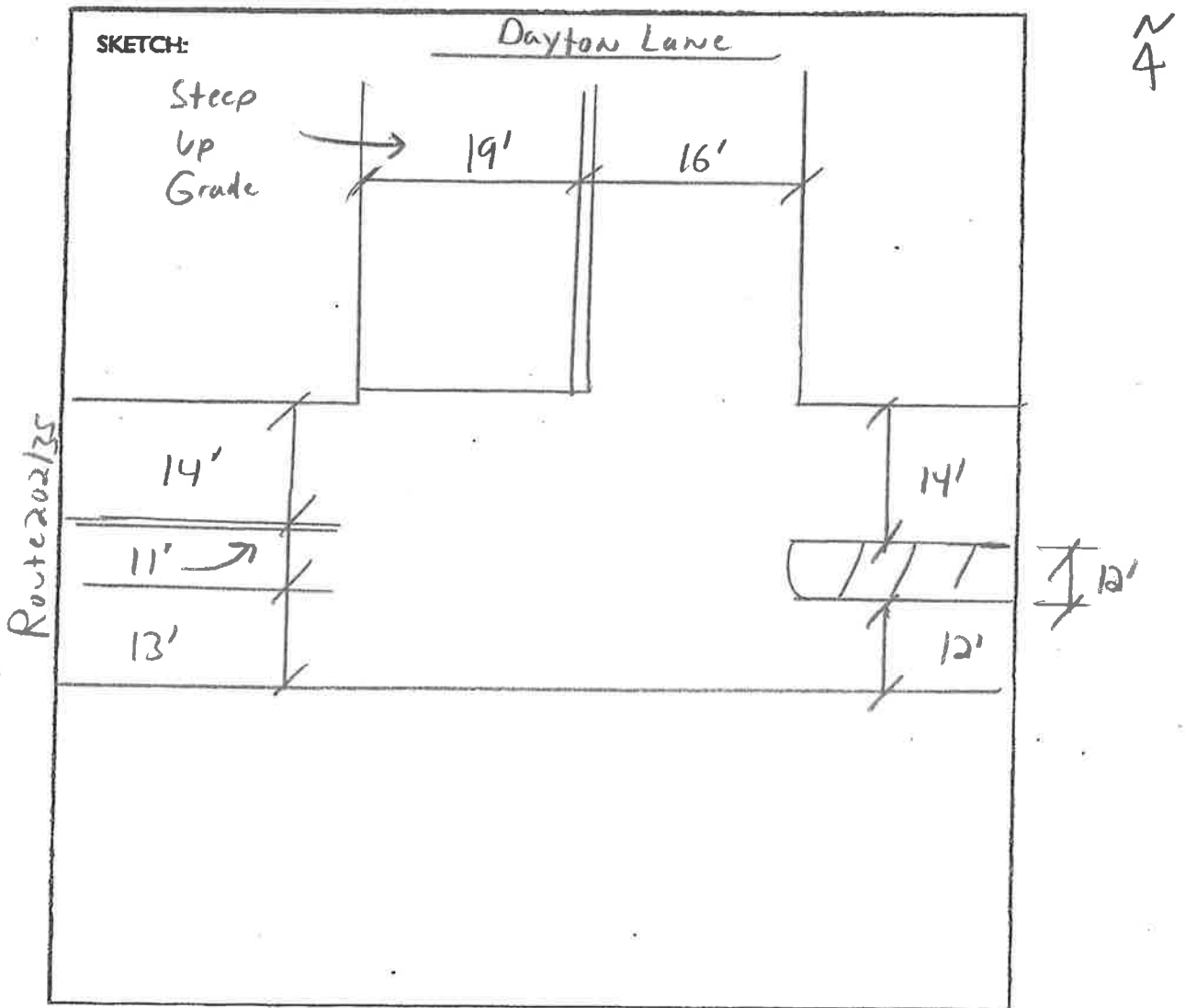
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# J. RAP & ASSOCIATES, INC.

## PHYSICAL INVENTORY SHEET

Project Cortland + MOD Location Route 202/352 Dayton Lane Date 1/16  
Project No.                      Weather                      Surveyor's Name NJR



PHASING: Unsignalized

SIGNAL TIMING: Unsignalized

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# J. RAP & ASSOCIATES, INC.

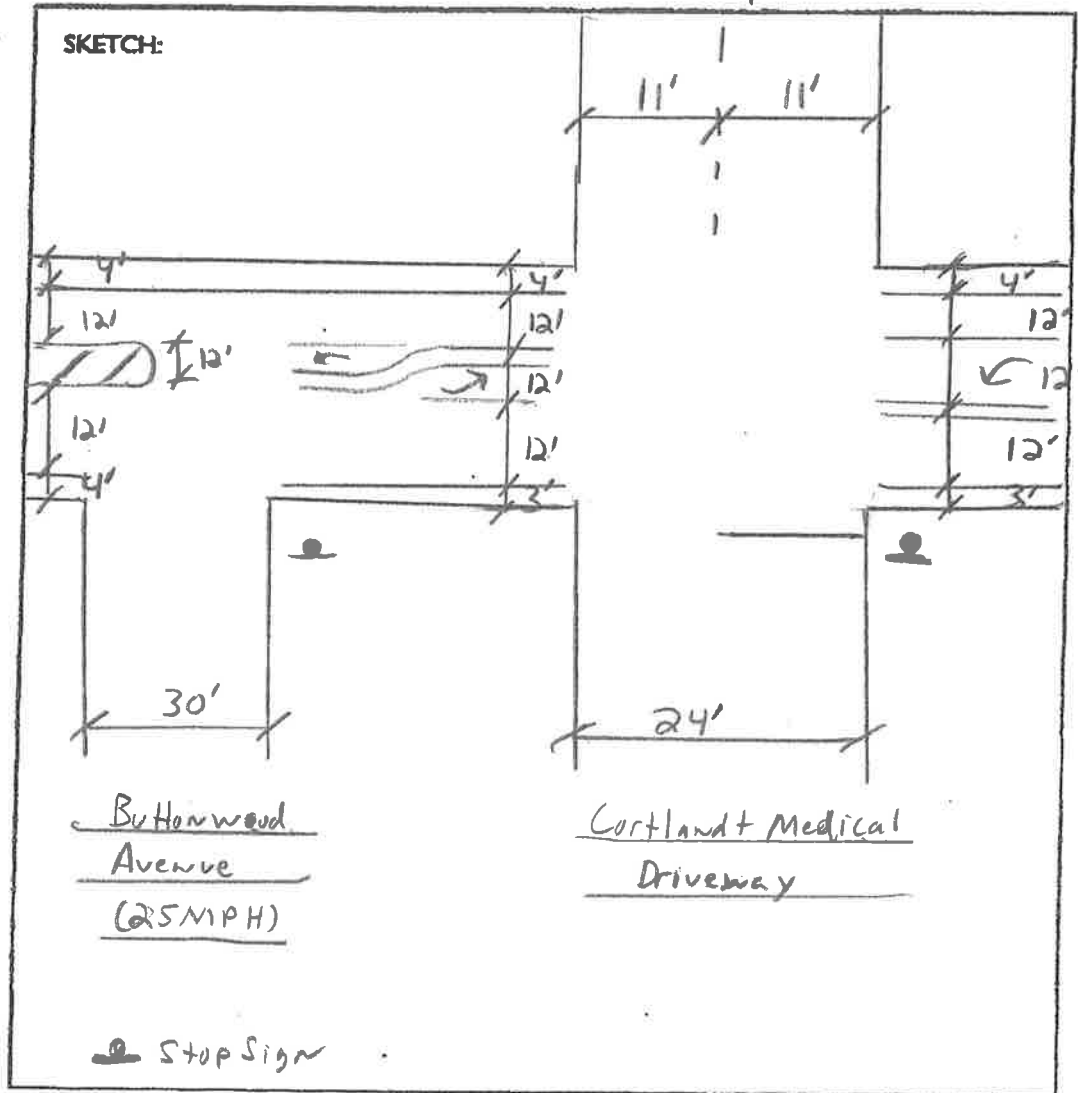
## PHYSICAL INVENTORY SHEET

Project Cortlandt MOD Location Route 202/35 & Presbyterian & <sup>NY</sup> Buttomwood Avenue Date 1/16  
 Project No.                      Weather                      Surveyor's Name NJR

NY Presbyterian Driveway



Route 202/35 (40MPH)



PHASING: Unsignalized

SIGNAL TIMING: Unsignalized

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# J. RAP & ASSOCIATES, INC.

## PHYSICAL INVENTORY SHEET

Lafayette  
& Avenue

Project Cortlandt MOD

Location Route 202/354 <sup>NY</sup> Presbyterian Dwy

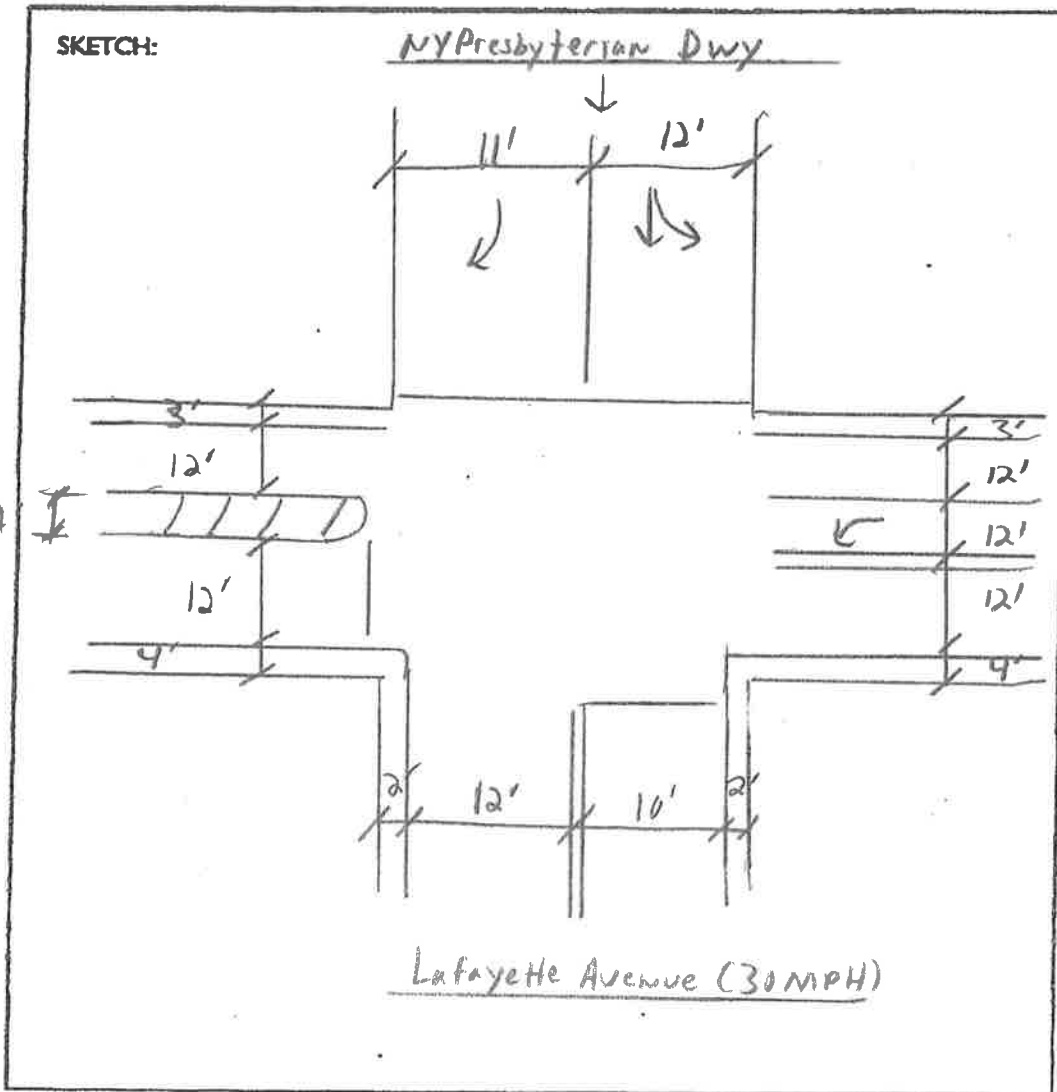
Date 1/16

Project No. \_\_\_\_\_

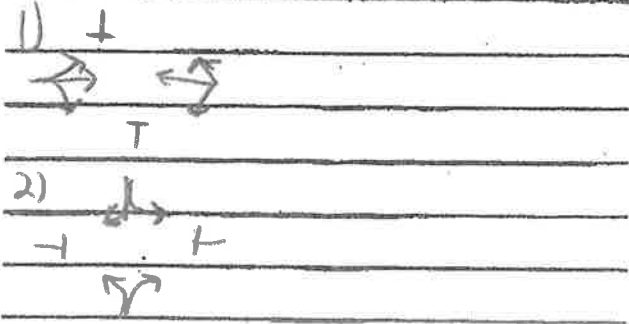
Weather \_\_\_\_\_

Surveyor's Name \_\_\_\_\_

NJR



**PHASING:**



**SIGNAL TIMING:**

6 YEAR Cycle

1) Route 202/35 70" 5"

2) Lafayette Ave 10" 5"

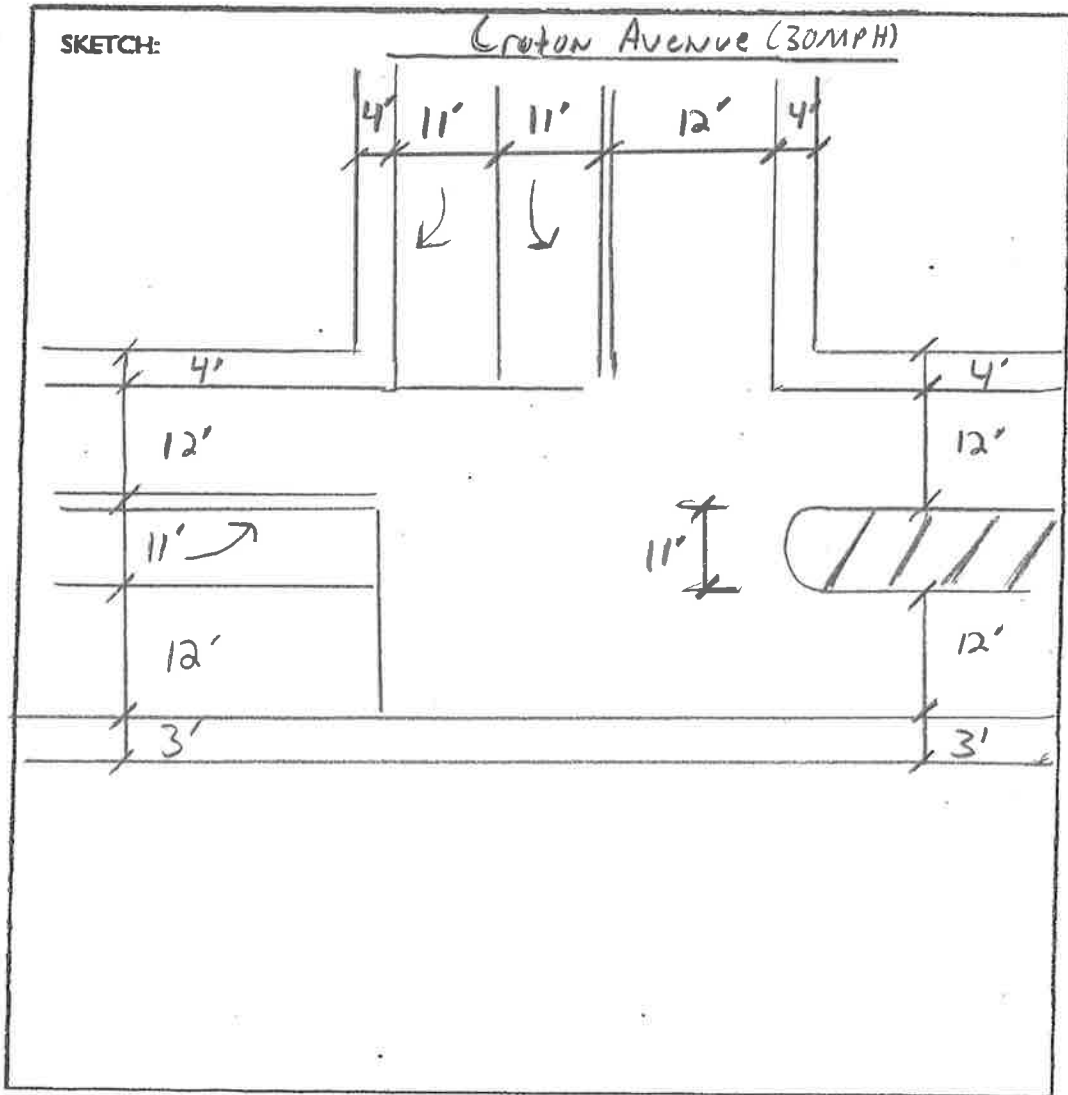
Dwy

Cycle 90"

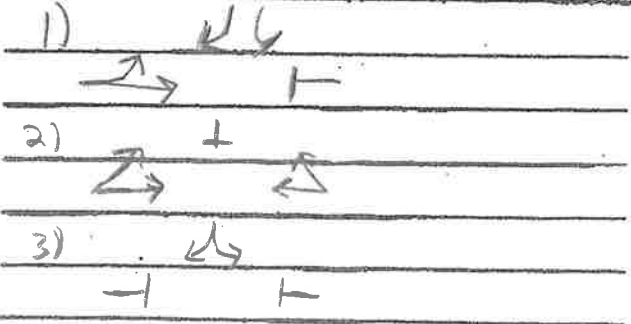
# J. RAP & ASSOCIATES, INC.

## PHYSICAL INVENTORY SHEET

Project Cortlandt MOD Location Route 202/35 & Conklin Avenue Date 1/16  
 Project No.            Weather            Surveyor's Name NJR



**PHASING:** \_\_\_\_\_



**SIGNAL TIMING:** G Y+AR Cycle

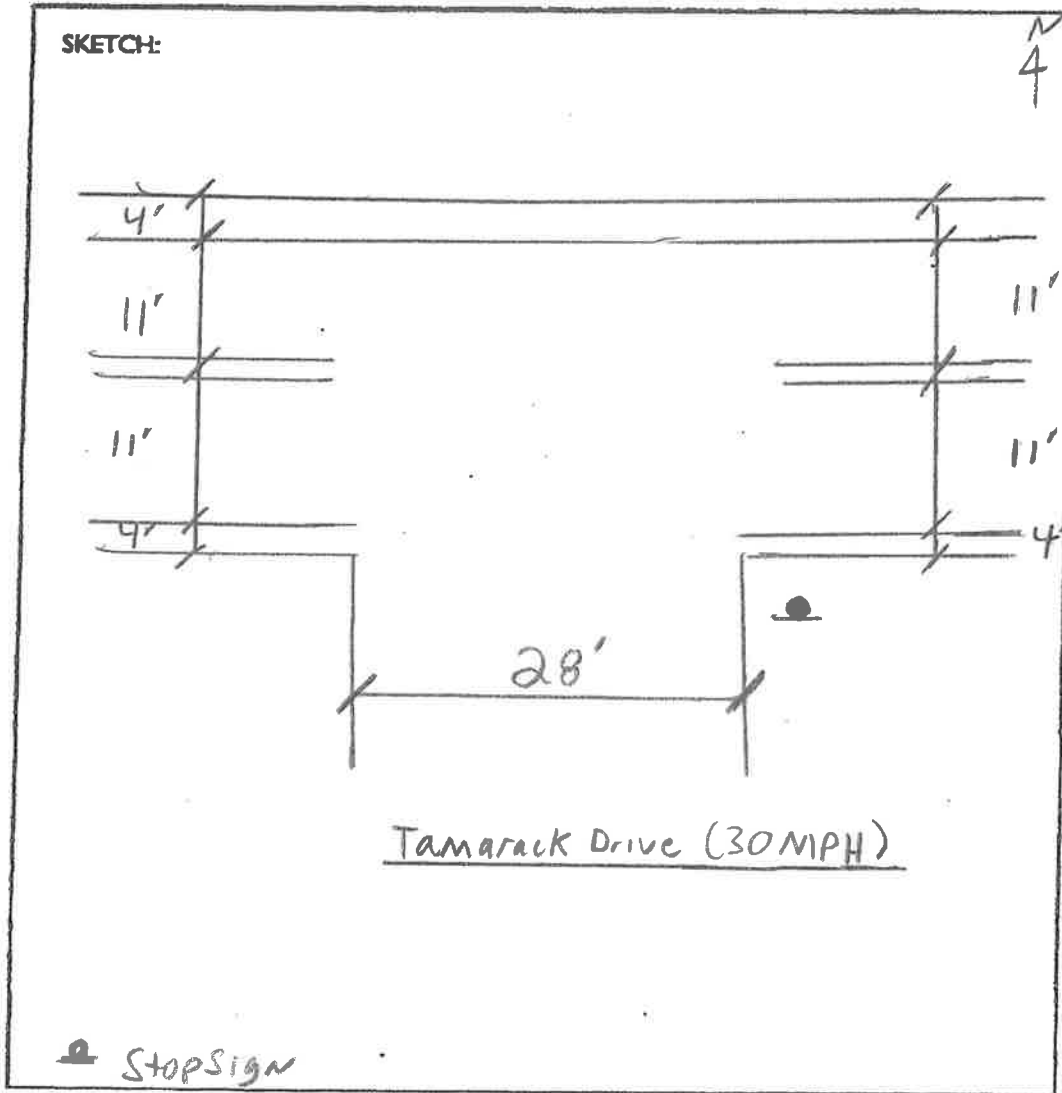
1) EB Route 202/35	7"	-
SB Croton Ave RT		
2) Route 202/35	9.5"	5"
3) Croton Ave	10"	5"
Cycle		120"

**J. RAP  
& ASSOCIATES, INC.**

**PHYSICAL INVENTORY SHEET**

Project Cortlandt MOD Location Route 202/35 & Tamarack Drive Date 1/16  
Project No.            Weather            Surveyor's Name NJR

Route 202/35 (40 MPH)



PHASING: Unsignalized

SIGNAL TIMING: Unsignalized

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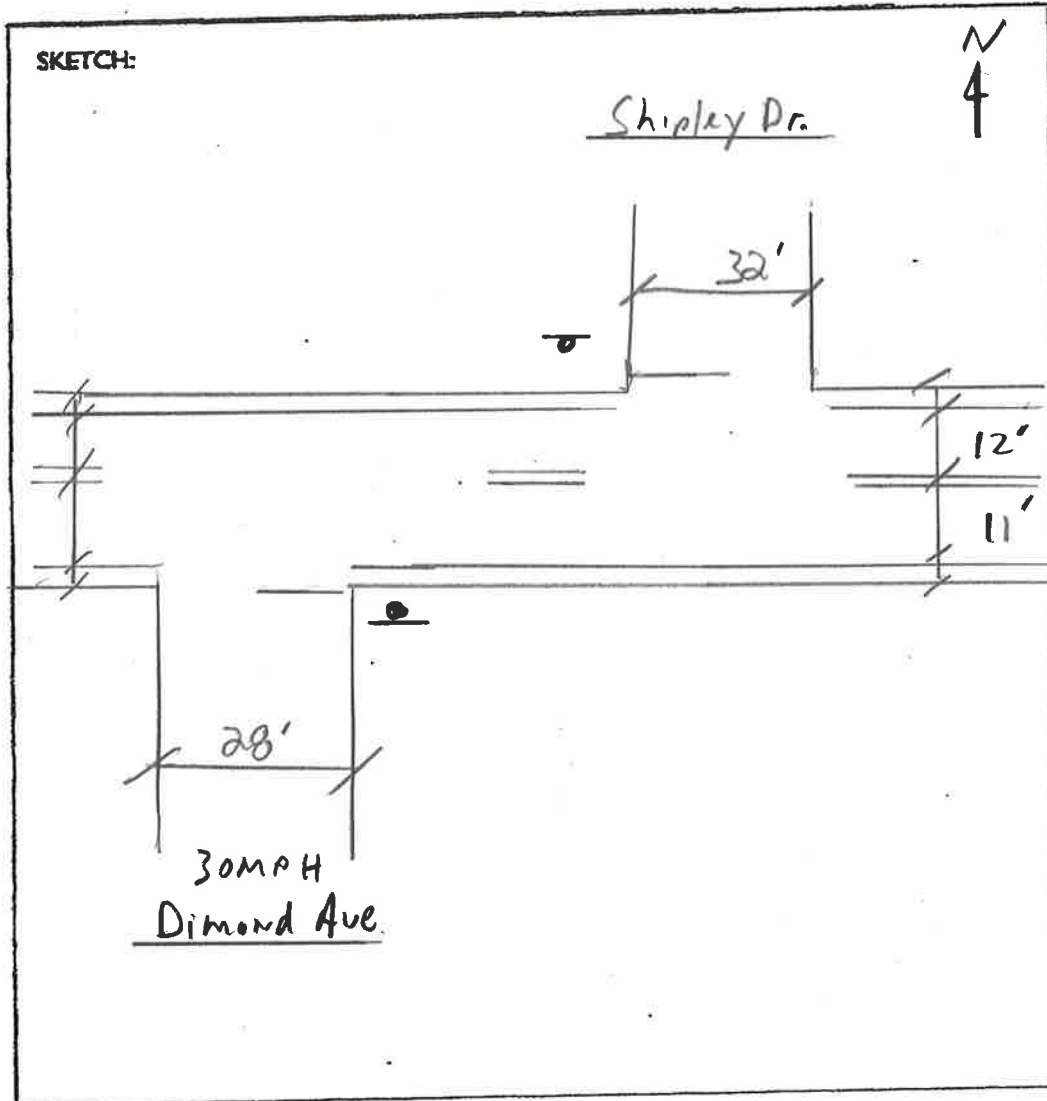
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**J. RAP  
& ASSOCIATES, INC.**

**PHYSICAL INVENTORY SHEET**

Project Cortlandt MOD Location Route 202/35 / Shipley Dr. / Dimond Ave Date 6/16

Project No. \_\_\_\_\_ Weather \_\_\_\_\_ Surveyor's Name \_\_\_\_\_



PHASING: Unsignalized

SIGNAL TIMING: Unsignalized

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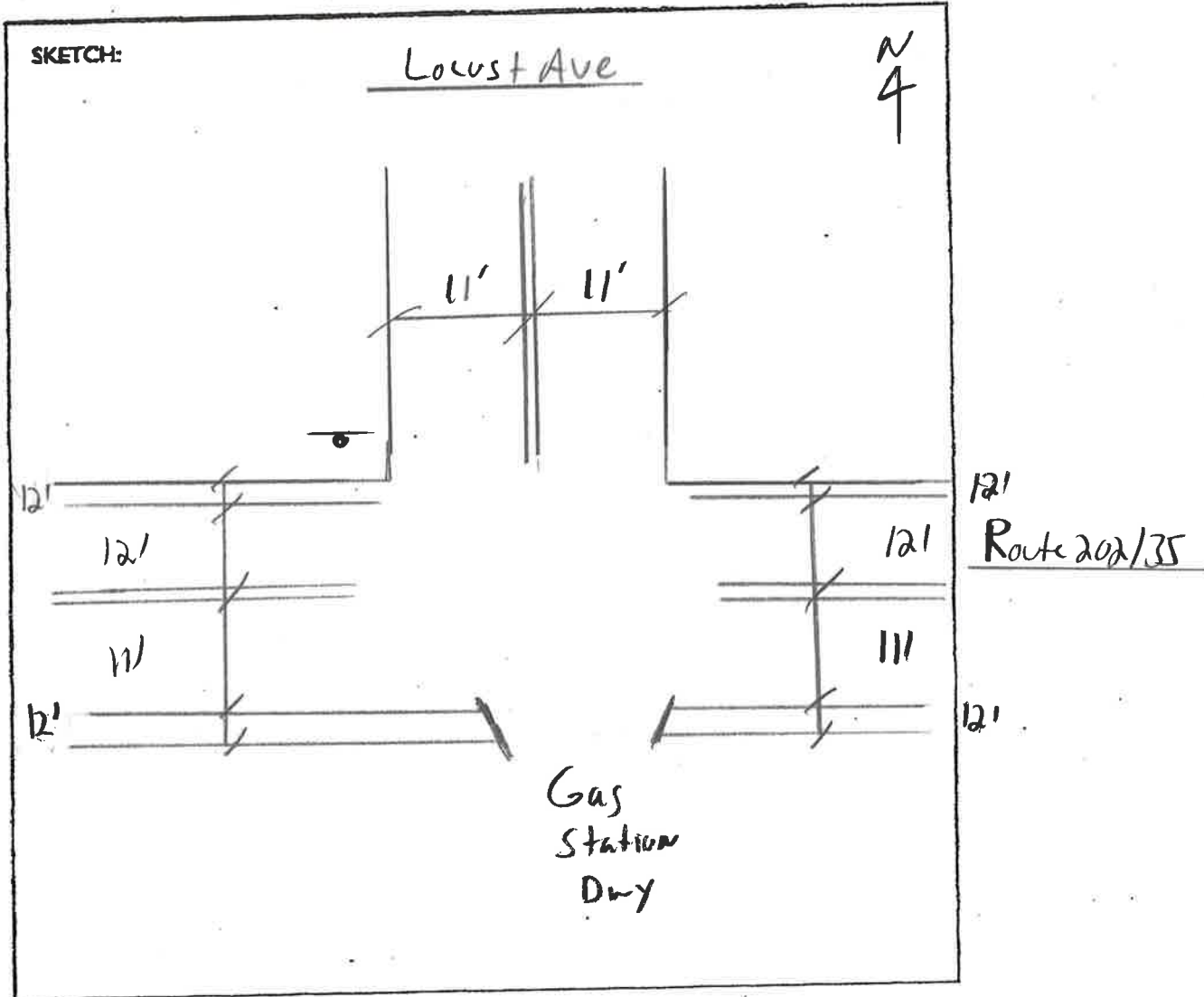
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**J. RAP  
& ASSOCIATES, INC.**

**PHYSICAL INVENTORY SHEET**

Project Cortlandt mod Location Route 202/35 / Locust Ave Date 6/16

Project No.                      Weather                      Surveyor's Name                     



PHASING: Unsignalized

SIGNAL TIMING: Unsignalized

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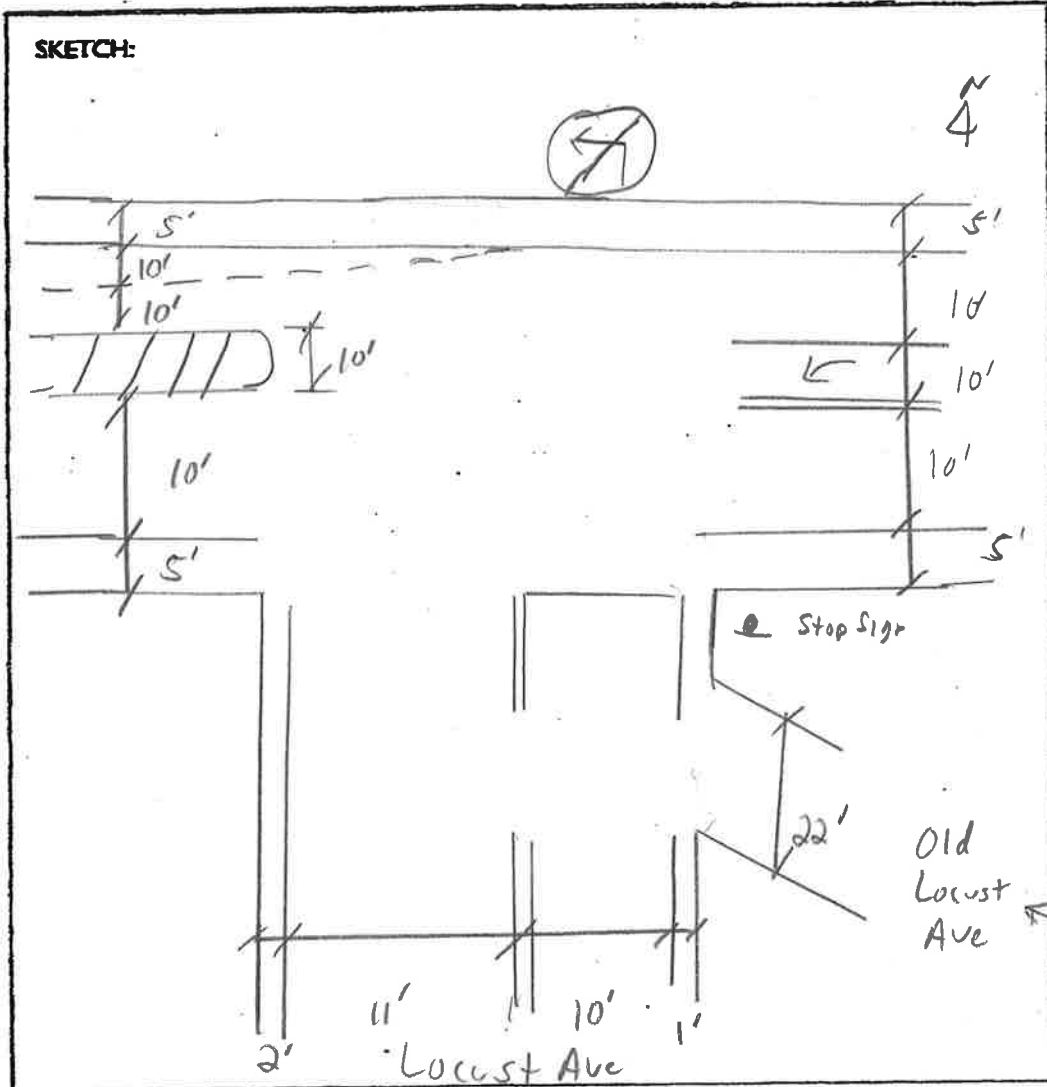
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# J. RAP & ASSOCIATES, INC.

## PHYSICAL INVENTORY SHEET

Project Cortlandt mod Location BMP/Locust Ave / Old Locust Ave Date 10/17  
 Project No.                      Weather                      Surveyor's Name NR



**PHASING:** Unsignalized

**SIGNAL TIMING:** Unsignalized

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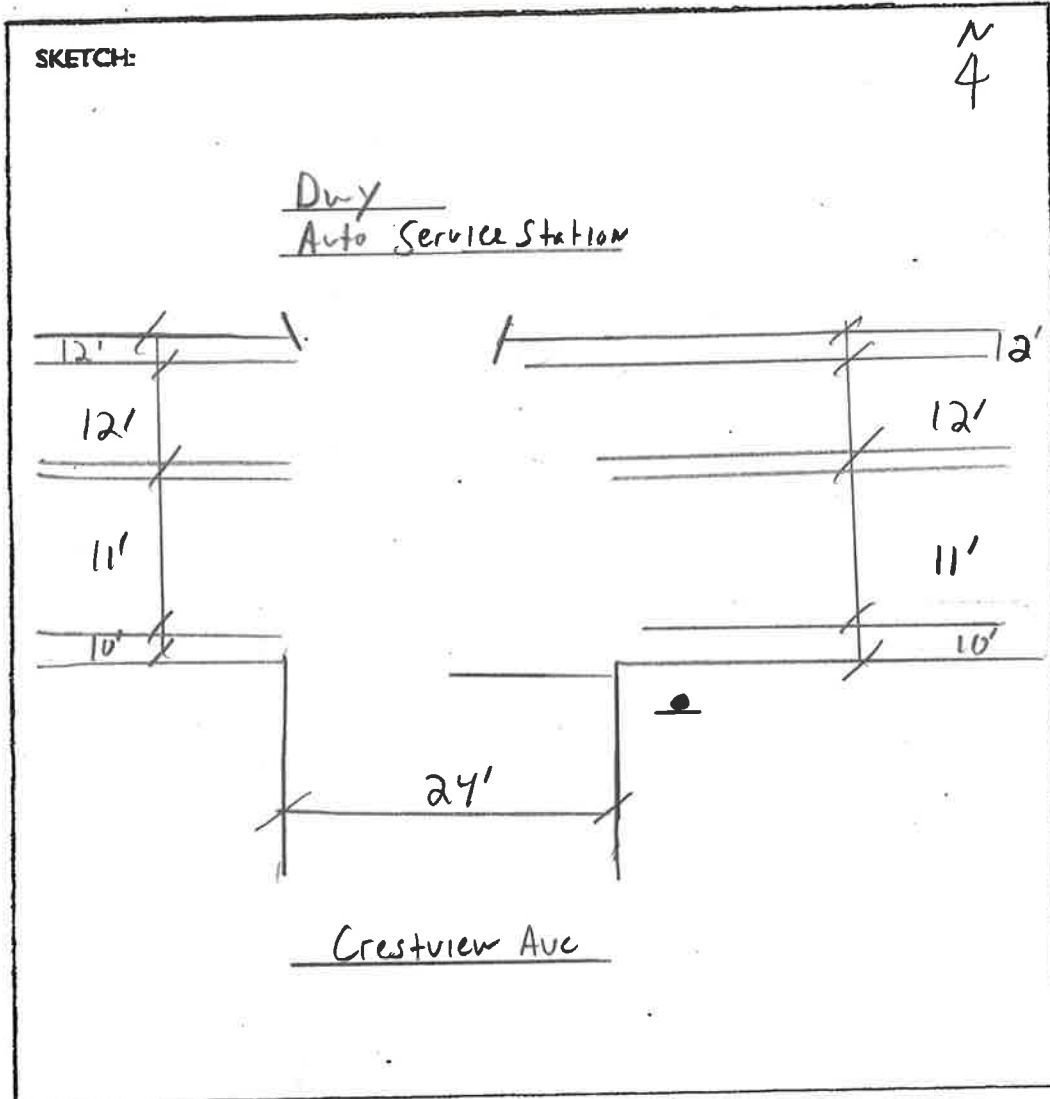
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# J. RAP & ASSOCIATES, INC.

## PHYSICAL INVENTORY SHEET

Project Cortlandt MOD Location Route 202/35 / Crestview Ave Date 6/16  
Project No.      Weather      Surveyor's Name     



PHASING: Unsignalized

SIGNAL TIMING: Unsignalized

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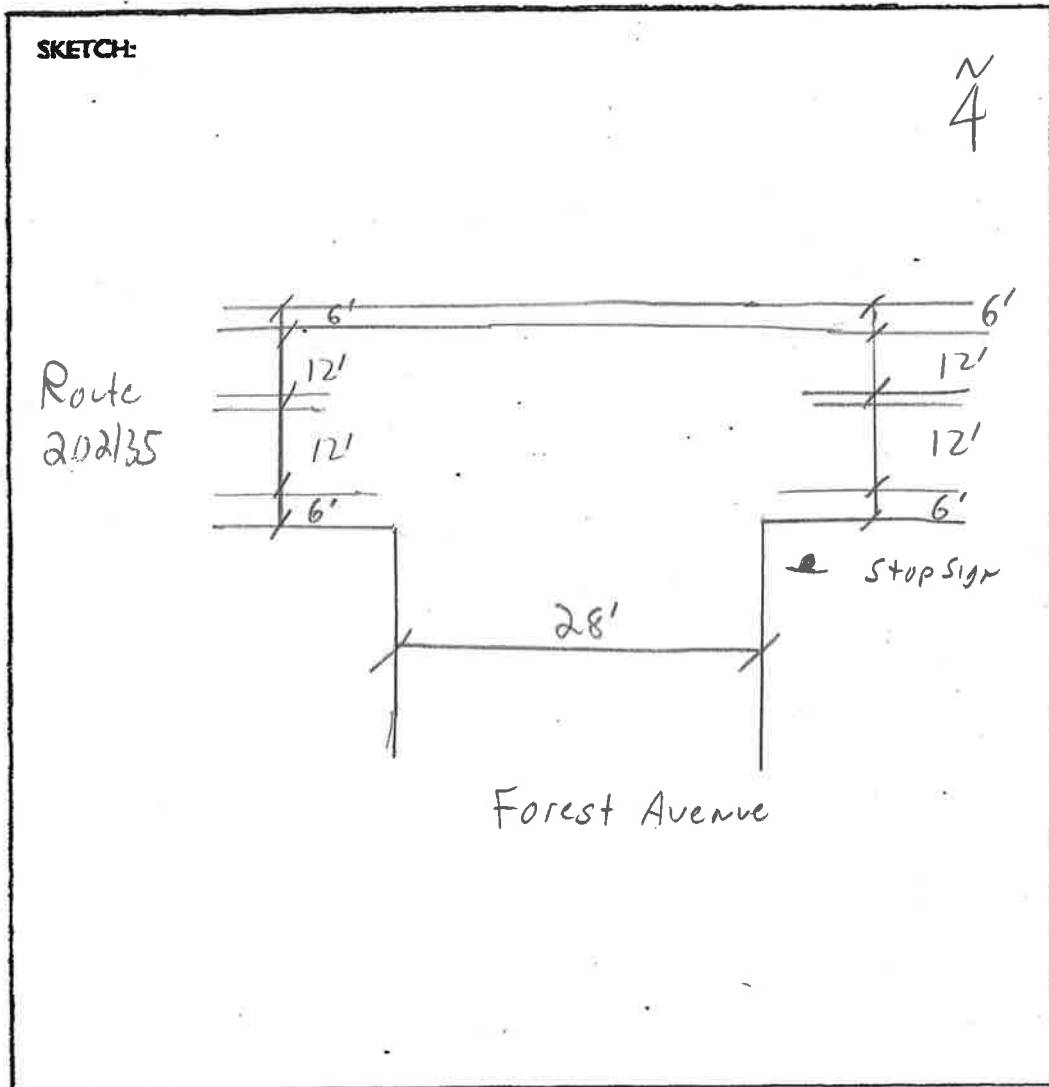
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# J. RAP & ASSOCIATES, INC.

## PHYSICAL INVENTORY SHEET

Project Cortlandt MOD Location Rte 202/35 & Forest Avenue Date 10/17  
Project No. — Weather — Surveyor's Name NR

SKETCH:



PHASING: Unsignalized

SIGNAL TIMING: Unsignalized

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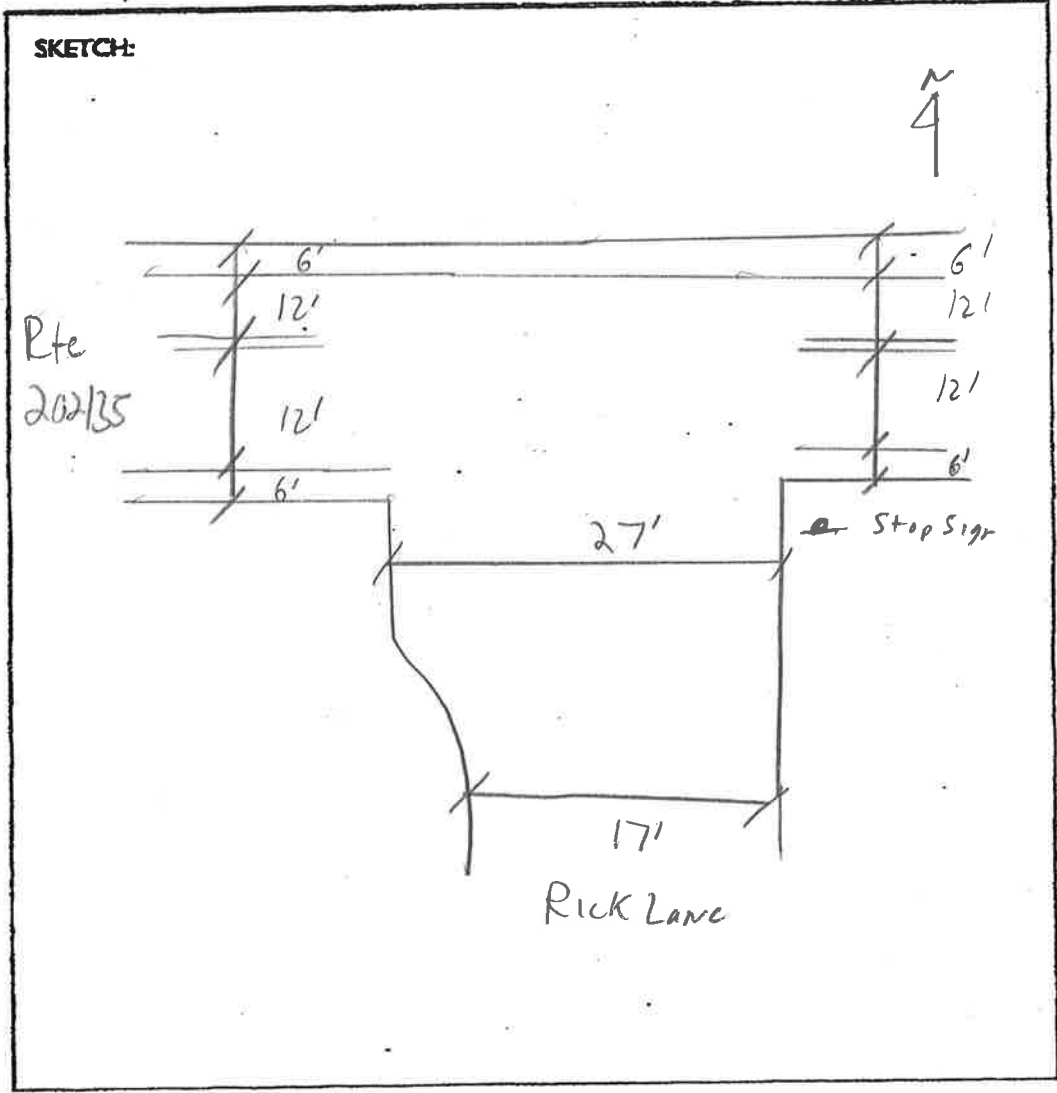
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# J. RAP & ASSOCIATES, INC.

## PHYSICAL INVENTORY SHEET

Project Cortlandt MOP Location Rte 202/35 / Rick Lane Date 10/17  
Project No.      Weather      Surveyor's Name NR



PHASING: Unsignalized

SIGNAL TIMING: Unsignalized

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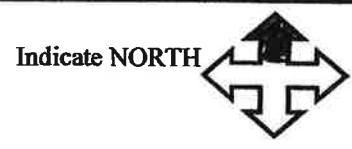
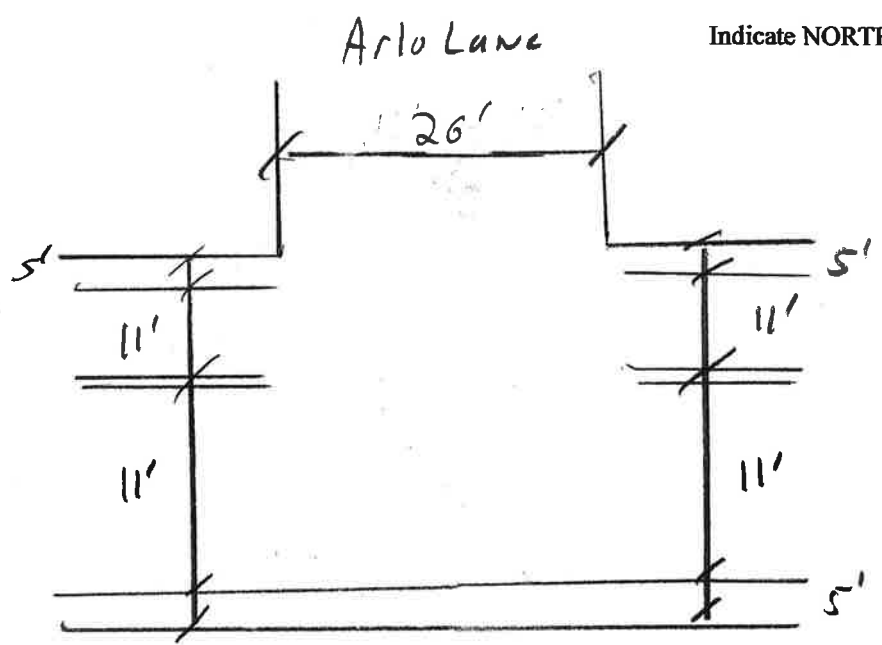
**TRAFFIC INVENTORIES**

Location: Arlo Lane / Route 202/35

Surveyor: \_\_\_\_\_ Day/Date: \_\_\_\_\_

- Measure width of each lane
- Sidewalk width
- Parking regulations
- Show movement of each lane
- Note special road conditions
- Mark locations of bus stops
- Note posted speed limit

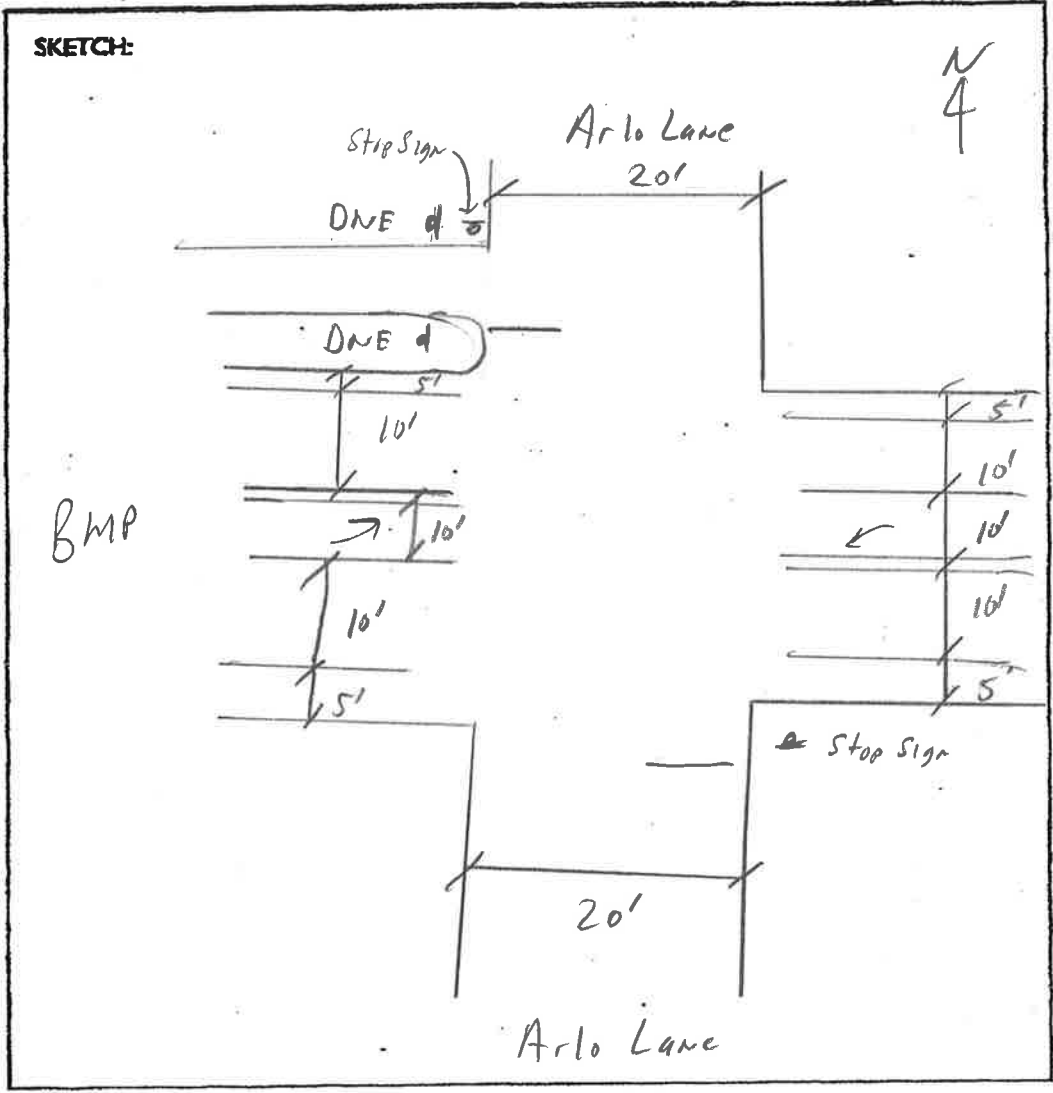
NYS  
Route  
202/35



# J. RAP & ASSOCIATES, INC.

## PHYSICAL INVENTORY SHEET

Project Cortlandt mod Location BMP / Arlo Lane Date 10/17  
Project No. — Weather — Surveyor's Name DR



PHASING: Unsignalized

SIGNAL TIMING: Unsignalized

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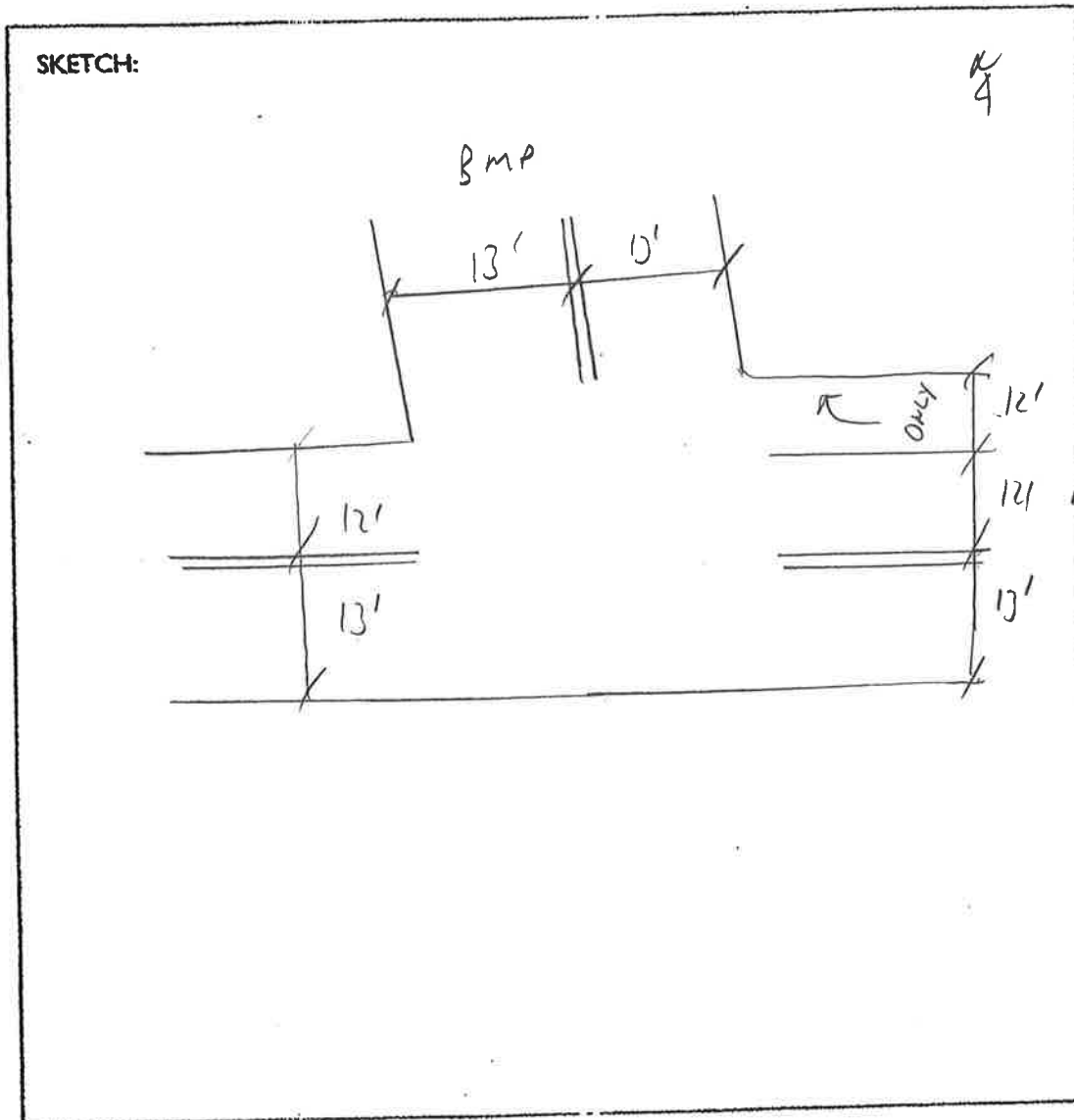
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# J. RAP & ASSOCIATES, INC.

## PHYSICAL INVENTORY SHEET

Project Cortland Location BMP / Route 202135 Date 11/10/07  
 Project No. — Weather — Surveyor's Name Zurra



PHASING:

1) ⊥      2) ⊥

3) ↗   ↖   →

←   ↖   ↗

SIGNAL TIMING: G YEAR Cycle

1) Route 202135 62" 5"

2) WB Route 202135 25" 5"

3) BMP @ 48" 5"

WB Route 202135

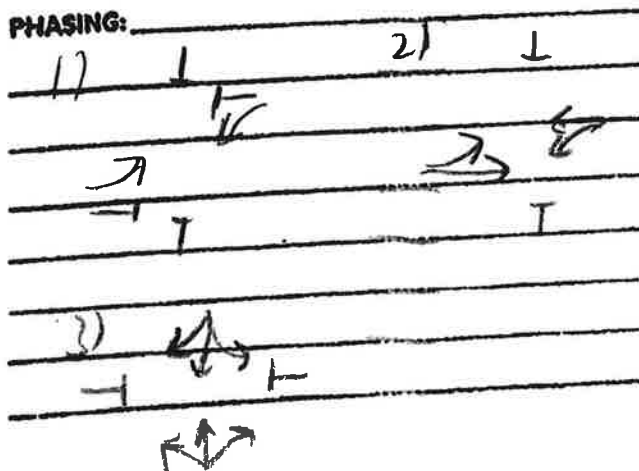
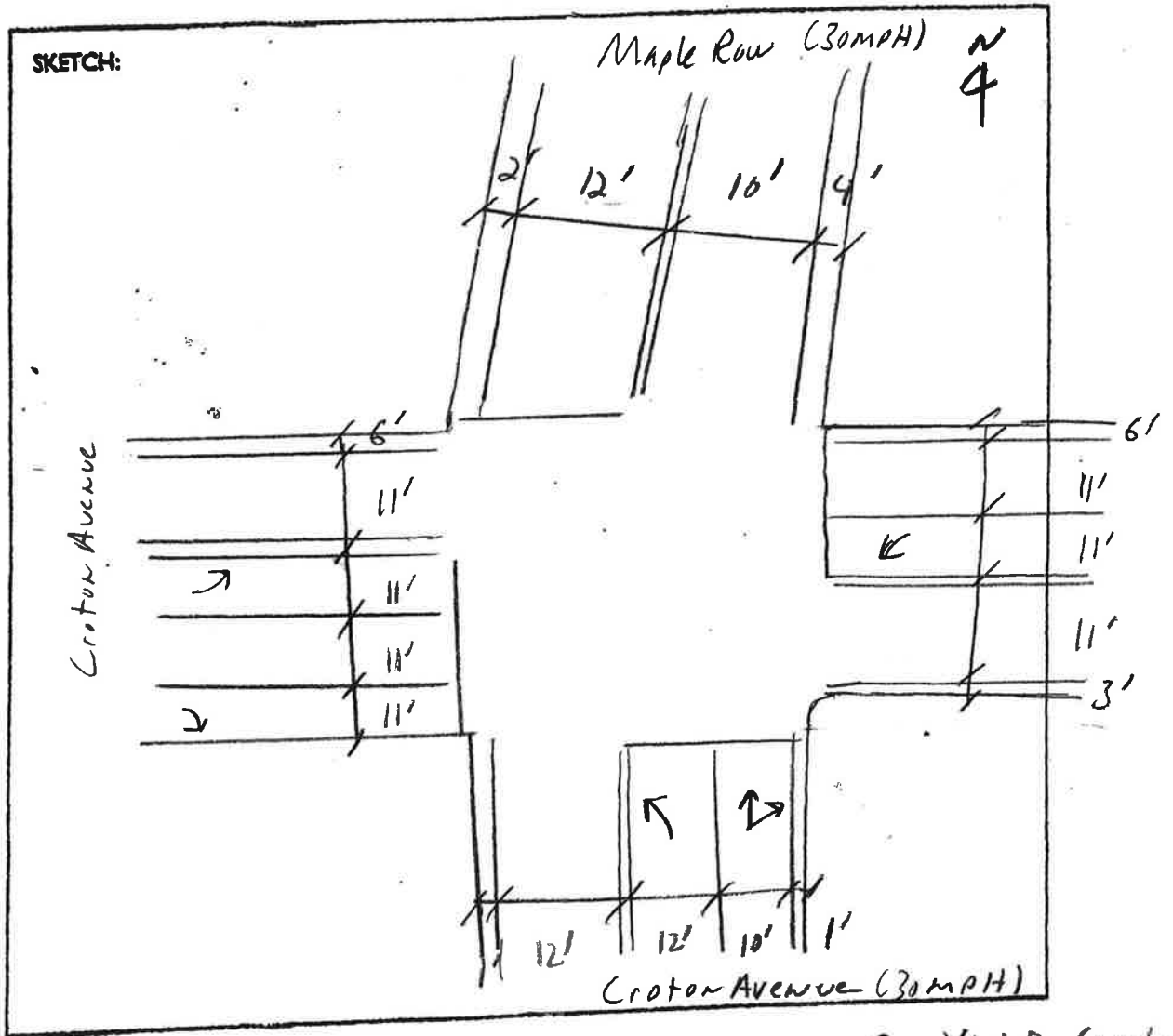
RT-TURN

150"

# J. RAP & ASSOCIATES, INC.

## PHYSICAL INVENTORY SHEET

Project Cortlandt Location Croton Avenue / Route 202/35 Date 06/12  
 Project No. 0 Weather - Surveyor's Name NR

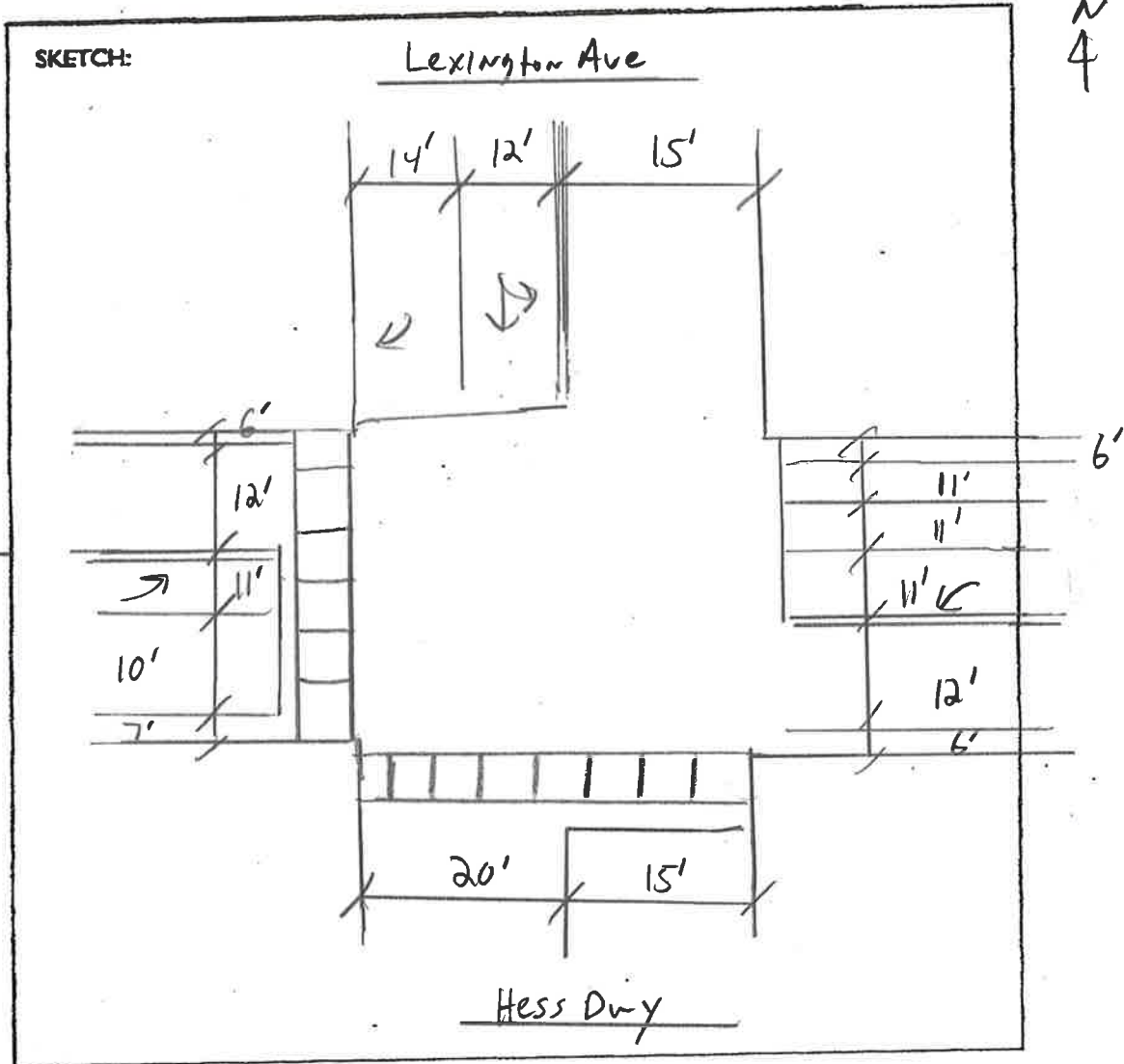


SIGNAL TIMING: 6 YEAR Cycle  
 1) Route 202/35 7" 3"  
 Left Turns  
 2) Route 202/35 1'40" 5"  
 3) Croton Ave 20" 5"  
 Maple Row 2'20"

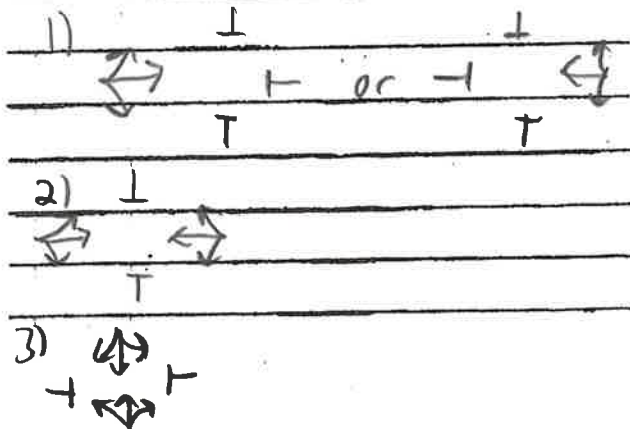
# J. RAP & ASSOCIATES, INC.

## PHYSICAL INVENTORY SHEET

Project Cortlandt mod      Location Route 202/35 <sup>Lexington Ave</sup> / Dwy <sup>Hess</sup>      Date 6/16  
 Project No. \_\_\_\_\_      Weather \_\_\_\_\_      Surveyor's Name \_\_\_\_\_



**PHASING:**



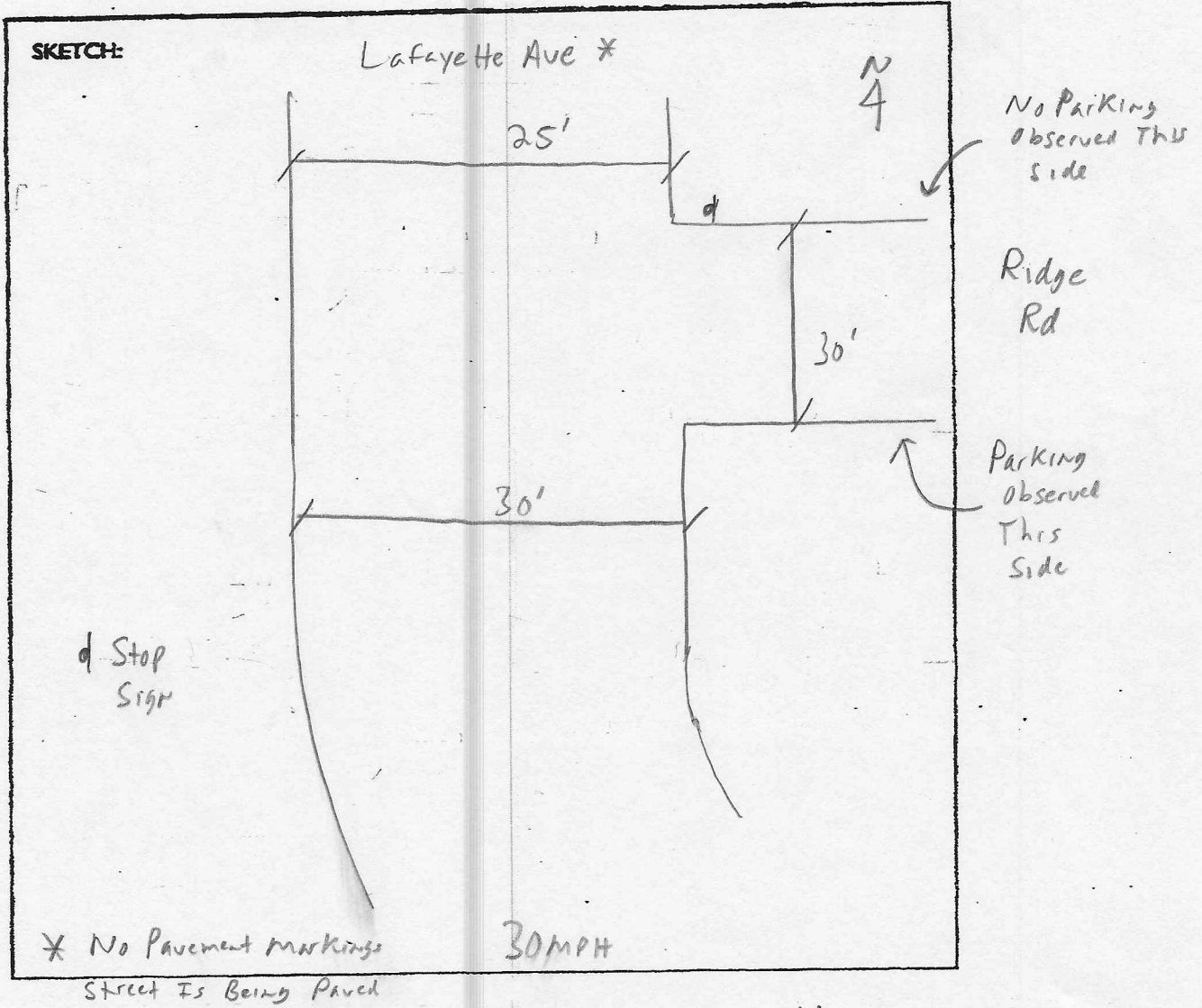
**SIGNAL TIMING:** 6 YEAR Cycle

- 1) Lead EB or 10" 3'
  - WB Route 202/35 48" 5"
  - 2) Route 202/35
  - 3) Lexington Ave 24" 5"
- 1'35"

# J. RAP & ASSOCIATES, INC.

## PHYSICAL INVENTORY SHEET

Project Cortlandt mod Location Lafayette Ave / Ridge Rd Date 8/18  
Project No. \_\_\_\_\_ Weather \_\_\_\_\_ Surveyor's Name NRivera



PHASING: Unsignalized

SIGNAL TIMING: Unsignalized

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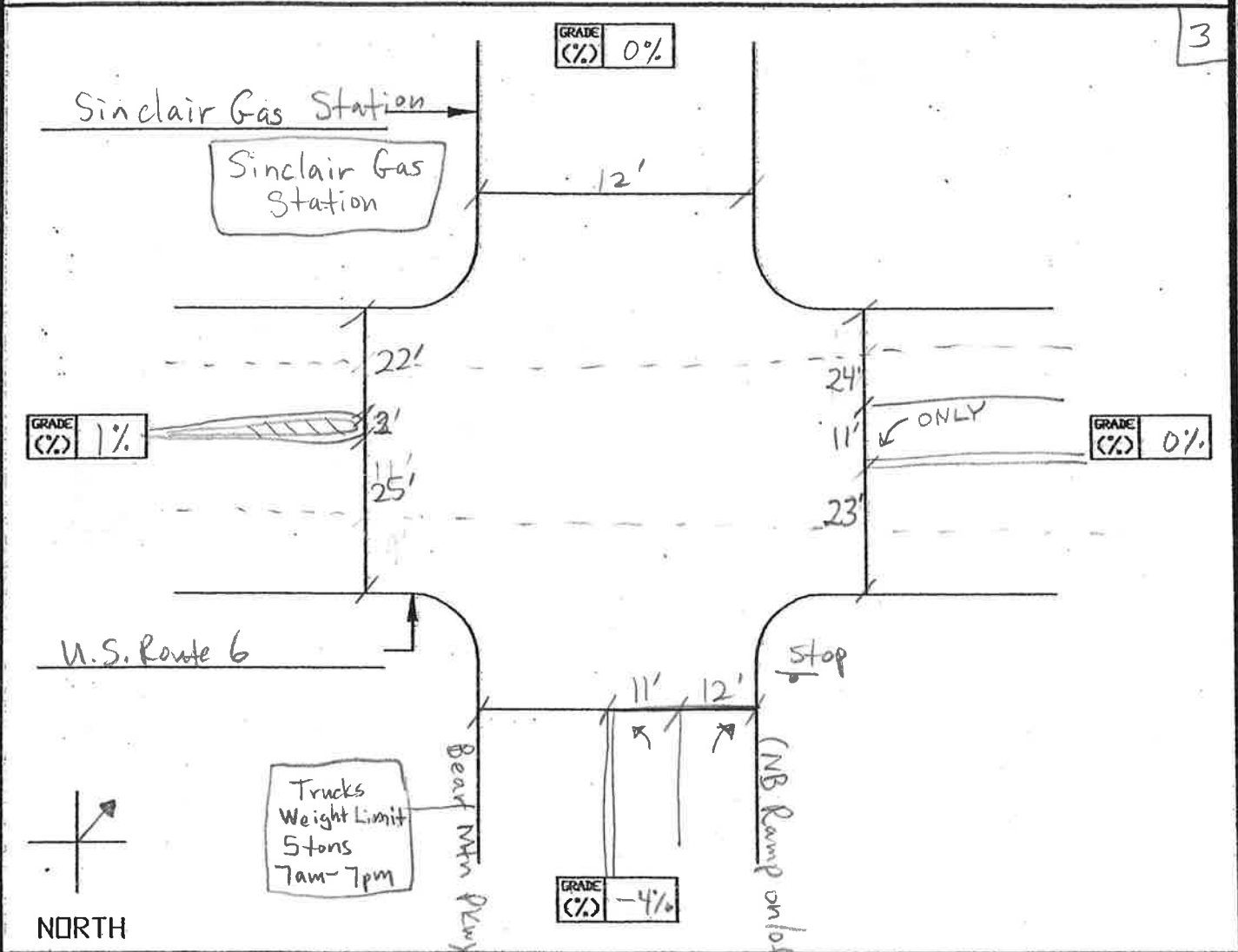
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# FIELD DATA WORKSHEET

INTERSECTION: U.S. Route 6 & Bear Mtn. Pkwy DATE & DAY: 3/7/19 Thursday  
 PROJECT NAME(##): Job # 19003182A LOCATION: (NB Ramp on/off Sinclair Gas)



## TIMING AND PHASING INPUT DATA

GREEN: _____ AMBER: _____ RED: _____	GREEN: _____ AMBER: _____ RED: _____	GREEN: _____ AMBER: _____ RED: _____	GREEN: _____ AMBER: _____ RED: _____
GREEN: _____ AMBER: _____ RED: _____	GREEN: _____ AMBER: _____ RED: _____	GREEN: _____ AMBER: _____ RED: _____	GREEN: _____ AMBER: _____ RED: _____

# Signal Timing Plans

MODEL 179 PHASE TIMING TABLE/FEATURES  
SIGNAL OPERATION SPECIFICATION

TAPS V - 1 / 1  
STUDY # \_\_\_\_\_  
FILE # \_\_\_\_\_  
PAGE \_\_\_\_\_ OF \_\_\_\_\_

SIGNAL # \_\_\_\_\_ COUNTY # \_\_\_\_\_ DATE \_\_\_\_\_

( NOTE: USE DECIMAL - KEY "E" FOR EDITING ALL LOCATIONS ON THIS PAGE )

*Main + Dayton LN*

PHASE TIMING DATA/TIMER INTERVALS

INTERVAL	PHASE/ INT. #	WIB ←	RT6 FB		SIB HIGHIMB	EIB ←	RT6 WIB		NIS Daytona
		F1	F2	F3	F4	F5	F6	F7	F8
MEMORY/RECALL	00	000	004	---	000	000	004	---	000
WALK	01	---	007	---	007	---	---	---	007
PEDESTRIAN CLEARANCE	02	---	015	---	012	---	---	---	012
INITIAL	03	005	010	---	008	005	010	---	008
VARIABLE INITIAL	04	---	---	---	---	---	---	---	---
VARIABLE INITIAL LIMIT	05	---	---	---	---	---	---	---	---
TIME BEFORE REDUCTION	06	---	---	---	---	---	---	---	---
TIME TO REDUCE	07	---	---	---	---	---	---	---	---
MAXIMUM GAP	08	02.0	---	---	02.0	020	---	---	02.0
MINIMUM GAP	09	---	---	---	---	---	---	---	---
GAP CLOCK	10	USED WITH DAA ONLY				USED WITH DBB ONLY			
MAXIMUM GREEN 1	11	010	035	---	030	010	035	---	030
MAXIMUM GREEN 2	12	---	---	---	---	---	---	---	---
MAXIMUM GREEN 3	13	---	---	---	---	---	---	---	---
RECALL GREEN	14	005	035	---	020	005	035	---	020
YELLOW CLEARANCE	15	04.0	04.0	---	04.0	04.0	04.0	---	03.0
REC CLEARANCE	16	02.0	02.0	---	02.0	02.0	02.0	---	02.0
THIRD CLEARANCE	17	---	---	---	---	---	---	---	---
FOURTH CLEARANCE	18	---	---	---	---	---	---	---	---
INTERVALS	19-28	RESERVED FOR				FUTURE USE			
REDUCE BY	29	USED WITH DAA ONLY				USED WITH DBB ONLY			
EVERY	30	USED WITH DAA ONLY				USED WITH DBB ONLY			
CARS WAITING	31	USED WITH DAA ONLY				USED WITH DBB ONLY			

MEMORY/RECALL CODES: (MAY BE COMBINED)	MEMORY OFF = 000
	MEMORY ON = 001
	MINIMUM RECALL = 002
	RECALL GREEN = 004
	PEDESTRIAN RECALL = 008
	RECALL TO MAX = 016

NOTES: *Changed all Yellows from 3sec to 4sec*  
*Changed 2 Red PDW to 15sec from 12*  
*Changed 4 Red PDW to 16sec from 12*

11/1/10



STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION  
TRAFFIC ENGINEERING & SAFETY DIVISION  
TRAFFIC CONTROL SPECIFICATIONS

Study :  
Contract : D254934  
PIN: 8390.44.321  
File : 55.30-6

W- 330  
SIGNAL NO(S)

WESTCHESTER  
COUNTY

*Office*

INTERSECTION ROUTE 6 AT CONKLIN AND TAYLOR

CITY  VILLAGE  TOWN OF CORTLAND

Department Order filed 11/1/77 as Section 2055.30 Subdivision (j)

Prior specifications hereby superseded  None  December 6, 1991

Purpose : REINSTALLATION OF TRAFFIC SIGNAL UNDER CONTRACT D254934.

These specifications will be effective upon the  Installation  Modification of the necessary traffic control device(s) required by and conforming to the State Manual of Uniform Traffic Control Devices

I. This Signal shall

A. Operate in accordance with the Table of Operations and / of Change intervals as shown on page(s) 2 as a :

- Pretimed Signal
- Semi-traffic actuated signal
- Full-traffic actuated signal
- Pedestrian actuated signal
- Other \_\_\_\_\_

- B.
- Display vehicular indications
  - Display pedestrian indications
  - Be equipped with vehicle detectors
  - Be equipped with Pedestrian pushbuttons

FILE SHOP CABINET

**FINAL COPY**

as shown in the  schematic  scaled drawing on page 3

C. Be equipped with  pre-emption  interconnection and / or coordination which are described as follows

SIGNAL 330 SHALL BE COORDINATED WITH SIGNAL 492, 800 FEET TO THE EAST.

- cc:
- ( 2 )  Main Office
  - ( 1 )  Region 8 Traffic Engineer
  - ( 1 )  E. CLARK
  - ( 3 )  D. SYWYK

JUN 28 1995 m.j. mcgovern RTE  
Date Signature / Title

Installation Date

Modification Date JUN 28 1995

STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION  
 TRAFFIC AND SAFETY DIVISION  
 TRAFFIC CONTROL SIGNAL SPECIFICATIONS (CONTINUED)

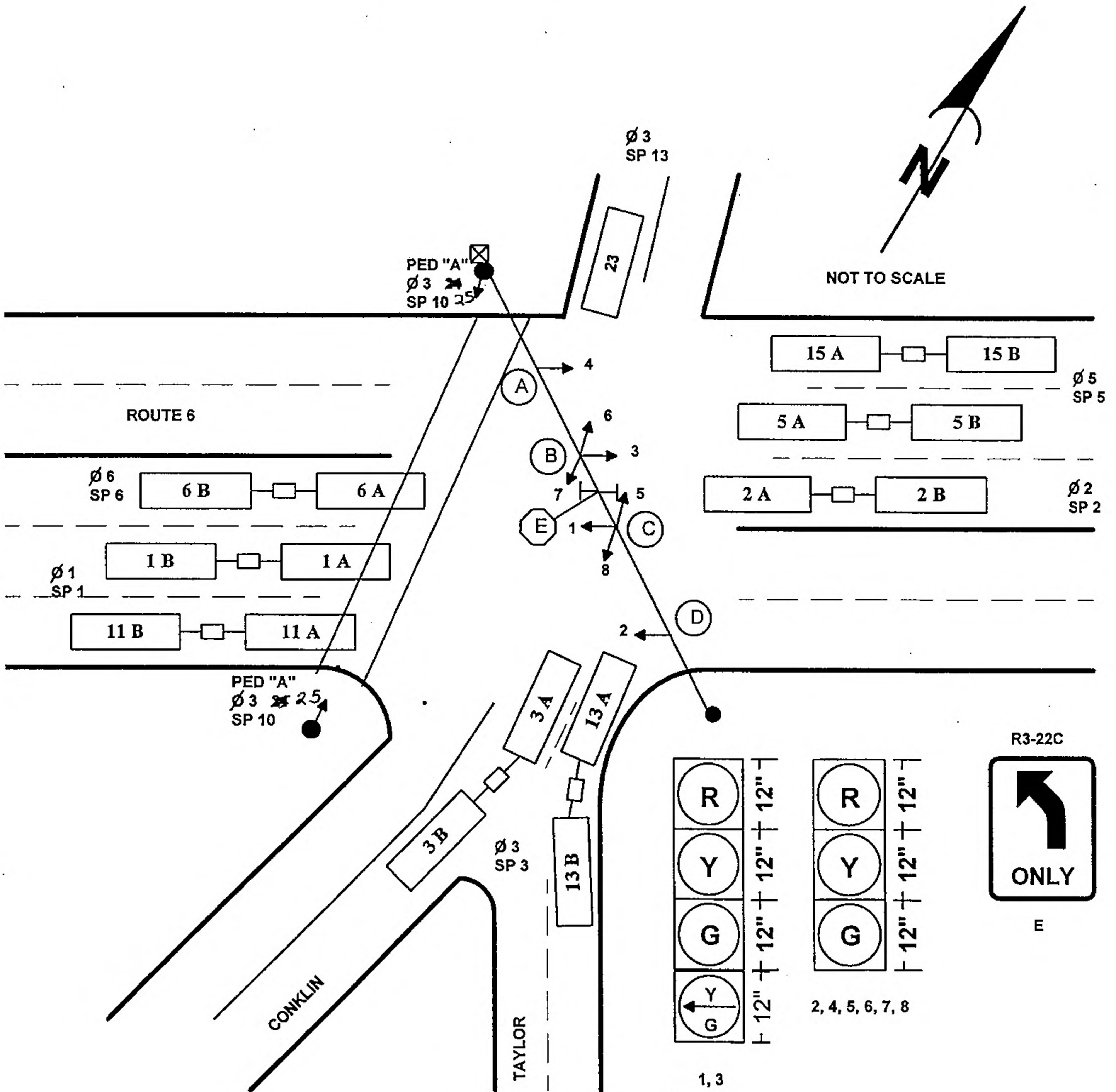
STUDY:  
 CONTRACT: D254934  
 PIN: 8390.44.321  
 FILE: 55.30-6

W-330  
 SIGNAL NO(S)

WESTCHESTER  
 COUNTY

JUN 23 1995  
 DATE

PAGE 3 OF 20 PAGES







Phase Times [1.1.1]				Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]																				Ring/Startup [1.1.4]															
	1	2	3	4	5	6	7	8	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Phs	Ring	Start	Enable							
Min Green	10	5	2		10	2			1	115	0	1	1	13	0	0	13	1	25	0	0		1	37	0	0		1											
Gap, Ext	2	2	2		2	2			2	0	0	2	1	14	0	0	14	1	26	0	0		1	38	0	0		1											
Max 1	62	25	28		62	25			3	0	0	3	1	15	0	0	15	1	27	0	0		1	39	0	0		1											
Max 2									4	0	0	4	1	16	0	0	16	1	28	0	0		1	40	0	0		1											
Yel Clearance	5	5	5		5	5			5	0	0	5	1	17	0	0	17	1	29	0	0		1	41	0	0		1											
Red Clearance	1	1	1		1	1			6	0	0	6	1	18	0	0	18	1	30	0	0		1	42	0	0		1											
Walk			7						7	0	0	7	1	19	0	0	19	1	31	0	0		1	43	0	0		1											
Ped Clearance			23						8	0	0	8	1	20	0	0	20	1	32	0	0		1	44	0	0		1											
Red Revert									9	0	0	9	1	21	0	0	21	1	33	0	0		1	45	0	0		1											
Add Initial									10	0	0	10	1	22	0	0	22	1	34	0	0		1	46	0	0		1											
Max Initial									11	0	0	11	1	23	0	0	23	1	35	0	0		1	47	0	0		1											
Time B4 Reduct									12	0	0	12	1	24	0	0	24	1	36	0	0		1	48	0	0		1											
Cars B4 Reduct									Split	1	2	3	4	5	6	7	8	Split	1	2	3	4	5	6	7	8	8	2	RED	0									
Time To Reduce									1	Coor	50	29	36	0	50	29	36	0	13	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	Coord Modes [2.1]					
Reduce By									1	MIN				MIN																		Test OpMode	0						
Min Gap									2	Coor	0	0	0	0	0	0	0	0	14	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	Correction	SHRT/LNG				
DyMaxLim																																	Maximum	MAX 1					
Max Step									3	Coor	0	0	0	0	0	0	0	0	15	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Force-Off	FLOAT			
Options [1.1.2]	1	2	3	4	5	6	7	8																									Closed Loop	ON					
Enable	1	1	1		1	1			4	Coor	0	0	0	0	0	0	0	0	16	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Stop-in-Walk	OFF		
Min Recall	1				1																												Auto Reset	ON					
Max Recall									5	Coor	0	0	0	0	0	0	0	0	17	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Expand Split	OFF		
Ped Recall																																		Ped Recycle	NO_RECYCLE				
Soft Recall									6	Coor	0	0	0	0	0	0	0	0	18	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Before	TIMED	
Lock Calls																																		After	TIMED				
Auto Flash Entry									7	Coor	0	0	0	0	0	0	0	0	19	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Auto Flash [1.4.1]		
Auto Flash Exit																																			Auto Flash	PH OVER			
Dual Entry		1		1		1		1	8	Coor	0	0	0	0	0	0	0	0	20	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Flash Yel	4.5	
Enable Simul Gap1		1	1	1	1	1	1	1																											Flash Red	2			
Gaurantee Pass									9	Coor	0	0	0	0	0	0	0	0	21	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Unit Params [1.2.1]	
Rest In Walk																																			Phase Mode	STD8			
Conditon Service									10	Coor	0	0	0	0	0	0	0	0	22	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	IO Mode	USER	
Non-Actuated 1																																			Loc Fish Start	ON			
Non-Actuated 2									11	Coor	0	0	0	0	0	0	0	0	23	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Start Flash(s)	0
Add Init Calc																																			Start AllRed(s)	3			
Options+ [1.1.3]	1	2	3	4	5	6	7	8	12	Coor	0	0	0	0	0	0	0	0	24	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Yellow < 3"	OFF
Reservice																																				Display Time	20		
PedCir Thru Ye																																				Red Revert	3		
Skip Red No Call																																				Unit Param	0		
Red Rest																																				Unit Param	0		
Max II																																				Free of Base	1		
Conflicting Phase																																				Auxswitch	STOPTM		
Conflicting Phase																																				SDLC Retry	0		
Omit Yellow																																				TS2 Det Fault	ON		
Ped Delay																																				Auto Ped Clea	OFF		
Gm/Ped Delay																																				SDLC Retry	0		

W-330  
**STD8**  
 3-19-10



Overlap 1-16 Program Parm+ [1.5.2.1] [1.5.2.2]

Overlap	Conflict L	Overlap Lock Inhi	Parent Ph Clearar	Extra Included P	Include	Modifier	Conflict	Conflict Olap	Conflict Ped	Include	Modifier	Conflict	Conflict Olap	Conflict Ped
1		OFF	ON	ON	NORMAL	Grn	Yel 3.5	Rec 1.5	LG	9	Grn	Yel 3.5	Rec 1.5	LG
A										I				
2					NORMAL	Grn	Yel 3.5	Rec 1.5	LG	10	Grn	Yel 3.5	Rec 1.5	LG
B										J				
3					NORMAL	Grn	Yel 3.5	Rec 1.5	LG	11	Grn	Yel 3.5	Rec 1.5	LG
C										K				
4					NORMAL	Grn	Yel 3.5	Rec 1.5	LG	12	Grn	Yel 3.5	Rec 1.5	LG
D										L				
5					NORMAL	Grn	Yel 3.5	Rec 1.5	LG	13	Grn	Yel 3.5	Rec 1.5	LG
E										M				
6					NORMAL	Grn	Yel 3.5	Rec 1.5	LG	14	Grn	Yel 3.5	Rec 1.5	LG
F										N				
7					NORMAL	Grn	Yel 3.5	Rec 1.5	LG	15	Grn	Yel 3.5	Rec 1.5	LG
G										O				
8					NORMAL	Grn	Yel 3.5	Rec 1.5	LG	16	Grn	Yel 3.5	Rec 1.5	LG
H										P				

Coord Transition, CoordPhs [2.5]

Pat#	Short	Long	Dwell	No Shortway	E-Yld	Offset	RetHld	Floa	Min Veh Per	Min Ped Per
1	12	22		3		EndGRN				
2	12	22				EndGRN				
3	12	22				EndGRN				
4	12	22				EndGRN				
5	12	22				EndGRN				
6	12	22				EndGRN				
7	12	22				EndGRN				
8	12	22				EndGRN				
9	12	22				EndGRN				
10	12	22				EndGRN				
11	12	22				EndGRN				
12	12	22				EndGRN				
13	12	22				EndGRN				
14	12	22				EndGRN				
15	12	22				EndGRN				
16	12	22				EndGRN				
17	12	22				EndGRN				
18	12	22				EndGRN				
19	12	22				EndGRN				
20	12	22				EndGRN				
21	12	22				EndGRN				
22	12	22				EndGRN				
23	12	22				EndGRN				
24	12	22				EndGRN				
25	0	0				BegGRN				
26	0	0				BegGRN				
27	0	0				BegGRN				
28	0	0				BegGRN				
29	0	0				BegGRN				
30	0	0				BegGRN				
31	0	0				BegGRN				
32	0	0				BegGRN				
33	0	0				BegGRN				
34	0	0				BegGRN				
35	0	0				BegGRN				
36	0	0				BegGRN				
37	0	0				BegGRN				
38	0	0				BegGRN				
39	0	0				BegGRN				
40	0	0				BegGRN				
41	0	0				BegGRN				
42	0	0				BegGRN				
43	0	0				BegGRN				
44	0	0				BegGRN				
45	0	0				BegGRN				
46	0	0				BegGRN				
47	0	0				BegGRN				
48	0	0				BegGRN				

Channel Settings [1.8.1]

Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1	2	3	5	6				3			3												
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								

Channel+ Settings [1.8.4]

Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Flash Red+																								
Flash Yellow+																								
Flash Green+																								
Flash Inh Red+																								

Channel Params [1.8.3] C1 O Mode USER Single BIU Map SINGLE Invert Rail Input OFF







**Preemption Times [3.1], Options+ [3.6]**

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWEL		
2	ON	RAIL	DWEL		
3	ON	EMERG	DWEL		
4	ON	EMERG	DWEL		
5	ON	EMERG	DWEL		
6	ON	EMERG	DWEL		

Pre #	MaxPres	MinGrn	MinWlk	PedCl	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track G	Min Dwe	Ext Dwe	PedCl	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3			OFF
4			OFF
5			OFF
6			OFF

**Low Priority Preempts**

Pre #	Type	Min	Max
7	OFF	0	0
8	OFF	0	0
9	OFF	0	0
10	OFF	0	0

**Unit Parameters [1.2.1]**

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	0
Max Seek Dwell Time	0

**Channel Parameters [1.8.3]**

D Conn Mappings	NONE
Pre Invert Rail Input	

**Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]**

Pre #	Track Phases	Track Overlaps
1		
2		
3		
4		
5		
6		

**Dwell Phases [3.2] and Overlaps+ [3.5]**

Pre #	Phases	Overlaps	Peds
1			
2			
3			
4			
5			
6			

**Preemption 1, Options+ [3.6]**

Pre #	Exit Phase	Pre #	Lock	Override Auto Fish	Override Higher	Flash Dwe Link
1		1	ON	ON	ON	OFF
2		2	ON	ON	ON	ON
3		3	ON	ON	ON	OFF
4		4	ON	ON	ON	OFF
5		5	ON	ON	ON	OFF
6		6	ON	ON	ON	OFF

**Alt# 1 Times Table [1.1.6.1]**

Column#.....	->1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Cr								
Red Cr								
Walk								
Ped Cr								

**Alt# 2 Times Table [1.1.6.1]**

Column#.....	->1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Cr								
Red Cr								
Walk								
Ped Cr								

**Alt# 3 Times Table [1.1.6.1]**

Column#.....	->1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Cr								
Red Cr								
Walk								
Ped Cr								

**Alt# 1 Options Table [1.1.6.2]**

Column #	->1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls 1	1	1	1	1	1	1	1	1
Soft Recall								
Dual Entry								
Enabl SimGap1	1	1	1	1	1	1	1	1
Gaur Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								



















MODEL 179 SIGNAL OPERATION  
PROGRAMMABLE FEATURES  
SIGNAL OPERATION SPECIFICATION

TAPS \_\_\_\_\_  
STUDY # \_\_\_\_\_  
FILE # \_\_\_\_\_  
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SIGNAL # 330

COUNTY # WEST

DATE JUN 28 1995

TABLE OF SWITCH PACKS

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CC
1	Ø1	RED	1	SP 1 R	1A/19C-C-R	2	SP 1 R	1A/5C-D-R
		YELLOW		SP 1 Y	1A/19C-C-O		SP 1 Y	1A/5C-D-C
		GREEN		SP 1 G	1A/19C-C-G		SP 1 G	1A/5C-D-G
		Ground Wire		Gmd Bus	1A/19C-C-W		Gmd Bus	1A/5C-D-W
2	Ø2	---	3	SP 2 R	---		SP 2 R	
				SP 2 Y	1A/19C-B-O		SP 2 Y	
				SP 2 G	1A/19C-B-G		SP 2 G	
		Ground Wire		Gmd Bus	1A/19C-B-W		Gmd Bus	
3	Ø3	R	7	SP 3 R	1A/19C-B-R/B	8	SP 3 R	1A/19C-C-B/R
		Y		SP 3 Y	1A/19C-B-O/B		SP 3 Y	1A/19C-C-O/R
		G		SP 3 G	1A/19C-B-G/B		SP 3 G	1A/19C-C-B/R
		Ground Wire		Gmd Bus	1A/19C-B-W/B		Gmd Bus	1A/19C-C-W/R
4		---		SP 4 R			SP 4 R	
				SP 4 Y			SP 4 Y	
				SP 4 G			SP 4 G	
		Ground Wire		Gmd Bus			Gmd Bus	
5	Ø5	R	3	SP 5 R	1A/19C-B-R/W	A	SP 5 R	1A/5C-A-R
		Y		SP 5 Y	1A/19C-B-O/W		SP 5 Y	1A/5C-A-O
		G		SP 5 G	1A/19C-B-G/W		SP 5 G	1A/5C-A-G
		Ground Wire		Gmd Bus	1A/19C-B-W/W		Gmd Bus	1A/5C-A-W
6	Ø6	---	1	SP 6 R	---		SP 6 R	
				SP 6 Y	1A/19C-C-O/B		SP 6 Y	
				SP 6 G	1A/19C-C-G/B		SP 6 G	
		Ground Wire		Gmd Bus	1A/19C-C-W/B		Gmd Bus	
7		---		SP 7 R			SP 7 R	
				SP 7 Y			SP 7 Y	
				SP 7 G			SP 7 G	
		Ground Wire		Gmd Bus			Gmd Bus	
8		---		SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
		Ground Wire		Gmd Bus			Gmd Bus	
9		---		SP 9 R			SP 9 R	
				SP 9 Y			SP 9 Y	
				SP 9 G			SP 9 G	
		Ground Wire		Gmd Bus			Gmd Bus	
10	PED A Ø3	DW	25	SP 10 R	1A/5C-1P-R		SP 10 R	
		---		SP 10 Y	---		SP 10 Y	
		W		SP 10 G	1A/5C-1P-G		SP 10 G	
		Ground Wire		Gmd Bus	1A/5C-1P-W		Gmd Bus	
11		---		SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
		Ground Wire		Gmd Bus			Gmd Bus	
12		---		SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Gmd Bus			Gmd Bus	
13	Ø3	R	5	SP 13 R	1A/19C-C-R/W	6	SP 13 R	1A/19C-B-B/R
		Y		SP 13 Y	1A/19C-C-B/W		SP 13 Y	1A/19C-B-O/R
		G		SP 13 G	1A/19C-C-G/W		SP 13 G	1A/19C-B-B/R
		Ground Wire		Gmd Bus	1A/19C-C-W/W		Gmd Bus	1A/19C-B-W/R
14		---		SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP 14 G	
		Ground Wire		Gmd Bus			Gmd Bus	







MODEL 179 SIGNAL OPERATION  
PROGRAMMABLE FEATURES  
SIGNAL OPERATION SPECIFICATION

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SIGNAL # 330

COUNTY # WEST

DATE JUN 28 1995

TABLE OF INPUT WIRING

TERM. NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN OVER	REMARKS
1A, 1B	Ø1	1A, 1B	NORMAL		PRESENCE
2A, 2B	Ø2	2A, 2B	NORMAL		PRESENCE
3A, 3B	Ø3	3A, 3B	NORMAL		PRESENCE
4A, 4B					
5A, 5B	Ø5	5A, 5B	NORMAL		PRESENCE
6A, 6B	Ø6	6A, 6B	NORMAL		PRESENCE
7A, 7B					
8A, 8B					
9A, 9B					
10A, 10B					
11A, 11B	Ø1	11A, 11B	NORMAL		PRESENCE
12A, 12B					
13A, 13B	Ø3	13A, 13B	NORMAL		PRESENCE
14A, 14B					
15A, 15B	Ø5	15A, 15B	NORMAL		PRESENCE
16A, 16B					
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B					
23A, 23B	Ø3	23	NORMAL		PRESENCE
24A, 24B					
25A, 25B	PEDA Ø3	25	PED BUTTON		PEDESTRIAN
26A, 26B					
27A, 27B					
28A, 28B					



**W-145**

Signal #

STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION  
TRAFFIC AND SAFETY DIVISION

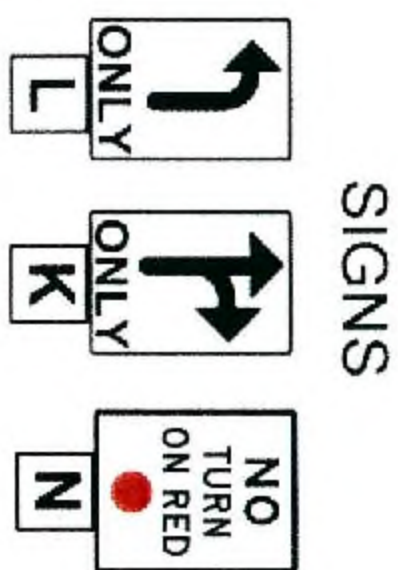
Signal: **W-145**

D/HWP:

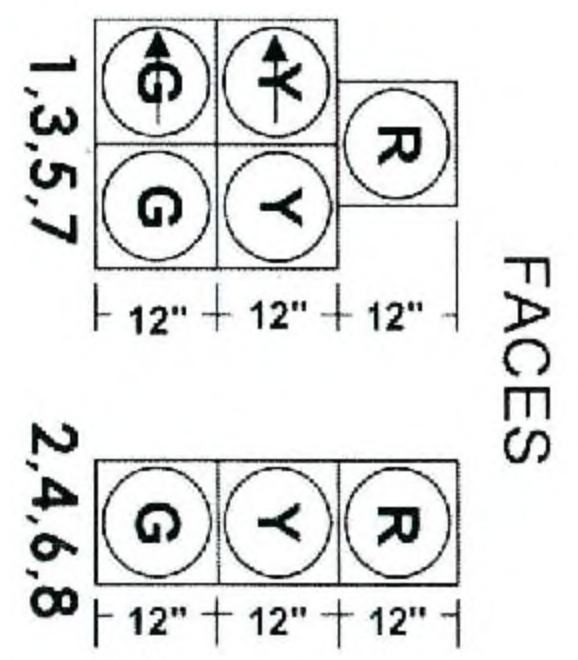
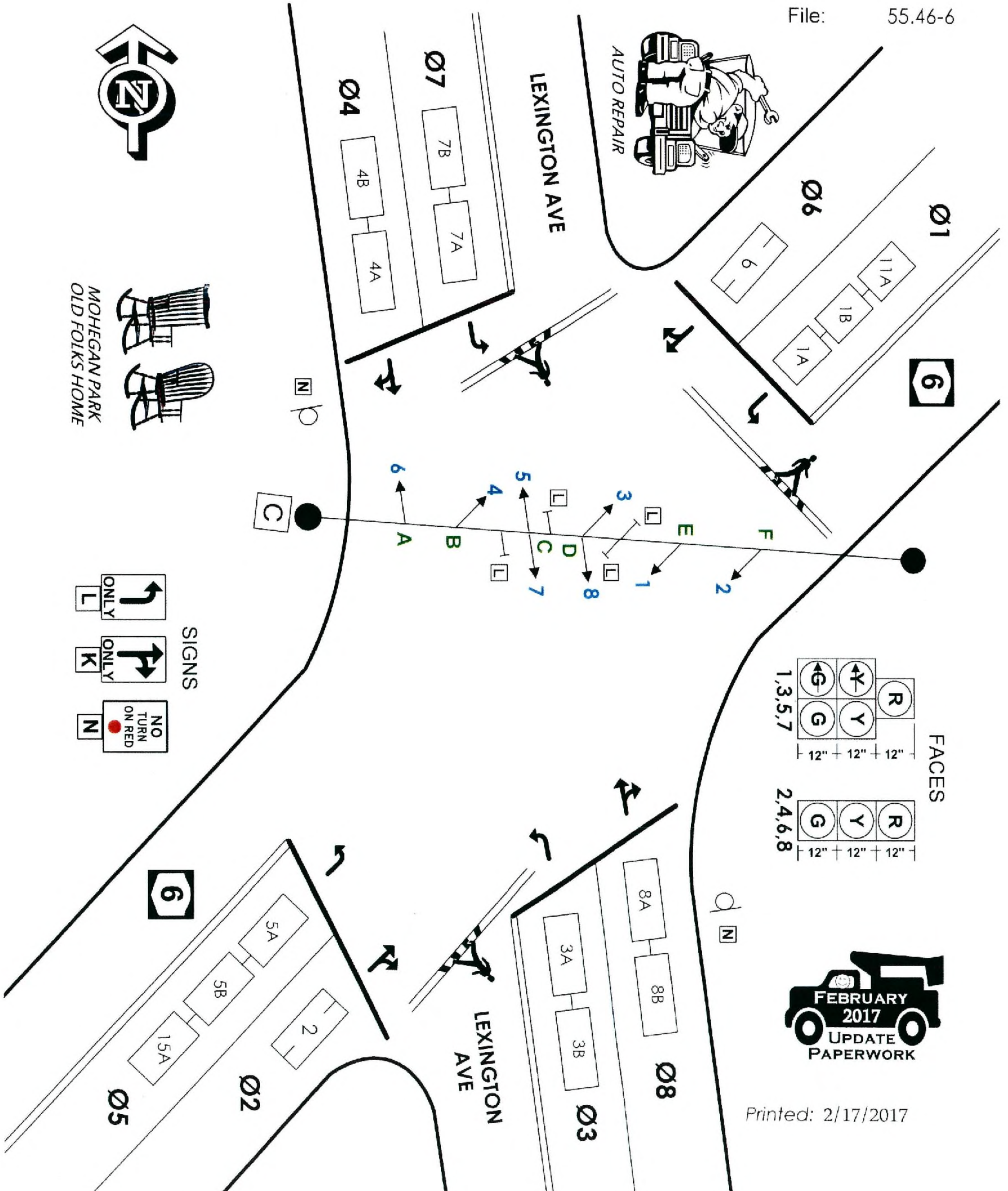
PIN:

File: 55.46-6

Town of YORKTOWN



SIGNS



Printed: 2/17/2017



Phase Times [1.1.1]									Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]															STD8													
1	2	3	4	5	6	7	8	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#					Cyc	Off	Split	Seq						
Min Green	3	10	3	3	3	10	3	3	1			1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1	<b>Ring/Startup [1.1.4]</b>								
Gap, Ext	2	3	2	2	2	2	2	2	2			2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1	Phs	Ring	Start	Enable					
Max 1	15	80	15	30	15	80	15	30	3			3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1	1	1	RED	On					
Max 2	15	100	15	30	15	100	15	30	4			4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1	2	1	GREEN	On					
Yel Clearance	4	4	4	4	4	4	4	4	5			5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1	3	1	RED	On					
Red Clearance	2	2	2	2	2	2	2	2	6			6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1	4	1	RED	On					
Walk		7						7	7			7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1	5	2	RED	On					
Ped Clearance		22						16	8			8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1	6	2	GREEN	On					
Red Revert									9			9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1	7	2	RED	On					
Add Initial									10			10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1	8	2	RED	On					
Max Initial									11			11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1									
Time B4 Reduct									12			12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1									
Cars B4 Reduct									Split			1	2	3	4	5	6	7	8	Split			1	2	3	4	5	6	7	8							
Time To Reduce									1	Coor									13	Coor									<b>Coord Modes [2.1]</b>								
Reduce By									2	Coor										14	Coor									Test OpMode	0						
Min Gap									3	Coor											15	Coor									Correction	SHRT/LNG					
DyMaxLim									4	Coor												16	Coor									Maximum	MAX 1				
Max Step									5	Coor												17	Coor									Force-Off	FLOAT				
<b>Options [1.1.2]</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	6	Coor												18	Coor									Closed Loop	ON				
Enable	On	On	On	On	On	On	On	On	7	Coor													19	Coor									Stop-in-Walk	OFF			
Min Recall		On				On			8	Coor													20	Coor									Auto Reset	ON			
Max Recall									9	Coor													21	Coor									Expand Splt	OFF			
Ped Recall									10	Coor													22	Coor									Ped Recycle	NO RECYCLE			
Soft Recall									11	Coor													23	Coor									Before	TIMED			
Lock Calls									12	Coor													24	Coor									After	TIMED			
Auto Flash Entry																																	<b>Auto Flash [1.4.1]</b>				
Auto Flash Exit																																	Auto Flash	PH OVER			
Dual Entry		On		On		On		On																									Flash Yel	45			
Enable Simul Gap	On	On	On	On	On	On	On	On																									Flash Red	0			
Gaurantee Passag																																	<b>Unit Params [1.2.1]</b>				
Rest In Walk																																	Phase Mode	STD8			
Conditon Service																																	IO Mode	USER			
Non-Actuated 1																																	Loc Fish Start	ON			
Non-Actuated 2																																	Start Flash(s)	0			
Add Init Calc																																	Start AllRed(s)	0			
<b>Options+ [1.1.3]</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>																									Yellow < 3"	OFF			
Reservice																																	Display Time	20			
PedClr Thru Yel									<b>Page#</b>																									Red Revert	3		
Skip Red No Call									1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param																								MCE Timeout	0		
Red Rest									1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param																								Feature Profile	0		
Max II									2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)																								Free Ring Seq	1		
Call Phase									3	Detection; Sample Time and Unit Parameters related to detection																								Auxswitch	STOPTM		
Conflicting Phase									4	Preemption and Alternate Phase Time and Phase Options																								SDLC Retry	0		
Omit Yellow									5	Annual Schedule																								TS2 Det Faults	ON		
Ped Delay									6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)																								Auto Ped Clear	OFF		
Gm/Ped Delay									7	Communications; Secutiry; I/O Setup																								SDLC Retry	0		
<b>ID: 7145 RTE 6 @ LEXINGTON AVE &amp; WILEY RD - LAKE</b>									8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param																								<b>01/18/18</b>	<b>Page 1</b>		



**Overlap 1-16 Program Parm+ [1.5.2.1] [1.5.2.2]**

Overlap Conflict Lock	OFF	Overlap Lock Inhibit	OFF	Parent Ph Clearance	ON	Extra Included Ph	OFF
1	Included Ø				NORMAL		
	Modifier Ø			Gm			
	Conflict Ø			Yel 3.5			
A	Conflict Olap			Red 1.5			
	Conflict Ped			LG			
2	Included Ø				NORMAL		
	Modifier Ø			Gm			
	Conflict Ø			Yel 3.5			
B	Conflict Olap			Red 1.5			
	Conflict Ped			LG			
3	Included Ø				NORMAL		
	Modifier Ø			Gm			
	Conflict Ø			Yel 3.5			
C	Conflict Olap			Red 1.5			
	Conflict Ped			LG			
4	Included Ø				NORMAL		
	Modifier Ø			Gm			
	Conflict Ø			Yel 3.5			
D	Conflict Olap			Red 1.5			
	Conflict Ped			LG			
5	Included Ø				NORMAL		
	Modifier Ø			Gm			
	Conflict Ø			Yel 3.5			
E	Conflict Olap			Red 1.5			
	Conflict Ped			LG			
6	Included Ø				NORMAL		
	Modifier Ø			Gm			
	Conflict Ø			Yel 3.5			
F	Conflict Olap			Red 1.5			
	Conflict Ped			LG			
7	Included Ø				NORMAL		
	Modifier Ø			Gm			
	Conflict Ø			Yel 3.5			
G	Conflict Olap			Red 1.5			
	Conflict Ped			LG			
8	Included Ø				NORMAL		
	Modifier Ø			Gm			
	Conflict Ø			Yel 3.5			
H	Conflict Olap			Red 1.5			
	Conflict Ped			LG			

**Channel Settings [1.8.1]**

..... Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1	2	3	4	5	6	7	8																
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								

**Channel+ Settings [1.8.4]**

..... Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Flash Red+																								
Flash Yellow+																								
Flash Green+																								
Flash Inh Red+																								
Olap Ovr																								

**Coord Transition, CoordPhs [2.5]**

Pat#	Short	Long	Dwell	No Shortway Ø	E-Yld	Offset	RetHld	Float	Min Veh Perm	Min Ped Perm
1	12	22				EndGRN				
2	12	22				EndGRN				
3	12	22				EndGRN				
4	12	22				EndGRN				
5	12	22				EndGRN				
6	12	22				EndGRN				
7	12	22				EndGRN				
8	12	22				EndGRN				
9	12	22				EndGRN				
10	12	22				EndGRN				
11	12	22				EndGRN				
12	12	22				EndGRN				
13	12	22				EndGRN				
14	12	22				EndGRN				
15	12	22				EndGRN				
16	12	22				EndGRN				
17	12	22				EndGRN				
18	12	22				EndGRN				
19	12	22				EndGRN				
20	12	22				EndGRN				
21	12	22				EndGRN				
22	12	22				EndGRN				
23	12	22				EndGRN				
24	12	22				EndGRN				
25						BegGRN				
26						BegGRN				
27						BegGRN				
28						BegGRN				
29						BegGRN				
30						BegGRN				
31						BegGRN				
32						BegGRN				
33						BegGRN				
34						BegGRN				
35						BegGRN				
36						BegGRN				
37						BegGRN				
38						BegGRN				
39						BegGRN				
40						BegGRN				
41						BegGRN				
42						BegGRN				
43						BegGRN				
44						BegGRN				
45						BegGRN				
46						BegGRN				
47						BegGRN				
48						BegGRN				

**Channel Params[1.8.3]**

C1 IO Mode USER    BIU Map SINGLE    Invert Rail Input OFF







**Preemption Times [3.1], Options+ [3.6]**

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3	50			22	ON
4	45			7	ON
5	45			7	ON
6					ON

Pre #	Track Grr	Min Dwell	Ext Dwell	PedClr+	Yel
1		2			
2		2			
3		50			
4		15	3		4
5		15	3		4
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3			OFF
4	4		OFF
5	4		OFF
6			OFF

**Low Priority Preempts**

Pre #	Type	Min	Max
7	OFF		
8	OFF		
9	OFF		
10	OFF		

**Unit Parameters [1.2.1]**

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	
Max Seek Dwell Time	

**Channel Parameters [1.8.3]**

D Conn Mappings	NONE
Pre Invert Rail Input	OFF

**Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]**

Pre #	Track Phases	Track Overlaps
1		
2		
3		
4		
5		
6		

**Dwell Phases [3.2] and Overlaps+ [3.5]**

Pre #	Phases	Overlaps	Peds
1			
2			
3	1	6	
4	2	5	
5	1	6	
6			

**Preemption Options+ [3.6]**

Pre #	Exit Phase	Lock	Override Auto Fish	Override Higher	Fish Dwell	Link
1		ON	ON	ON	OFF	
2		ON	ON	ON	OFF	
3		ON	ON	ON	OFF	
4	2 6	ON	ON	ON	OFF	
5	2 6	ON	ON	ON	OFF	
6		ON	ON	ON	OFF	



**Alt# 1 Times Table [1.1.6.1.2]**

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

**Alt# 2 Times Table [1.1.6.1.2]**

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

**Alt# 3 Times Table [1.1.6.1.3]**

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

**Alt# 1 Options Table [1.1.6.2.1]**

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	On	On	On	On	On	On	On	On
Soft Recall								
Dual Enrty								
Enabl SimGap	On	On	On	On	On	On	On	On
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

**Alt# 1 Veh Parameters [5.5.1.1]**

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Switch																
Delay																
Extend																
Queue																
No Activity																
Max Presence																
Erratic Count																
Fail Time																

**Alt# 1 Veh Options [5.5.1.2]**

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Extend																
Queue																
Added Initial																
Red Lock																
Yellow Lock																
Occupancy																
Volume																

**Alt# 1 Veh Parameters+ [5.5.1.3]**

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Occ-on-green																
Occ-on-yellow																
Occ-on-red																
Delay Phase 1																
Delay Phase 2																
Detector Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Source																

**Alt# 1 Ped Parameters+ [5.5.1.4]**

Column#..... ->	1	2	3	4	5	6	7	8
Assign Det#								
Call								
No Activity								
Max Presence								
Erratic Count								



**Alt# 2 Options Table [1.1.6.2.2]**

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	On	On	On	On	On	On	On	On
Soft Recall								
Dual Enrty								
Enabl SimGap	On	On	On	On	On	On	On	On
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

**Alt# 3 Options Table [1.1.6.2.3]**

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	On	On	On	On	On	On	On	On
Soft Recall								
Dual Enrty								
Enabl SimGap	On	On	On	On	On	On	On	On
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

**Alt# 4 Options Table [1.1.6.2.4]**

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	On	On	On	On	On	On	On	On
Soft Recall								
Dual Enrty								
Enabl SimGap	On	On	On	On	On	On	On	On
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

**Alt# 2 Veh Parameters [5.5.2.1]**

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Switch																
Delay																
Extend																
Queue																
No Activity																
Max Presence																
Erratic Count																
Fail Time																

**Alt# 2 Veh Options [5.5.2.2]**

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Extend																
Queue																
Added Initial																
Red Lock																
Yellow Lock																
Occupancy																
Volume																

**Alt# 2 Veh Parameters+ [5.5.2.3]**

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Occ-on-green																
Occ-on-yellow																
Occ-on-red																
Delay Phase 1																
Delay Phase 2																
Detector Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Source																

**Alt# 2 Ped Parameters+ [5.5.2.4]**

Column#..... ->	1	2	3	4	5	6	7	8
Assign Det#								
Call								
No Activity								
Max Presence								
Erratic Count								







Day Plans [4.4]															Action Table [4.5]													Coord Alternate Tables - Pat+ [2.6]																						
Day Plan 1				Day Plan 2				Day Plan 3																	Overlap Off																									
Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8	Pat#	ØOpt	ØTime	DetG	Call InH	CIC	CNA1	1	2	3	4	5	6	7	8	Dia	Max2					
1	0	0	0	9				1	0	0	0	9	0	0	0	1	1											1														DFT	On							
2	14	0	1	10				2	0	0	0	10	0	0	0	2	2											2															DFT							
3	18	30	0	11				3	0	0	0	11	0	0	0	3	3											3															DFT							
4				12				4	0	0	0	12	0	0	0	4	4											4															DFT							
5				13				5	0	0	0	13	0	0	0	5	5											5															DFT							
6				14				6	0	0	0	14	0	0	0	6	6											6															DFT							
7				15				7	0	0	0	15	0	0	0	7	7											7															DFT							
8				16				8	0	0	0	16	0	0	0	8	8											8															DFT							
Day Plan 4				Day Plan 5				Day Plan 6				9	9															9																DFT						
Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		10	10											10																	DFT					
1	0	0	0	9	0	0	0	1	0	0	0	9	0	0	0	11	11											11																	DFT					
2	0	0	0	10	0	0	0	2	0	0	0	10	0	0	0	12	12											12																	DFT					
3	0	0	0	11	0	0	0	3	0	0	0	11	0	0	0	13	13											13																	DFT					
4	0	0	0	12	0	0	0	4	0	0	0	12	0	0	0	14	14											14																	DFT					
5	0	0	0	13	0	0	0	5	0	0	0	13	0	0	0	15	15											15																	DFT					
6	0	0	0	14	0	0	0	6	0	0	0	14	0	0	0	16	16											16																	DFT					
7	0	0	0	15	0	0	0	7	0	0	0	15	0	0	0	17	17											17																	DFT					
8	0	0	0	16	0	0	0	8	0	0	0	16	0	0	0	18	18											18																	DFT					
Day Plan 7				Day Plan 8				Day Plan 9				19	19															19																	DFT					
Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		20	20											20																		DFT				
1	0	0	0	9	0	0	0	1	0	0	0	9	0	0	0	21	21											21																		DFT				
2	0	0	0	10	0	0	0	2	0	0	0	10	0	0	0	22	22											22																		DFT				
3	0	0	0	11	0	0	0	3	0	0	0	11	0	0	0	23	23											23																		DFT				
4	0	0	0	12	0	0	0	4	0	0	0	12	0	0	0	24	24											24																		DFT				
5	0	0	0	13	0	0	0	5	0	0	0	13	0	0	0	25											25																		DFT					
6	0	0	0	14	0	0	0	6	0	0	0	14	0	0	0	26											26																		DFT					
7	0	0	0	15	0	0	0	7	0	0	0	15	0	0	0	27											27																		DFT					
8	0	0	0	16	0	0	0	8	0	0	0	16	0	0	0	28											28																		DFT					
Day Plan 10				Day Plan 11				Day Plan 12				29	29															29																		DFT				
Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		30												30																			DFT			
1	0	0	0	9	0	0	0	1	0	0	0	9	0	0	0	31											31																				DFT			
2	0	0	0	10	0	0	0	2	0	0	0	10	0	0	0	32											32																				DFT			
3	0	0	0	11	0	0	0	3	0	0	0	11	0	0	0	33											33																				DFT			
4	0	0	0	12	0	0	0	4	0	0	0	12	0	0	0	34											34																				DFT			
5	0	0	0	13	0	0	0	5	0	0	0	13	0	0	0	35											35																				DFT			
6	0	0	0	14	0	0	0	6	0	0	0	14	0	0	0	36											36																				DFT			
7	0	0	0	15	0	0	0	7	0	0	0	15	0	0	0	37											37																				DFT			
8	0	0	0	16	0	0	0	8	0	0	0	16	0	0	0	38											38																			DFT				
Day Plan 13				Day Plan 14				Day Plan 15				39	39															39																				DFT		
Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		40												40																					DFT	
1	0	0	0	9	0	0	0	1	0	0	0	9	0	0	0	41											41																					DFT		
2	0	0	0	10	0	0	0	2	0	0	0	10	0	0	0	42											42																					DFT		
3	0	0	0	11	0	0	0	3	0	0	0	11	0	0	0	43											43																					DFT		
4	0	0	0	12	0	0	0	4	0	0	0	12	0	0	0	44											44																					DFT		
5	0	0	0	13	0	0	0	5	0	0	0	13	0	0	0	45											45																					DFT		
6	0	0	0	14	0	0	0	6	0	0	0	14	0	0	0	46											46																					DFT		
7	0	0	0	15	0	0	0	7	0	0	0	15	0	0	0	47											47																					DFT		
8	0	0	0	16	0	0	0	8	0	0	0	16	0	0	0	48											48																					DFT		
															ID: 7145 RTE 6 @ LEXINGTON AVE																																			
															01/18/18													Page 8																						



**C1-USER IO Map [1.8.9.1 In]**

I1-1	1	Veh Call 1
I1-2	2	Veh Call 2
I1-3	3	Veh Call 3
I1-4	4	Veh Call 4
I1-5	5	Veh Call 5
I1-6	6	Veh Call 6
I1-7	7	Veh Call 7
I1-8	8	Veh Call 8
I2-1	189	Unused
I2-2	200	Pre 3 In
I2-3	11	Veh Call 11
I2-4	189	Unused
I2-5	189	Unused
I2-6	189	Unused
I2-7	15	Veh Call 15
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	129	Ped Call 1
I3-7	189	Unused
I3-8	189	Unused
I4-1	<b>C11S Connector</b>	
I4-2		
I4-3		
I4-4		
I4-5	189	Unused
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	Unused
I5-2	130	Ped Call 2
I5-3	189	Unused
I5-4	131	Ped Call 3
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

**C1-USER IO Map [1.8.9.2 Out]**

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	39	Ch15 Yellow
O5-6	63	Ch15 Green
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

**C1-USER IO Map [1.8.9.2 Out]**

O7-1	40	Ch16 Yellow
O7-2	16	Ch16 Red
O7-3	64	Ch16 Green
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	15	Ch15 Red

**C11S-USER IO Map [1.8.9.1 In]**

I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

**C11S-USER IO Map [1.8.9.2 Out]**

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

**IO Logic [1.8.7]**

Result	Fn	Oper	Fn	Oper	Fn Timer		
I 0 =	I	---	0	I	---	0	DLY
I 0 =	I	---	0	I	---	0	DLY
I 0 =	I	---	0	I	---	0	DLY
I 0 =	I	---	0	I	---	0	DLY
I 0 =	I	---	0	I	---	0	DLY
I 0 =	I	---	0	I	---	0	DLY
I 0 =	I	---	0	I	---	0	DLY
I 0 =	I	---	0	I	---	0	DLY
I 0 =	I	---	0	I	---	0	DLY
I 0 =	I	---	0	I	---	0	DLY
I 0 =	I	---	0	I	---	0	DLY
I 0 =	I	---	0	I	---	0	DLY
I 0 =	I	---	0	I	---	0	DLY
I 0 =	I	---	0	I	---	0	DLY
I 0 =	I	---	0	I	---	0	DLY

**Security Access Levels [8.2]**

1	SWLOAD	22	NONE	43	NONE
2	SECURE	23	NONE	44	NONE
3	NONE	24	NONE	45	NONE
4	NONE	25	NONE	46	NONE
5	NONE	26	NONE	47	NONE
6	NONE	27	NONE	48	NONE
7	NONE	28	NONE	49	NONE
8	NONE	29	NONE	50	NONE
9	NONE	30	NONE	51	NONE
10	NONE	31	NONE	52	NONE
11	NONE	32	NONE	53	NONE
12	NONE	33	NONE	54	NONE
13	NONE	34	NONE	55	NONE
14	NONE	35	NONE	56	NONE
15	NONE	36	NONE	57	NONE
16	NONE	37	NONE	58	NONE
17	NONE	38	NONE	59	NONE
18	NONE	39	NONE	60	NONE
19	NONE	40	NONE	61	NONE
20	NONE	41	NONE	62	NONE
21	NONE	42	NONE	63	NONE
				64	NONE

**Com Parameters [6.1]**

Station ID	7145
Group ID	
Master ID	0
Backup Time	0
<b>SysUp Modem [6.1]</b>	
Enable Modem	OFF
Idle Time	0
Dial Time	0
Tel:	#N/A
Alt:	#N/A

**2070 Port Parm [6.2]**

Port	Baud Rate	FCM
SP1	9600	MODE 6
SP2	9600	MODE 6
SP3	19200	MODE 6
SP4	38400	MODE 6
SP5	1200	AUTO
SP6	1200	AUTO
SP7	1200	AUTO
SP8	1200	AUTO

**2070 IP 1 Addressing [6.5]**

Addressing				
Addr	0	0	0	0
Mask	0	0	0	0
Brdcst	0	0	0	0
GtWay	0	0	0	0
Port	0			

**2070 IP 2 Addressing [6.5]**

Addressing				
Addr	0	0	0	0
Mask	0	0	0	0
Brdcst	0	0	0	0
GtWay	0	0	0	0
Port	0			

**2070 Port Binding Ports [6.6]**

	Port	Echo	Mode
ASYN1	SP1	OFF	0
ASYN2	SP2	OFF	0
ASYN3	SP3	OFF	0
ASYN4	SP4	OFF	0
SYN1	SP5S	SYN3	OFF
SYN2	OFF	SYN4	OFF

**2070 Port Binding Functions [6.6]**

Function	Channel	Function	Channel
TS2/CVM	NONE	SYSUp	ASYN2
CMU/MMU	NONE	SYSDown	ASYN1
Opticom	NONE	Shell	NONE
Loop Det.	NONE		
GPS	NONE		







STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION  
TRAFFIC ENGINEERING SAFETY DIVISION  
TRAFFIC CONTROL SPECIFICATIONS

RAY

Study :  
Contract D260580  
PIN: 8561.33.301  
File: 55.30-35/202

W-300 WESTCHESTER  
SIGNAL NO COUNTY

INTERSECTION ROUTE 35 / 202 AT LEXINGTON AVE

CITY  VILLAGE  TOWN OF CORTLAND AND YORKTOWN

Department Order 2/15/1973 as Section: 2055.30,46 Subdivision: (j), (n)

Prior specification hereby suspended  None  Dated: 3/11/1994

Purpose:: INSTALL REPLACEMENT TRAFFIC SIGNAL UNDER CONTRACT D260580

These specifications will be effective upon the  Installation  Modification / Reinstallation of the necessary traffic control device(s) required by and conforming to the State manual of Uniform Traffic Control

This Signal shall

- A: Operate in accordance with the Table of operations and / or Change Intervals as shown on the attached pages as a:
- Pretimed Signal
  - Semi-traffic actuated
  - Full-traffic actuated
  - Pedestrian actuated
  - Other

- B:
- Display vehicular indications
  - Display Pedestrian indications
  - Be equipped with vehicle detectors
  - Be equipped with pedestrian buttons
- as shown in the attached plans / drawings.

- C. Be equipped with  Pre-emption which are described as follows:  Interconnection and/or coordination

Description:

- cc:
- Main Office
  - Region 8 Traffic Engineer
  - Signal Shop
  - Contract Maintainer

08/06/08  
Date

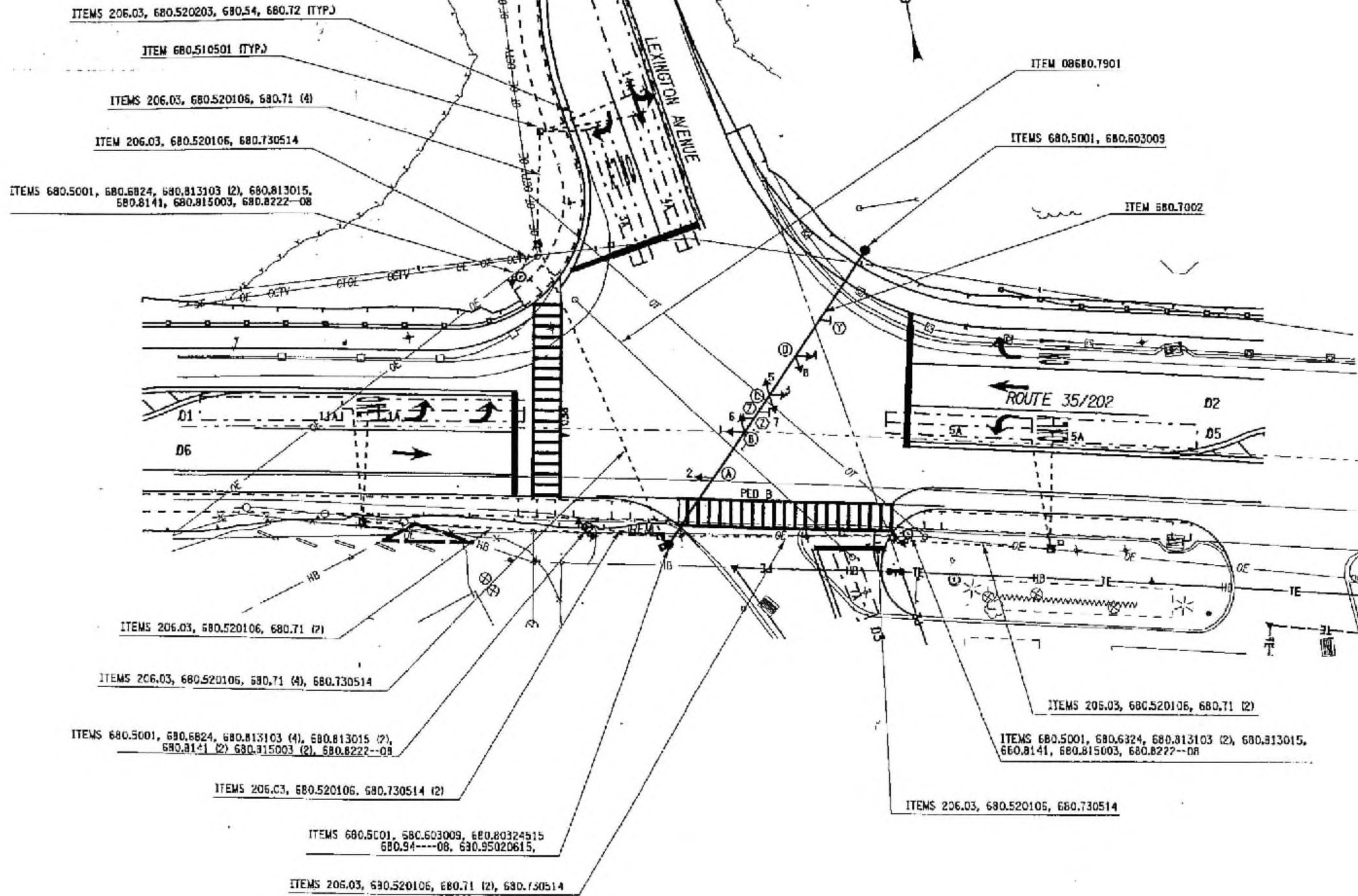
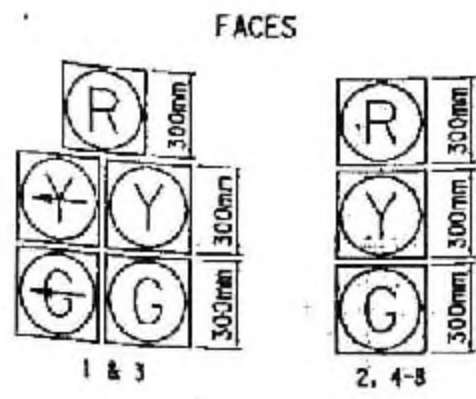
Mike Cotton <sup>SMA</sup> RTE  
Signature: Title

Installation Date:

08/06/08  
Reinstallation/Modification:



DESIGN SUPERVISOR \_\_\_\_\_ DESIGNED BY \_\_\_\_\_ CHECKED BY \_\_\_\_\_ ESTIMATED BY \_\_\_\_\_ DRAFTED BY \_\_\_\_\_ CHECKED BY \_\_\_\_\_



FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.			
P.I.N. 8561.33		B.I.N.		
WESTCHESTER COUNTY				
PEEKSKILL SALEM CENTER RD PART 3, S.H. 331				
LEXINGTON AVENUE & ROUTE 35/202 INTERSECTION				
TOWN OF CORTLANDT & TOWN OF YORKTOWN				
N.Y. ROUTE 35 & U.S. ROUTE 202				

ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED  
AS BUILT REVISIONS

SIGNATURE	DATE
<b>TRAFFIC SIGNAL PLAN</b>	
STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION REGION	
DOCUMENT NAME 856133 traf sig plan	DATE
DRAWING NO.	







**Overlap 1-16 Program Parm & Parm+ [1.5.2.1] [1.5.2.2]**

Overlap Conflict Lock	OFF	Overlap Lock Inhibit	OFF	Parent Ph Clearance	ON	Extra Included Ph	OFF
1	Included Ø				NORMAL		
	Modifier Ø				Gm		
	Conflict Ø				Yel 3.5		
A	Conflict Olap				Red 1.5		
	Conflict Ped				LG		
2	Included Ø				NORMAL		
	Modifier Ø				Gm		
	Conflict Ø				Yel 3.5		
B	Conflict Olap				Red 1.5		
	Conflict Ped				LG		
3	Included Ø				NORMAL		
	Modifier Ø				Gm		
	Conflict Ø				Yel 3.5		
C	Conflict Olap				Red 1.5		
	Conflict Ped				LG		
4	Included Ø				NORMAL		
	Modifier Ø				Gm		
	Conflict Ø				Yel 3.5		
D	Conflict Olap				Red 1.5		
	Conflict Ped				LG		
5	Included Ø				NORMAL		
	Modifier Ø				Gm		
	Conflict Ø				Yel 3.5		
E	Conflict Olap				Red 1.5		
	Conflict Ped				LG		
6	Included Ø				NORMAL		
	Modifier Ø				Gm		
	Conflict Ø				Yel 3.5		
F	Conflict Olap				Red 1.5		
	Conflict Ped				LG		
7	Included Ø				NORMAL		
	Modifier Ø				Gm		
	Conflict Ø				Yel 3.5		
G	Conflict Olap				Red 1.5		
	Conflict Ped				LG		
8	Included Ø				NORMAL		
	Modifier Ø				Gm		
	Conflict Ø				Yel 3.5		
H	Conflict Olap				Red 1.5		
	Conflict Ped				LG		

**Channel Settings [1.8.1]**

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1	2	3		5	6			3	6			3											
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	PED	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								

**Channel+ Settings [1.8.4]**

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Flash Red+																								
Flash Yellow+																								
Flash Green+																								
Flash Inh Red+																								
Olap Ovr																								

**Coord Transition, CoordPhs [2.5]**

Pat#	Short	Long	Dwell	No Shortway Ø	E-Yld	Offset	RetHld	Float	Min Veh Perm	Min Ped Perm
1	12	22				EndGRN				
2	12	22				EndGRN				
3	12	22				EndGRN				
4	12	22				EndGRN				
5	12	22				EndGRN				
6	12	22				EndGRN				
7	12	22				EndGRN				
8	12	22				EndGRN				
9	12	22				EndGRN				
10	12	22				EndGRN				
11	12	22				EndGRN				
12	12	22				EndGRN				
13	12	22				EndGRN				
14	12	22				EndGRN				
15	12	22				EndGRN				
16	12	22				EndGRN				
17	12	22				EndGRN				
18	12	22				EndGRN				
19	12	22				EndGRN				
20	12	22				EndGRN				
21	12	22				EndGRN				
22	12	22				EndGRN				
23	12	22				EndGRN				
24	12	22				EndGRN				
25						BegGRN				
26						BegGRN				
27						BegGRN				
28						BegGRN				
29						BegGRN				
30						BegGRN				
31						BegGRN				
32						BegGRN				
33						BegGRN				
34						BegGRN				
35						BegGRN				
36						BegGRN				
37						BegGRN				
38						BegGRN				
39						BegGRN				
40						BegGRN				
41						BegGRN				
42						BegGRN				
43						BegGRN				
44						BegGRN				
45						BegGRN				
46						BegGRN				
47						BegGRN				
48						BegGRN				

**Channel Params [1.8.3]**

C1 IO Mode USER ; BIU Map SINGLE Invert Rail Input OFF



**Preemption Times [3.1], Options+ [3.6]**

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Grr	Min Dwell	Ext Dwell	PedClr+	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3			OFF
4			OFF
5			OFF
6			OFF

**Low Priority Preempts**

Pre #	Type	Min	Max
7	OFF		
8	OFF		
9	OFF		
10	OFF		

**Unit Parameters [1.2.1]**

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	
Max Seek Dwell Time	

**Channel Parameters [1.8.3]**

D Conn Mappings	NONE
Pre Invert Rail Input	OFF

**Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]**

Pre #	Track Phases	Track Overlaps
1		
2		
3		
4		
5		
6		

**Dwell Phases [3.2] and Overlaps+ [3.5]**

Pre #	Phases	Overlaps	Peds
1			
2			
3			
4			
5			
6			

**Preemption Options+ [3.6]**

Pre #	Exit Phase	Pre #	Lock	Override Auto Flsh	Override Higher	Flsh Dwell	Link
1		1	ON	ON	ON	OFF	
2		2	ON	ON	ON	OFF	
3		3	ON	ON	ON	OFF	
4		4	ON	ON	ON	OFF	
5		5	ON	ON	ON	OFF	
6		6	ON	ON	ON	OFF	



**Alt# 1 Times Table [1.1.6.1.2]**

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

**Alt# 2 Times Table [1.1.6.1.2]**

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

**Alt# 3 Times Table [1.1.6.1.3]**

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

**Alt# 1 Options Table [1.1.6.2.1]**

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	On	On	On	On	On	On	On	On
Soft Recall								
Dual Enry								
Enabl SimGap	On	On	On	On	On	On	On	On
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

**Alt# 1 Veh Parameters [5.5.1.1]**

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Switch																
Delay																
Extend																
Queue																
No Activity																
Max Presence																
Erratic Count																
Fail Time																

**Alt# 1 Veh Options [5.5.1.2]**

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Extend																
Queue																
Added Initial																
Red Lock																
Yellow Lock																
Occupancy																
Volume																

**Alt# 1 Veh Parameters+ [5.5.1.3]**

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Occ-on-green																
Occ-on-yellow																
Occ-on-red																
Delay Phase 1																
Delay Phase 2																
Detector Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Source																

**Alt# 1 Ped Parameters+ [5.5.1.4]**

Column#..... ->	1	2	3	4	5	6	7	8
Assign Det#								
Call								
No Activity								
Max Presence								
Erratic Count								



**Alt# 2 Options Table [1.1.6.2.2]**

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	On	On	On	On	On	On	On	On
Soft Recall								
Dual Enrty								
Enabl SimGap	On	On	On	On	On	On	On	On
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

**Alt# 3 Options Table [1.1.6.2.3]**

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	On	On	On	On	On	On	On	On
Soft Recall								
Dual Enrty								
Enabl SimGap	On	On	On	On	On	On	On	On
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

**Alt# 4 Options Table [1.1.6.2.4]**

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	On	On	On	On	On	On	On	On
Soft Recall								
Dual Enrty								
Enabl SimGap	On	On	On	On	On	On	On	On
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

**Alt# 2 Veh Parameters [5.5.2.1]**

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Switch																
Delay																
Extend																
Queue																
No Activity																
Max Presence																
Erratic Count																
Fail Time																

**Alt# 2 Veh Options [5.5.2.2]**

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Extend																
Queue																
Added Initial																
Red Lock																
Yellow Lock																
Occupancy																
Volume																

**Alt# 2 Veh Parameters+ [5.5.2.3]**

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Occ-on-green																
Occ-on-yellow																
Occ-on-red																
Delay Phase 1																
Delay Phase 2																
Detector Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Source																

**Alt# 2 Ped Parameters+ [5.5.2.4]**

Column#..... ->	1	2	3	4	5	6	7	8
Assign Det#								
Call								
No Activity								
Max Presence								
Erratic Count								











**C1-USER IO Map [1.8.9.1 In ]**

I1-1	1	Veh Call 1
I1-2	189	Unused
I1-3	3	Veh Call 3
I1-4	4	Veh Call 4
I1-5	5	Veh Call 5
I1-6	189	Unused
I1-7	7	Veh Call 7
I1-8	189	Unused
I2-1	189	Unused
I2-2	189	Unused
I2-3	11	Veh Call 11
I2-4	189	Unused
I2-5	189	Unused
I2-6	14	Veh Call 14
I2-7	15	Veh Call 15
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	129	Ped Call 1
I3-8	130	Ped Call 2
I4-1	<b>C11S Connector</b>	
I4-2		
I4-3		
I4-4		
I4-5		
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	Unused
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

**C1-USER IO Map [1.8.9.2 Out ]**

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	115	Not Used
O5-6	115	Not Used
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

**C1-USER IO Map [1.8.9.2 Out ]**

O7-1	115	Not Used
O7-2	115	Not Used
O7-3	115	Not Used
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	115	Not Used

**C11S-USER IO Map [1.8.9.1 In ]**

I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

**C11S-USER IO Map [1.8.9.2 Out ]**

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

**IO Logic [1.8.7]**

Result	Fn	Oper	Fn	Oper	Fn Timer		
I 0 =	I	----	0	I	----	0	DLY
I 0 =	I	----	0	I	----	0	DLY
I 0 =	I	----	0	I	----	0	DLY
I 0 =	I	----	0	I	----	0	DLY
I 0 =	I	----	0	I	----	0	DLY
I 0 =	I	----	0	I	----	0	DLY
I 0 =	I	----	0	I	----	0	DLY
I 0 =	I	----	0	I	----	0	DLY
I 0 =	I	----	0	I	----	0	DLY
I 0 =	I	----	0	I	----	0	DLY
I 0 =	I	----	0	I	----	0	DLY
I 0 =	I	----	0	I	----	0	DLY
I 0 =	I	----	0	I	----	0	DLY
I 0 =	I	----	0	I	----	0	DLY
I 0 =	I	----	0	I	----	0	DLY
I 0 =	I	----	0	I	----	0	DLY

**Security Access Levels [8.2]**

1	SWLOAD	22	NONE
2	SECURE	23	NONE
3	NONE	24	NONE
4	NONE	25	NONE
5	NONE	26	NONE
6	NONE	27	NONE
7	NONE	28	NONE
8	NONE	29	NONE
9	NONE	30	NONE
10	NONE	31	NONE
11	NONE	32	NONE
12	NONE	33	NONE
13	NONE	34	NONE
14	NONE	35	NONE
15	NONE	36	NONE
16	NONE	37	NONE
17	NONE	38	NONE
18	NONE	39	NONE
19	NONE	40	NONE
20	NONE	41	NONE
21	NONE	42	NONE

43	NONE
44	NONE
45	NONE
46	NONE
47	NONE
48	NONE
49	NONE
50	NONE
51	NONE
52	NONE
53	NONE
54	NONE
55	NONE
56	NONE
57	NONE
58	NONE
59	NONE
60	NONE
61	NONE
62	NONE
63	NONE
64	NONE

**Com Parameters [6.1]**

Station ID	7300
Group ID	
Master ID	0
Backup Time	0
<b>SysUp Modem [6.1]</b>	
Enable Modem	OFF
Idle Time	0
Dial Time	0
Tel:	#N/A
Alt:	#N/A

**2070 Port Parms [6.2]**

Port	Baud Rate	FCM
SP1	9600	MODE 6
SP2	9600	MODE 6
SP3	19200	MODE 6
SP4	38400	MODE 6
SP5	1200	AUTO
SP6	1200	AUTO
SP7	1200	AUTO
SP8	1200	AUTO

**2070 IP 1 Addressing [6.5]**

Addressing				
Addr	0	0	0	0
Mask	0	0	0	0
Brdcst	0	0	0	0
GtWay	0	0	0	0
Port	0			

**2070 IP 2 Addressing [6.5]**

Addressing				
Addr	0	0	0	0
Mask	0	0	0	0
Brdcst	0	0	0	0
GtWay	0	0	0	0
Port	0			

**2070 Port Binding Ports [6.6]**

	Port	Echo	Mode
ASYN1	SP1	OFF	0
ASYN2	SP2	OFF	0
ASYN3	SP3	OFF	0
ASYN4	SP4	OFF	0
SYN1	SP5S	SYN3	OFF
SYN2	OFF	SYN4	OFF

**2070 Port Binding Functions [6.6]**

Function	Channel	Function	Channel
TS2/CVM	NONE	SYSUp	ASYN2
CMU/MMU	NONE	SYSDown	ASYN1
Opticom	NONE	Shell	NONE
Loop Det	NONE		
GPS	NONE		







MODEL 179 SIGNAL OPERATION  
PROGRAMMABLE FEATURES  
SIGNAL OPERATION SPECIFICATION

TAPS \_\_\_\_\_  
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FILE # \_\_\_\_\_  
PAGE 1 OF 3

SIGNAL # W - 300

COUNTY WESTCHESTER

DATE 07/15/08

TABLE OF SWITCH PACKS

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1	Ø 1	<p>.....</p> <p>Ground Wire</p>	1	SP 1 R	.....		SP 1 R	
				SP 1 Y	14/15C - B - BL/W		SP 1 Y	
				SP 1 G	- G/W		SP 1 G	
				Grnd Bus	- B/W		Grnd Bus	
2	Ø 2	<p>Red</p> <p>Yellow</p> <p>Green</p> <p>Ground Wire</p>	3	SP 2 R	14/15C - C - R	4	SP 2 R	14/15C - D - R
				SP 2 Y	- O		SP 2 Y	- O
				SP 2 G	- G		SP 2 G	- G
				Grnd Bus	- W		Grnd Bus	- W
3	Ø 3	<p>Red</p> <p>Yellow</p> <p>Green</p> <p>Ground Wire</p>	5	SP 3 R	14/15C - C - R/B	6	SP 3 R	14/15C - B - R/B
				SP 3 Y	- O/B		SP 3 Y	- O/B
				SP 3 G	- G/B		SP 3 G	- G/B
				Grnd Bus	- W/B		Grnd Bus	- W/B
4		<p>Ground Wire</p>		SP 3 R			SP 4 R	
				SP 3 Y			SP 4 Y	
				SP 3 G			SP 4 G	
				Grnd Bus			Grnd Bus	
5	Ø 5	<p>.....</p> <p>Ground Wire</p>	3	SP 5 R	.....	BL/B B B	SP 5 R	
				SP 5 Y	14/15C - C - O/R		SP 5 Y	
				SP 5 G	- BL/R		SP 5 G	
				Grnd Bus	- W/R		Grnd Bus	
6	Ø 6	<p>Red</p> <p>Yellow</p> <p>Green</p> <p>Ground Wire</p>	1	SP 6 R	14/15C - B - R	2	SP 6 R	14 / 5C - A - R
				SP 6 Y	- O		SP 6 Y	- O
				SP 6 G	- G		SP 6 G	- G
				Grnd Bus	- W		Grnd Bus	- W
7		<p>Ground Wire</p>		SP 7 R			SP 7 R	
				SP 7 Y			SP 7 Y	
				SP 7 G			SP 7 G	
				Grnd Bus			Grnd Bus	
8		<p>Ground Wire</p>		SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
				Grnd Bus			Grnd Bus	
9	PED A Ø 3	<p>MAN</p> <p>.....</p> <p>HAND</p> <p>Ground Wire</p>	21	SP 9 R	14/5C - R	22	SP 9 R	14/5C - R
				SP 9 Y	.....		SP 9 Y	.....
				SP 9 G	- G		SP 9 G	- G
				Grnd Bus	- W		Grnd Bus	- W
10	PED B Ø 6	<p>MAN</p> <p>.....</p> <p>HAND</p> <p>Ground Wire</p>	23	SP 10 R	14/5C - R	24	SP 10 R	14/5C - R
				SP 10 Y	.....		SP 10 Y	.....
				SP 10 G	- G		SP 10 G	- G
				Grnd Bus	- W		Grnd Bus	- W
11		<p>Ground Wire</p>		SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
				Grnd Bus			Grnd Bus	
12		<p>Ground Wire</p>		SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
				Grnd Bus			Grnd Bus	
13	Ø 3	<p>Red</p> <p>Yellow</p> <p>Green</p> <p>Ground Wire</p>	7	SP 13 R	14/15C - C - R/W	8	SP 13 R	14/15C - D - R/B
				SP 13 Y	- BL/W		SP 13 Y	- O/B
				SP 13 G	- G/W		SP 13 G	- G/B
				Grnd Bus	- B/W		Grnd Bus	- W/B
14		<p>Ground Wire</p>		SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP 14 G	
				Grnd Bus			Grnd Bus	







**MODEL 179 SIGNAL OPERATION  
PROGRAMMABLE FEATURES  
SIGNAL OPERATION SPECIFICATION**

TAPS \_\_\_\_\_  
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PAGE 3 OF 3

SIGNAL # W - 300 COUNTY WESTCHESTER DATE 07/15/08

**TABLE OF INPUT WIRING**

TERM. NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN OVER	REMARKS
1A, 1B	Ø 1	1A	QUADRAPOLE		PRESENCE LOOP
2A, 2B					
3A, 3B	Ø 3	3A	QUADRAPOLE		PRESENCE LOOP
4A, 4B	Ø 3	4A	QUADRAPOLE		PRESENCE LOOP
5A, 5B	Ø 5	5A	QUADRAPOLE		PRESENCE LOOP
6A, 6B					
7A, 7B	Ø 3	7A	QUADRAPOLE		PRESENCE LOOP
8A, 8B					
9A, 9B					
10A, 10B					
11A, 11B	Ø 1	11A	NORMAL		PRESENCE LOOP
12A, 12B					
13A, 13B					
14A, 14B	Ø 3	14A	QUADRAPOLE		
15A, 15B	Ø 5	15A	NORMAL		PRESENCE LOOP
16A, 16B					
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B					
23A, 23B	PED A, Ø 3	23	BUTTON		DC # 242 MODULE
24A, 24B	PED B, Ø 6	24	BUTTON		DC #242 MODULE
25A, 25B					
26A, 26B					
27A, 27B					
28A, 28B					



STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION  
TRAFFIC ENGINEERING & SAFETY DIVISION  
TRAFFIC CONTROL SPECIFICATIONS

Study :  
Contract :  
Pin :  
File :

W-120-281                      Westchester  
SIGNAL NO# (S)                      COUNTY  
INTERSECTION :                      RTE 35 / 202 @ BEAR MTN. PARKWAY  
MUNICIPAL :                      Town of Cortlandt

Department Order Filed    11-20-98    as Section                      Subdivision  
Prior Specifications hereby superseded     None   

Purpose :

These specifications will be effective upon the  Installation  Modification of the necessary Traffic Control Device's) requires by and conforming to the State Manual of Uniform Traffic Control Device.

1. This Signal Shall :

A: Operate in accordance with the Table of Operations and / of Change interval as shown on page's) "2" as a :

- Pretimed Signal
- Semi-Traffic actuated Signal
- Full-Traffic actuated Signal
- Pedestrian actuated Signal
- Other

- B.
- Display Vehicular Indications
  - Display Pedestrian Indications
  - Be equipped with Vehicle Detectors
  - Be equipped with Pedestrian Push-Buttons

As shown in the :     schematic     scaled drawing on page    2

Be equipped with :     pre-emption     Interconnection and/or Coordination

Which are described as follows :

- cc : ( 1 )  Main Office  
 ( 1 )  Region 8 Traffic Engineer  
 ( 2 )  Signal Shop  
 ( 3 )  \_\_\_\_\_

Date	Signature	Title
Installation Date : _____		
Modification Date : _____		



STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION  
 TRAFFIC AND SAFETY DIVISION  
 TRAFFIC CONTROL SIGNAL SPECIFICATIONS

W-120-281

RTE 35 / 202 @ BEAR MTN. PKWAY

CORTLANDT

WESTCHESTER

SIGNAL NO#

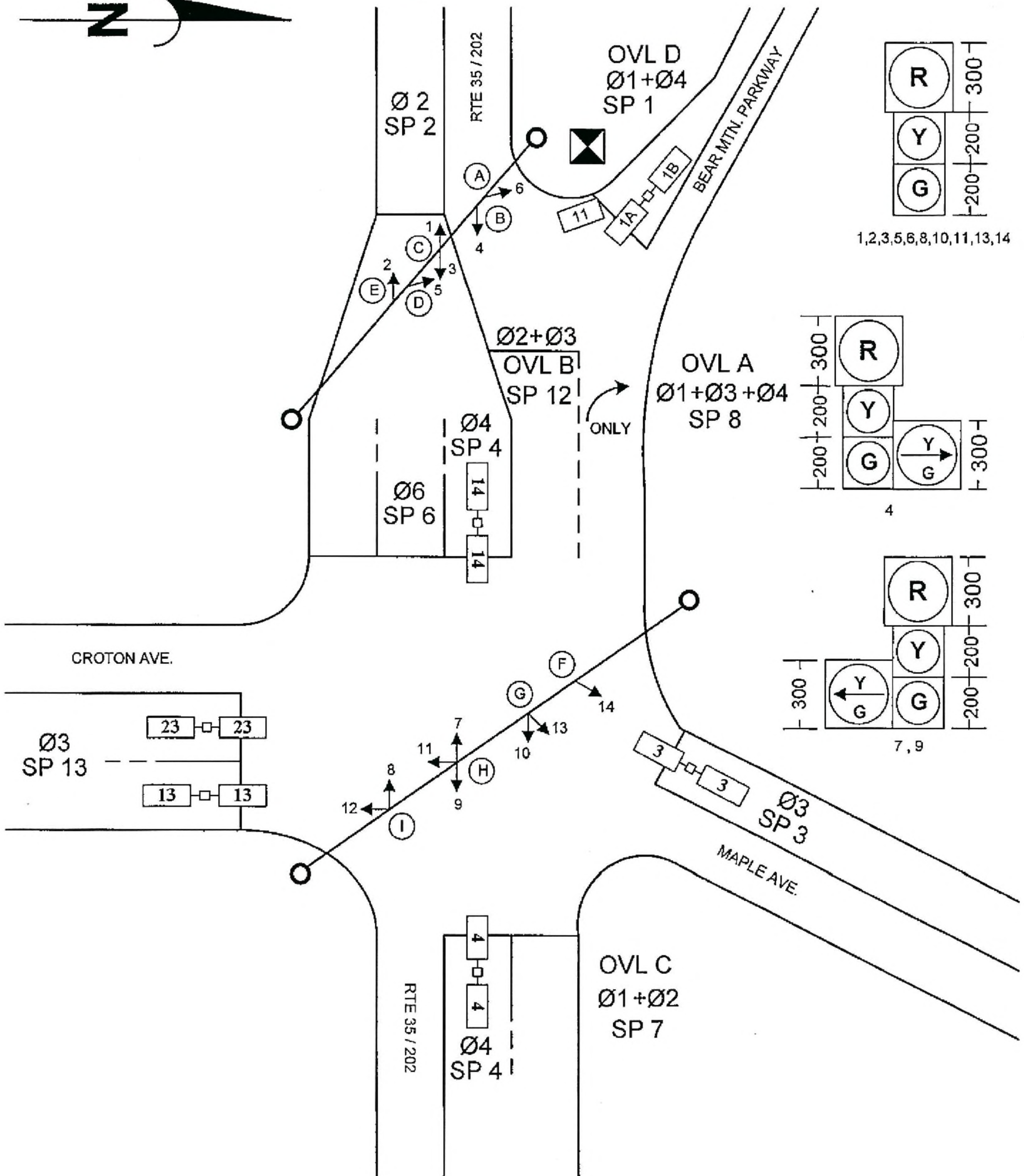
ADDRESS

TOWN OF

COUNTY

 = CONTROLLER CABINET

**NOT TO SCALE**









**Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]**

Overlap	Conflict Lock	OFF	Overlap Lock Inhibit	OFF	Parent Ph Clearance	ON	Extra Included Ph	OFF
1	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
A	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
2	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
B	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
3	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
C	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
4	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
D	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
5	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
E	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
6	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
F	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
7	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
G	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
8	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
H	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			

**Channel Settings [1.8.1]**

Channel -->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #																								
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	
Channel Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	
Alt Hz																								

**Channel+ Settings [1.8.4]**

Channel -->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Flash Red+																								
Flash Yellow+																								
Flash Green+																								
Flash Inh Red+																								
Olap Ovr																								

**Coord Transition, CoordPhs [2.5]**

Pat#	Short	Long	Dwell	No Shortway Ø	E-Yld	Offset	RetHld	Float	Min Veh Perm	Min Ped Perm
1	12	22				EndGRN				
2	12	22				EndGRN				
3	12	22				EndGRN				
4	12	22				EndGRN				
5	12	22				EndGRN				
6	12	22				EndGRN				
7	12	22				EndGRN				
8	12	22				EndGRN				
9	12	22				EndGRN				
10	12	22				EndGRN				
11	12	22				EndGRN				
12	12	22				EndGRN				
13	12	22				EndGRN				
14	12	22				EndGRN				
15	12	22				EndGRN				
16	12	22				EndGRN				
17	12	22				EndGRN				
18	12	22				EndGRN				
19	12	22				EndGRN				
20	12	22				EndGRN				
21	12	22				EndGRN				
22	12	22				EndGRN				
23	12	22				EndGRN				
24	12	22				EndGRN				
25						BegGRN				
26						BegGRN				
27						BegGRN				
28						BegGRN				
29						BegGRN				
30						BegGRN				
31						BegGRN				
32						BegGRN				
33						BegGRN				
34						BegGRN				
35						BegGRN				
36						BegGRN				
37						BegGRN				
38						BegGRN				
39						BegGRN				
40						BegGRN				
41						BegGRN				
42						BegGRN				
43						BegGRN				
44						BegGRN				
45						BegGRN				
46						BegGRN				
47						BegGRN				
48						BegGRN				

**Channel Params [1.8.3]**

C1 IO Mode USER : BIU Map SINGLE Invert Rail Input OFF



Ven Par 1-64 [5.1]										Ven Par 1-64 [5.1]										Vehicle Options 1-64 [5.2]										Vehicle Options 1-64 [5.2]										Parameters+ 1-64 [5.3]						
Det #	Call Ø	Swi Ø	Delay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time	Det #	Call Ø	Swi Ø	Delay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time	Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol	Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol	Det #	oc G	oc Y	oc R	Delay 1	Delay 2	Type	Src	
1	1						45	50	30	33										1	On	On		On					33	On	On		On					1							NORM	
2										34										2	On	On		On					34	On	On		On					2							NORM	
3	3						45	50	25	35										3	On	On		On					35	On	On		On					3							NORM	
4	4						45	50	8	36										4	On	On		On					36	On	On		On					4							NORM	
5										37										5	On	On		On					37	On	On		On					5							NORM	
6										38										6	On	On		On					38	On	On		On					6							NORM	
7										39										7	On	On		On					39	On	On		On					7							NORM	
8										40										8	On	On		On					40	On	On		On					8							NORM	
9										41										9	On	On		On					41	On	On		On					9							NORM	
10										42										10	On	On		On					42	On	On		On					10							NORM	
11	1						45	50	30	43										11	On	On		On					43	On	On		On					11							NORM	
12										44										12	On	On		On					44	On	On		On					12							NORM	
13	3						45	50	25	45										13	On	On		On					45	On	On		On					13							NORM	
14	4						45	50	8	46										14	On	On		On					46	On	On		On					14							NORM	
15										47										15	On	On		On					47	On	On		On					15							NORM	
16										48										16	On	On		On					48	On	On		On					16							NORM	
17										49										17	On	On		On					49	On	On		On					17							NORM	
18										50										18	On	On		On					50	On	On		On					18							NORM	
19										51										19	On	On		On					51	On	On		On					19							NORM	
20										52										20	On	On		On					52	On	On		On					20							NORM	
21										53										21	On	On		On					53	On	On		On					21							NORM	
22										54										22	On	On		On					54	On	On		On					22							NORM	
23	3						45	50	25	55										23	On	On		On					55	On	On		On					23							NORM	
24										56										24	On	On		On					56	On	On		On					24							NORM	
25										57										25	On	On		On					57	On	On		On					25							NORM	
26										58										26	On	On		On					58	On	On		On					26							NORM	
27										59										27	On	On		On					59	On	On		On					27							NORM	
28										60										28	On	On		On					60	On	On		On					28							NORM	
29										61										29	On	On		On					61	On	On		On					29							NORM	
30										62										30	On	On		On					62	On	On		On					30							NORM	
31										63										31	On	On		On					63	On	On		On					31							NORM	
32										64										32	On	On		On					64	On	On		On					32							NORM	

Parameters+ 1-64 [5.3]															
Det #	occ Grn	occ Yell	occ Red	Delay 1	Delay 2	Type	Src	Det #	occ Grn	occ Yell	occ Red	Delay 1	Delay 2	Type	Src
33						NORM		44						NORM	
34						NORM		45						NORM	
35						NORM		46						NORM	
36						NORM		47						NORM	
37						NORM		48						NORM	
38						NORM		49						NORM	
39						NORM		50						NORM	
40						NORM		51						NORM	
41						NORM		52						NORM	
42						NORM		53						NORM	
43						NORM		54						NORM	

Ped Det Parm [5.4]				
Det #	Call Ø	No Act	Max Pres	Err Cnt
1			15	
2			15	
3			15	
4			15	
5			15	
6			15	
7			15	
8			15	

Unit Paramters [1.2.1]	
TS2 Det Faults	ON
<b>Vol/Occ Report Parm [1.5.8]</b>	
Vol/Occ Period Minutes	15
Vol/Occ Period Minutes	0



**Preemption Times [3.1], Options+ [3.6]**

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Grr	Min Dwell	Ext Dwell	PedClr+	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3			OFF
4			OFF
5			OFF
6			OFF

**Low Priority Preempts**

Pre #	Type	Min	Max
7	OFF		
8	OFF		
9	OFF		
10	OFF		

**Unit Parameters [1.2.1]**

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	
Max Seek Dwell Time	

**Channel Parameters [1.8.3]**

D Conn Mappings	NONE
Pre Invert Rail Input	OFF

**Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]**

Pre #	Track Phases	Track Overlaps
1		
2		
3		
4		
5		
6		

**Dwell Phases [3.2] and Overlaps+ [3.5]**

Pre #	Phases	Overlaps	Peds
1			
2			
3			
4			
5			
6			

**Preemption Options+ [3.6]**

Pre #	Exit Phase	Lock	Override Auto Fish	Override Higher	Fish Dwell	Link
1		ON	ON	ON	OFF	
2		ON	ON	ON	OFF	
3		ON	ON	ON	OFF	
4		ON	ON	ON	OFF	
5		ON	ON	ON	OFF	
6		ON	ON	ON	OFF	



**Alt# 1 Times Table [1.1.6.1.2]**

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

**Alt# 2 Times Table [1.1.6.1.2]**

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

**Alt# 3 Times Table [1.1.6.1.3]**

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

**Alt# 1 Options Table [1.1.6.2.1]**

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	On	On	On	On	On	On	On	On
Soft Recall								
Dual Enrt								
Enabl SimGap	On	On	On	On	On	On	On	On
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

**Alt# 1 Veh Parameters [5.5.1.1]**

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Switch																
Delay																
Extend																
Queue																
No Activity																
Max Presence																
Erratic Count																
Fail Time																

**Alt# 1 Veh Options [5.5.1.2]**

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Extend																
Queue																
Added Initial																
Red Lock																
Yellow Lock																
Occupancy																
Volume																

**Alt# 1 Veh Parameters+ [5.5.1.3]**

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Occ-on-green																
Occ-on-yellow																
Occ-on-red																
Delay Phase 1																
Delay Phase 2																
Detector Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Source																

**Alt# 1 Ped Parameters+ [5.5.1.4]**

Column#..... ->	1	2	3	4	5	6	7	8
Assign Det#								
Call								
No Activity								
Max Presence								
Erratic Count								



**Alt# 2 Options Table [1.1.6.2.2]**

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	On	On	On	On	On	On	On	On
Soft Recall								
Dual Enrty								
Enabl SimGap	On	On	On	On	On	On	On	On
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

**Alt# 3 Options Table [1.1.6.2.3]**

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	On	On	On	On	On	On	On	On
Soft Recall								
Dual Enrty								
Enabl SimGap	On	On	On	On	On	On	On	On
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

**Alt# 4 Options Table [1.1.6.2.4]**

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	On	On	On	On	On	On	On	On
Soft Recall								
Dual Enrty								
Enabl SimGap	On	On	On	On	On	On	On	On
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

**Alt# 2 Veh Parameters [5.5.2.1]**

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Switch																
Delay																
Extend																
Queue																
No Activity																
Max Presence																
Erratic Count																
Fail Time																

**Alt# 2 Veh Options [5.5.2.2]**

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Extend																
Queue																
Added Initial																
Red Lock																
Yellow Lock																
Occupancy																
Volume																

**Alt# 2 Veh Parameters+ [5.5.2.3]**

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Occ-on-green																
Occ-on-yellow																
Occ-on-red																
Delay Phase 1																
Delay Phase 2																
Detector Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Source																

**Alt# 2 Ped Parameters+ [5.5.2.4]**

Column#..... ->	1	2	3	4	5	6	7	8
Assign Det#								
Call								
No Activity								
Max Presence								
Erratic Count								


















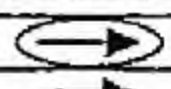
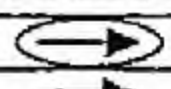
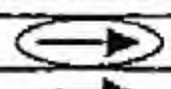
#	Event / Alarm	Ev	Alr	Call Phases[1.1.5]	Redirect Phases[1.1.5]	Inhibit Phases[1.1.5]										
1	Power Up Alarm.	On	On	Ø Phases Called By Ø	From To From To From To From To	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16										
2	Stop Timing	On	On	1	1	1										
3	TS1 Cabinet Door			2	2	2										
4	Coordination Failure	On	On	3	3	3										
5	External Alarm # 1	On	On	4	4	4										
6	External Alarm # 2	On	On	5	5	5										
7	External Alarm # 3			6	6	6										
8	External Alarm # 4			7	7	7										
9	Closed Loop Disabled	On		8	8	8										
10	External Alarm # 5			9	9	9										
11	External Alarm # 6			10	10	10										
12	Manual Control Enable	On	On	11	11	11										
13	Coord Free Input			12	12	12										
14	Local Flash Input	On	On	13	13	13										
15	MMU Flash			14	14	14										
16	CMU Flash			15	15	15										
17	Cycle Fault	On		16	16	16										
18	Cycle Failure	On		<b>Alt Call &amp; Redirect # 1 [1.1.6.3]</b>				<b>Alt Inhibit Phases # 1 [1.1.6.3]</b>								
19	Coordination Fault	On		Col Ø Phases Called By Ø	From To From To From To From To	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16										
20	Controller Fault	On	On	1	1	1										
21	Detector SDLC Failure			2	2	2										
22	MMU SDLC Failure			3	3	3										
23	Critical SDLC Failure			4	4	4										
24	Reserved			5	5	5										
25	EEPROM CRC Fault	On	On	6	6	6										
26	Detector Diagnostic Failure			7	7	7										
27	BIU Detector Failure	On	On	8	8	8										
28	Queue detector alarm	On		<b>Alt Call &amp; Redirect # 2 [1.1.6.3]</b>				<b>Alt Inhibit Phases # 2 [1.1.6.3]</b>								
29	Ped Detector Fault	On		Col Ø Phases Called By Ø	From To From To From To From To	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16										
30	Coord Diagnostic Fault			1	1	1										
41	TempAlert Probe Ch. A			2	2	2										
42	TempAlert Probe Ch. B			3	3	3										
47	Coord Active			4	4	4										
48	Preempt Active	On		5	5	5										
49	Preempt 1 Input	On		6	6	6										
50	Preempt 2 Input	On		7	7	7										
51	Preempt 3 Input	On		8	8	8										
52	Preempt 4 Input	On		<b>Coord, CIC Plans [2.3]</b>				<b>Unit Parameters [1.2.1]</b>								
53	Preempt 5 Input	On		CIC CoØ Grow 1 2 3 4 5 6 7 8	Allow Skip Yellow	OFF	Max Cycle Time									
54	Preempt 6 Input	On		1 OFF	TOD Dim Enable	OFF	Cycle Fault Action	ALARM								
55	Preempt 7 Input	On		2 OFF	Tone Disable	OFF										
56	Preempt 8 Input	On		3 OFF	Diamond Mode	4Ph										
57	Preempt 9 Input	On		4 OFF	Backup Time (s)	900										
58	Preempt 10 Input	On		<b>Auto Flash Phase/Olap Settings [1.4.2]</b>				Disable Init Ped	OFF							
61	In Transition	On		Yel Ø	Cycle Fault Action	ALARM										
81	FIO Status Alarm			Yel (olaps)	Enable Run Timer	ON	ID: 7120 RTE 35-202 @ BEAR MTN PKWAY **(C 01/19/18									



MODEL 179 SIGNAL OPERATION  
PROGRAMMABLE FEATURES  
SIGNAL OPERATION SPECIFICATION

TAPS \_\_\_\_\_  
STUDY # \_\_\_\_\_  
FILE # \_\_\_\_\_  
PAGE 18 OF 20

SIGNAL # W120&W281 COUNTY # WEST. DATE \_\_\_\_\_

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1	OVL. 'D' Ø1+Ø4	RED	5	SP 1 R	14 / 5C - D - R	6	SP 1 R	14 / 5C - A - R
		YELLOW		SP 1 Y	- O		SP 1 Y	- O
		GREEN		SP 1 G	- G		SP 1 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
2	Ø2	RED	1	SP 3 R	14 / 10C - C - R	2	SP 3 R	14 / 5C - E - R
		YELLOW		SP 3 Y	- O		SP 3 Y	- O
		GREEN		SP 3 G	- G		SP 3 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
3	Ø3	RED	13	SP 4 R	14 / 5C - I - R	14	SP 4 R	14 / 5C - G - R
		YELLOW		SP 4 Y	- O		SP 4 Y	- O
		GREEN		SP 4 G	- G		SP 4 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
4	Ø4		7	SP 5 R		9	SP 5 R	
				SP 5 Y	14 / 15C - J - O/B		SP 5 Y	14 / 10C - H - O/B
				SP 5 G	- G/B		SP 5 G	- G/B
		Ground Wire		Grnd Bus	- W/B		Grnd Bus	- W/B
5				SP 6 R			SP 6 R	
				SP 6 Y			SP 6 Y	
				SP 6 G			SP 6 G	
		Ground Wire		Grnd Bus			Grnd Bus	
6	Ø6	RED	7	SP 7 R	14 / 15C - J - R	8	SP 7 R	14 / 10C - K - R
		YELLOW		SP 7 Y	- O		SP 7 Y	- O
		GREEN		SP 7 G	- G		SP 7 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
7	OVL. 'C' Ø1+Ø2	RED	9	SP 8 R	14 / 10C - H - R	10	SP 8 R	14 / 5C - F - R
		YELLOW		SP 8 Y	- O		SP 8 Y	- O
		GREEN		SP 8 G	- G		SP 8 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
8	OVL. 'A' Ø1+Ø3+ Ø4		4	SP 2 R			SP 2 R	
				SP 2 Y	14 / 5C - B - O		SP 2 Y	
				SP 2 G	- G		SP 2 G	
		Ground Wire		Grnd Bus	- W		Grnd Bus	
9				SP 10 R			SP 10 R	
				SP 10 Y			SP 10 Y	
				SP 10 G			SP 10 G	
		Ground Wire		Grnd Bus			Grnd Bus	
10				SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
		Ground Wire		Grnd Bus			Grnd Bus	
11				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Grnd Bus			Grnd Bus	
12	OVL. 'B' Ø2+Ø3	RED	3	SP 13 R	14 / 10C - C - R/B	4	SP 13 R	14 / 10C - B - R/B
		YELLOW		SP 13 Y	- O/B		SP 13 Y	- O/B
		GREEN		SP 13 G	- G/B		SP 13 G	- G/B
		Ground Wire		Grnd Bus	- W/B		Grnd Bus	- W/B
13	Ø3	RED	11	SP 14 R	14 / 15C - J - R/W	12	SP 14 R	14 / 10C - K - R/B
		YELLOW		SP 14 Y	- BL/W		SP 14 Y	- O/B
		GREEN		SP 14 G	- G/W		SP 14 G	- G/B
		Ground Wire		Grnd Bus	- B/W		Grnd Bus	- W/B
14				SP 9 R			SP 9 R	
				SP 9 Y			SP 9 Y	
				SP 9 G			SP 9 G	
		Ground Wire		Grnd Bus			Grnd Bus	



MODEL 179 SIGNAL OPERATION  
 PROGRAMMABLE FEATURES  
 SIGNAL OPERATION SPECIFICATION

TAPS \_\_\_\_\_  
 STUDY # \_\_\_\_\_  
 FILE # \_\_\_\_\_  
 PAGE 20 OF 20

SIGNAL # W120&W281 COUNTY # WEST. DATE \_\_\_\_\_

TABLE OF INPUT WIRING

TERM NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN OVER	REMARKS
1A, 1B	Ø1	1A, 1B	LOOPS		PRESENCE
2A, 2B					
3A, 3B	Ø3	3A, 3B	LOOPS		PRESENCE
4A, 4B	Ø4	4A, 4B	LOOPS		PRESENCE
5A, 5B					
6A, 6B					
7A, 7B					
8A, 8B					
9A, 9B					
10A, 10B					
11A, 11B	Ø1	11	LOOP		PRESENCE
12A, 12B					
13A, 13B	Ø3	13A, 13B	LOOPS		PRESENCE
14A, 14B	Ø4	14A, 14B	LOOPS		PRESENCE
15A, 15B					
16A, 16B					
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B					
23A, 23B	Ø 3	23A, 23B	Loops		PRESENCE
24A, 24B					
25A, 25B					
26A, 26B					
27A, 27B					
28A, 28B					



STATE OF NEW YORK – DEPARTMENT OF TRANSPORTATION  
TRAFFIC ENGINEERING SAFETY DIVISION  
TRAFFIC CONTROL SPECIFICATION

*Official File*

W – 597  
SIGNAL NO.

WESTCHESTER  
COUNTY

Study:  
Contract: TE2011.01  
PIN: 856125.TSP  
File: 55.30-202

INTERSECTION ROUTE 35/202 CROMPOND ROAD @ CONKLIN AVENUE

CITY  VILLAGE  TOWN OF CORTLANDT

Department Order filed \_\_\_\_\_ as Section: 2055.30 Subdivision: (t)

Prior specification hereby superseded  None  Dated: \_\_\_\_\_

Purpose: **INSTALL NEW TRAFFIC SIGNAL**

These specifications will be effective upon the  Installation  Modification / Reinstallation of the necessary traffic control device(s) required by and conforming to the Federal Manual on Uniform Traffic Control Devices.

This signal shall

A. Operate in accordance with the table of operations and / or change intervals as shown on the attached pages as a:

- Pretimed Signal
- Semi-traffic actuated
- Full-traffic actuated
- Pedestrian actuated
- Other

- B.
- Display vehicular indications
  - Display pedestrian indications
  - Be equipped with vehicle detectors
  - Be equipped with pedestrian buttons

as shown in the attached plans / drawings.

C. Be equipped with  Pre-emption which are described as follows:  Interconnection and/or coordination

Description: T.B.C. WITH W – 596

- cc:
- Region 8 Traffic Engineer
  - Signal Shop
  - Contract Maintainer
  - Main Office

08/07/13  
Date  
Installation Date

\_\_\_\_\_  
Signature  
R.T.E.  
Title  
08/07/13  
Reinstallation/Modification



FILE NAME = I:\proj\020831\3.Drawings\4.Construction Revisions\3.Final\856125.tsp.conklin.dgn  
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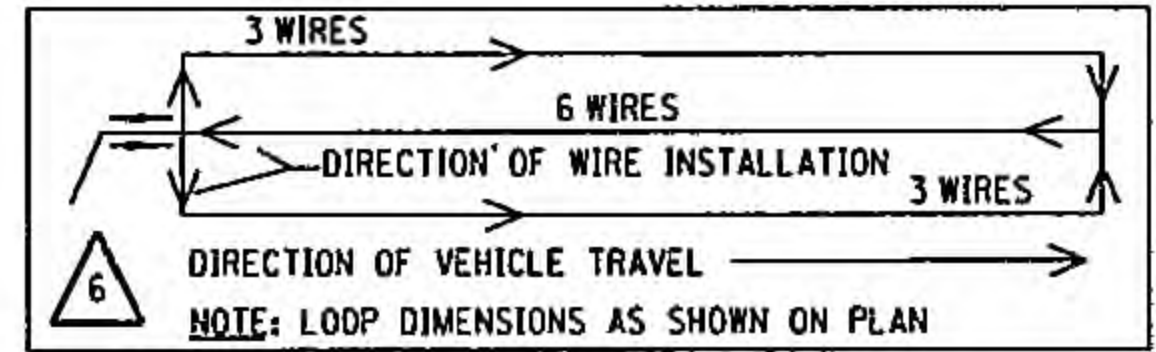
CHECKED BY BK  
 DRAFTED BY EC  
 ESTIMATED BY RN  
 CHECKED BY JA  
 DESIGNED BY TH  
 JOB MANAGER DW  
 DESIGN SUPERVISOR MB

FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	TE2011.01	74-R1	77
ROUTE 35/202 IMPROVEMENTS				
AT LAFAYETTE AND CONKLIN AVENUES				
TOWN OF CORTLANDT			WESTCHESTER COUNTY	
P.I.N. 8561.25		B.I.N.		

ITEM NUMBER	DESCRIPTION	UNIT	ESTIMATED QUANTITY	FINAL QUANTITY
206.03	CONDUIT EXCAVATION AND BACKFILL INCLUDING SURFACE RESTORATION	m	98	
680.5001	POLE EXCAVATION AND CONCRETE FOUNDATION	CM	7	
680.510501	PULLBOX - RECT. REINF. CONC., 660mm X 460mm	EA	5	
680.51200108	CAST ALUMINUM JUNCTION BOX	EA	5	
680.520104	CONDUIT - STEEL, ZINC COATED, 1 1/4 NPS	m	17	
680.520106	CONDUIT - STEEL, ZINC COATED, 2 NPS	m	79	
680.520108	CONDUIT - STEEL, ZINC COATED, 3 NPS	m	2	
680.520204	CONDUIT - FLEXIBLE LIQUID TIGHT STEEL, 1 1/4 NPS	m	20	
680.54	INDUCTANCE LOOP INSTALLATION	m	352	
680.603009	TRAFFIC SIGNAL POLE - SPAN WIRE, 30kN, 9m	EA	2	
680.7002	DUAL SPAN WIRE ASSEMBLY W/ UPPER TETHER WIRE	EA	1	
680.71	SHIELDED LEAD-IN WIRE	m	344	
680.72	INDUCTANCE LOOP WIRE	m	1246	
680.730514	SIGNAL CABLE, 5 CONDUCTOR, 14 AWG	m	15	
680.731014	SIGNAL CABLE, 10 CONDUCTOR, 14 AWG	m	42	
680.731914	SIGNAL CABLE, 19 CONDUCTOR, 14 AWG	m	27	
680.80324515	INSTALL MICROCOMPUTER CABINET	EA	1	
680.810101	TRAFFIC SIGNAL MODULE - 300mm RED BALL, LED	EA	6	
680.810103	TRAFFIC SIGNAL MODULE - 300mm YELLOW BALL, LED	EA	6	
680.810104	TRAFFIC SIGNAL MODULE - 300mm YELLOW ARROW, LED	EA	2	
680.810105	TRAFFIC SIGNAL MODULE - 300mm GREEN BALL, LED	EA	6	
680.810106	TRAFFIC SIGNAL MODULE - 300mm GREEN ARROW, LED	EA	1	
680.810107	TRAFFIC SIGNAL SECTION, TYPE 1, 300mm (HOUSING)	EA	22	
680.8111	TRAFFIC SIGNAL BRACKET ASSEMBLY - 1 WAY	EA	2	
680.8112	TRAFFIC SIGNAL BRACKET ASSEMBLY - 2 WAY	EA	2	
680.8113	TRAFFIC SIGNAL BRACKET ASSEMBLY - 3 WAY	EA	0	
680.8201	OVERHEAD SIGN ASSEMBLY, TYPE A	EA	3	
680.94----08	TRAFFIC SIGNAL SERVICE ENTRANCE	EA	1	
680.94997008	FURNISH & INSTALL ELECTRICAL DISCONN./GEN. TRANSFER SWITCH	EA	1	
680.95020615	SERVICE CABLE, 2 CONDUCTOR, 6 AWG	m	20	

HEAD	ITEMS	CABLE	ITEM
A	680.810101, 680.810103, 680.810105, 680.810107 (3), 680.8111	14/5C - A - X/X	680.730514
B	680.810101, 680.810103, 680.810104, 680.810105, 680.810106, 680.810107 (5), 680.8111	14/10C - B - X/X	680.731014
C	680.810101 (2), 680.810103 (2), 680.810105 (2), 680.810107 (6), 680.8112	14/10C - C - X/X	680.731014
D	680.810101 (2), 680.810103 (2), 680.810104, 680.810105 (2), 680.810106, 680.810107 (8), 680.8112	14/19C - D - X/X	680.731914

PHASE	FACE					
	1	2	3	4	5	6
#2	G	G	R	R	R	R
#3	R	R	R	R	G	G
#5	R/G	R	R	R	R	R/G
#6	R	R	G	G	R	R
#2+#5	G/G	G	R	R	R	R/G
#2+#6	G	G	G	G	R	R
FLASHING OPERATION	FL. Y	FL. Y	FL. Y	FL. Y	FL. R	FL. R



DETAIL 1: QUADRUPOLE PRESENCE LOOP INSTALLATION

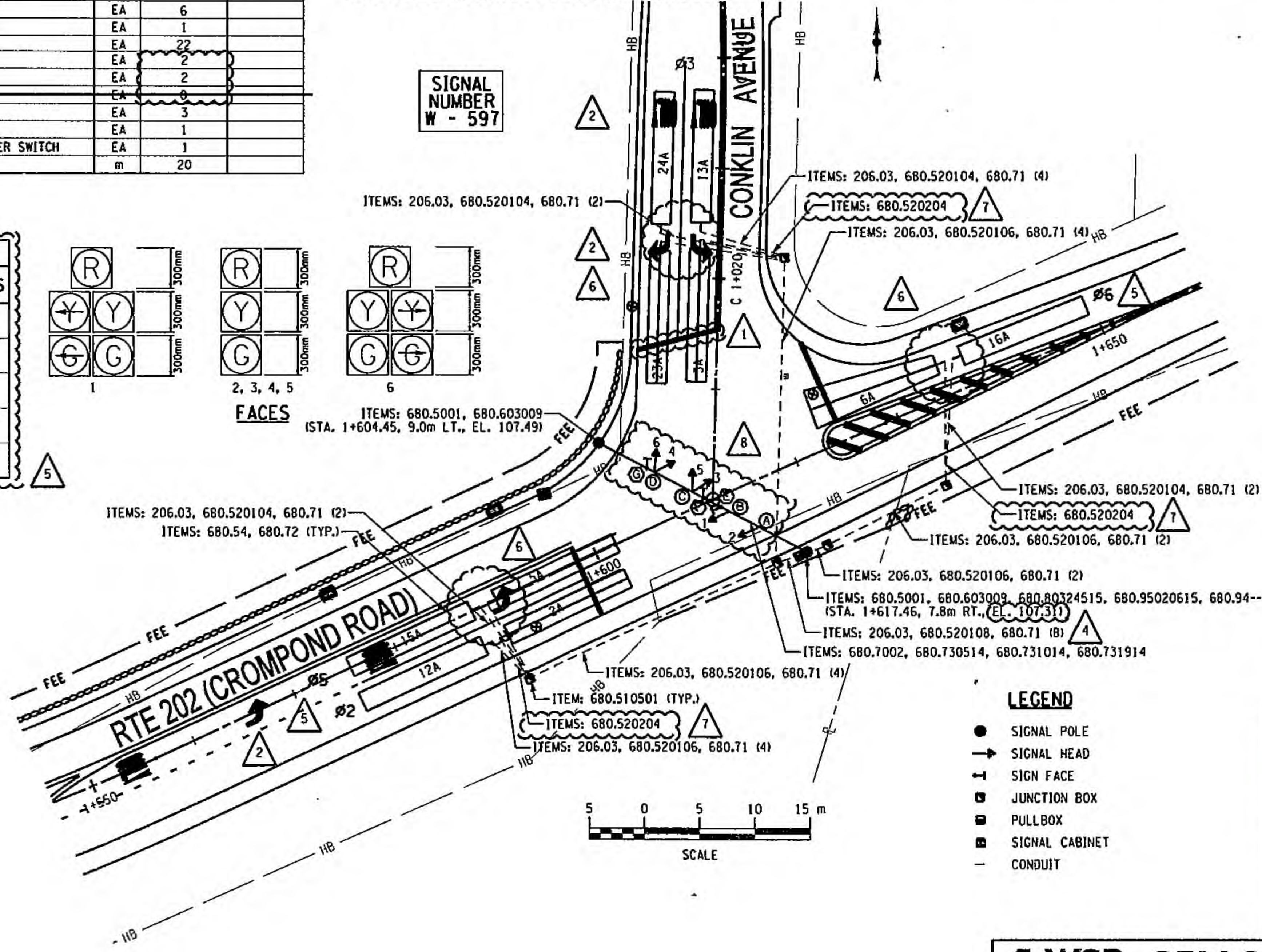
**FIELD REVISION SHEET**  
 THIS SHEET SUPERSEDES SHEET NUMBER 74

- REVISIONS:**
- REVISED STOP BAR LOCATION
  - REVISED STRIPING, SYMBOL AND LETTER PLACEMENT PER NYS DOT STANDARD SHEET M685-8.
  - UPDATED TABLE OF SIGNS TO MEET MUTCD REQUIREMENTS
  - UPDATED ELEVATION
  - UPDATED PHASE NUMBERS, TABLE OF OPERATIONS, TABLE OF CLEARANCES AND TABLE OF VEHICLE DETECTORS ACCORDINGLY
  - REMOVED LOOP JUNCTION BOXES PER NYS DOT
  - ADDED FLEX-LIQUID TIGHT STEEL CONDUIT PER NYS DOT
  - MODIFIED SIGNAL HEAD PLACEMENT, UPDATED TABLE OF HEADS AND CABLES
  - UPDATED QUANTITY TABLE

NUMBER	TYPE	FUNCTION	SIZE	NO. OF TURNS
2A	QUAD	#2 PRESENCE	2m x 12m x 4m	3
12A	LOOP	#2 PRESENCE	2m x 12m	3
3A	QUAD	#3 PRESENCE	2-1m x 12m	3
13A	LOOP	#3 PRESENCE	2m x 12m	3
23A	QUAD	#3 PRESENCE	2-1m x 12m	3
24A	LOOP	#3 PRESENCE	2m x 12m	3
5A	QUAD	#5 PRESENCE	2-1m x 12m	3
15A	LOOP	#5 PRESENCE	2m x 12m	3
6A	QUAD	#6 PRESENCE	2-1m x 12m	3
16A	LOOP	#6 PRESENCE	2m x 12m	3

ITEM	HEIGHT	DESIGN LOAD	FOOTING MOMENT
680.603009	9m	30kN	257 kN-m
680.603009	9m	30kN	257 kN-m

		FROM					
		G	G	R	R	G	R
TO	G	X	X	X	X	X	X
	R	X	X	X	X	X	X
	G	X	X	X	X	X	X
	R	X	X	X	X	X	X



HEAD	ITEMS	MUTCD	TEXT	PAY AREA
E	645.61 680.8201	R3-5L 0.75X0.90	ONLY	0.68m²
F	645.61 680.8201	R3-5L 0.75X0.90	ONLY	0.68m²
G	645.61 680.8201	R3-5R 0.75X0.90	ONLY	0.68m²

- LEGEND**
- SIGNAL POLE
  - SIGNAL HEAD
  - SIGN FACE
  - JUNCTION BOX
  - PULLBOX
  - SIGNAL CABINET
  - CONDUIT

**NOTES:**  
 SEE TSP-1 FOR GENERAL NOTES.  
 ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED AS BUILT REVISIONS

Signature: **Signal#W-597** Date: \_\_\_\_\_

SIGNAL PLANS AND TABLES  
**TRAFFIC SIGNAL INSTALLATION**  
**ROUTE 202/35 AT CONKLIN AVENUE**

TOWN OF CORTLANDT  
 WESTCHESTER COUNTY, NY

FILENAME	REGION	DATE	DRAWING NO.
856125.TSP	8	SEPT 2010	TSP-2-R1





Phase Times [1.1.1]					Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]																				STD8						
Times [1.1.1]	1	2	3	4	5	6	7	8	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#					Cyc	Off	Split
Min Green		10	10		5	10			1	90	46	1	1	13	0	0	13	1	25	0	0		1	37	0	0		1			
Gap, Ext		3	3		3	3			2	105	46	2	1	14	0	0	14	1	26	0	0		1	38	0	0		1			
Max 1		32	25		12	32			3	100	46	3	1	15	0	0	15	1	27	0	0		1	39	0	0		1			
Max 2									4	85	46	4	1	16	0	0	16	1	28	0	0		1	40	0	0		1			
Yel Clearance	4	4	3	3.5	3	4	3.5	3.5	5	0	0	5	1	17	0	0	17	1	29	0	0		1	41	0	0		1			
Red Clearance	2	2	2	2	2	2	1.5	1.5	6	0	0	6	1	18	0	0	18	1	30	0	0		1	42	0	0		1			
Walk									7	0	0	7	1	19	0	0	19	1	31	0	0		1	43	0	0		1			
Ped Clearance									8	0	0	8	1	20	0	0	20	1	32	0	0		1	44	0	0		1			
Red Revert									9	0	0	9	1	21	0	0	21	1	33	0	0		1	45	0	0		1			
Add Initial									10	0	0	10	1	22	0	0	22	1	34	0	0		1	46	0	0		1			
Max Initial									11	0	0	11	1	23	0	0	23	1	35	0	0		1	47	0	0		1			
Time B4 Reduct									12	0	0	12	1	24	0	0	24	1	36	0	0		1	48	0	0		1			
Cars B4 Reduct									Split	1	2	3	4	5	6	7	8	Split	1	2	3	4	5	6	7	8	8	2	RED	0	
Time To Reduce									1	Coord	20	40	30	0	20	40	30	0	13	Coord	0	0	0	0	0	0	0	0	0		
Reduce By									2	Coord		MAX				MAX			14	Coord	0	0	0	0	0	0	0	0	0		
Min Gap									2	Coord	20	50	35	0	20	50	35	0	14	Coord	0	0	0	0	0	0	0	0	0		
DyMaxLim									2	Coord		MAX				MAX			14	Coord	0	0	0	0	0	0	0	0	0		
Max Step									3	Coord	20	45	35	0	20	45	35	0	15	Coord	0	0	0	0	0	0	0	0	0		
Options [1.1.2]	1	2	3	4	5	6	7	8	2	Coord		MAX				MAX			15	Coord	0	0	0	0	0	0	0	0	0		
Enable		1	1		1	1			4	Coord	17	38	30	0	17	38	30	0	16	Coord	0	0	0	0	0	0	0	0	0		
Min Recall		1			1				2	Coord		MAX				MAX			16	Coord	0	0	0	0	0	0	0	0	0		
Max Recall		1			1				5	Coord	0	0	0	0	0	0	0	0	17	Coord	0	0	0	0	0	0	0	0	0		
Ped Recall																			17	Coord	0	0	0	0	0	0	0	0	0		
Soft Recall									6	Coord	0	0	0	0	0	0	0	0	18	Coord	0	0	0	0	0	0	0	0	0		
Lock Calls																			18	Coord	0	0	0	0	0	0	0	0	0		
Auto Flash Entry									7	Coord	0	0	0	0	0	0	0	0	19	Coord	0	0	0	0	0	0	0	0	0		
Auto Flash Exit																			19	Coord	0	0	0	0	0	0	0	0	0		
Dual Entry									8	Coord	0	0	0	0	0	0	0	0	20	Coord	0	0	0	0	0	0	0	0	0		
Enable Simul Gap																			20	Coord	0	0	0	0	0	0	0	0	0		
Gaurantee Passag									9	Coord	0	0	0	0	0	0	0	0	21	Coord	0	0	0	0	0	0	0	0	0		
Rest In Walk																			21	Coord	0	0	0	0	0	0	0	0	0		
Conditon Service									10	Coord	0	0	0	0	0	0	0	0	22	Coord	0	0	0	0	0	0	0	0	0		
Non-Actuated 1																			22	Coord	0	0	0	0	0	0	0	0	0		
Non-Actuated 2									11	Coord	0	0	0	0	0	0	0	0	23	Coord	0	0	0	0	0	0	0	0	0		
Add Init Calc																			23	Coord	0	0	0	0	0	0	0	0	0		
Options+ [1.1.3]	1	2	3	4	5	6	7	8	12	Coord	0	0	0	0	0	0	0	0	24	Coord	0	0	0	0	0	0	0	0	0		
Reservice																			24	Coord	0	0	0	0	0	0	0	0	0		
PedClr Thru Yel									Page#																					Display Time	20
Skip Red No Call									1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param																				Red Revert	0
Red Rest									1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param																				MCE Timeout	0
Max II									2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)																				Feature Profile	0
Conflicting Phase									3	Detection; Sample Time and Unit Parameters related to detection																				Free Ring Seq	1
Red Rest On Gap									4	Preemption and Alternate Phase Time and Phase Options																				Auxswitch	STOPTM
Omit Yellow									5	Annual Schedule																				SDLC Retry	0
Ped Delay									6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)																				TS2 Det Faults	ON
Grn/Ped Delay									7	Communications; Secutiry; I/O Setup																				Auto Ped Clear	OFF
RTE 35 202 CROMPOND RD @ CONKLIN AVE (ID 7597) (F									8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param																				SDLC Retry	0

# STD8

## Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	RED	0
2	1	GREEN	1
3	1	RED	1
4	1	RED	0
5	2	RED	1
6	2	GREEN	1
7	2	RED	0
8	2	RED	0

## Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	FLOAT
Closed Loop	ON
Stop-in-Walk	OFF
Auto Reset	ON
Expand Split	OFF
Ped Recycle	NO_RECYCLE
Before	TIMED
After	TIMED

## Auto Flash [1.4.1]

Auto Flash	PH OVER
Flash Yel	4.5
Flash Red	2

## Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	USER
Loc Flsh Start	ON
Start Flash(s)	0
Start AllRed(s)	0
Yellow < 3"	OFF
Display Time	20
Red Revert	0
MCE Timeout	0
Feature Profile	0
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0



**Concurrency [1.1.4]**

Phs	Concurrent Phases							
1	5	6	0	0	0	0	0	0
2	5	6	0	0	0	0	0	0
3	7	8	0	0	0	0	0	0
4	7	8	0	0	0	0	0	0
5	1	2	0	0	0	0	0	0
6	1	2	0	0	0	0	0	0
7	3	4	0	0	0	0	0	0
8	3	4	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0

**Sequence [1.2.4]**

Seq	Rng	Concurrent Phases								Seq	Rng	Concurrent Phases							
1	1	1	2	3	4	0	0	0	0	9	1	1	2	4	3	0	0	0	0
1	2	5	6	7	8	0	0	0	0	9	2	5	6	7	8	0	0	0	0
1	3	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	0	0	0
1	4	0	0	0	0	0	0	0	0	9	4	0	0	0	0	0	0	0	0
2	1	1	2	3	4	0	0	0	0	10	1	1	2	4	3	0	0	0	0
2	2	6	5	7	8	0	0	0	0	10	2	6	5	7	8	0	0	0	0
2	3	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	0	0	0
2	4	0	0	0	0	0	0	0	0	10	4	0	0	0	0	0	0	0	0
3	1	2	1	3	4	0	0	0	0	11	1	2	1	4	3	0	0	0	0
3	2	5	6	7	8	0	0	0	0	11	2	5	6	7	8	0	0	0	0
3	3	0	0	0	0	0	0	0	0	11	3	0	0	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0	0	11	4	0	0	0	0	0	0	0	0
4	1	2	1	3	4	0	0	0	0	12	1	2	1	4	3	0	0	0	0
4	2	6	5	7	8	0	0	0	0	12	2	6	5	7	8	0	0	0	0
4	3	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0	0	0	0
4	4	0	0	0	0	0	0	0	0	12	4	0	0	0	0	0	0	0	0
5	1	1	2	3	4	0	0	0	0	13	1	1	2	4	3	0	0	0	0
5	2	5	6	8	7	0	0	0	0	13	2	5	6	8	7	0	0	0	0
5	3	0	0	0	0	0	0	0	0	13	3	0	0	0	0	0	0	0	0
5	4	0	0	0	0	0	0	0	0	13	4	0	0	0	0	0	0	0	0
6	1	1	2	3	4	0	0	0	0	14	1	1	2	4	3	0	0	0	0
6	2	6	5	8	7	0	0	0	0	14	2	6	5	8	7	0	0	0	0
6	3	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	0	0	0
6	4	0	0	0	0	0	0	0	0	14	4	0	0	0	0	0	0	0	0
7	1	2	1	3	4	0	0	0	0	15	1	2	1	4	3	0	0	0	0
7	2	5	6	8	7	0	0	0	0	15	2	5	6	8	7	0	0	0	0
7	3	0	0	0	0	0	0	0	0	15	3	0	0	0	0	0	0	0	0
7	4	0	0	0	0	0	0	0	0	15	4	0	0	0	0	0	0	0	0
8	1	2	1	3	4	0	0	0	0	16	1	2	1	4	3	0	0	0	0
8	2	6	5	8	7	0	0	0	0	16	2	6	5	8	7	0	0	0	0
8	3	0	0	0	0	0	0	0	0	16	3	0	0	0	0	0	0	0	0
8	4	0	0	0	0	0	0	0	0	16	4	0	0	0	0	0	0	0	0











**Preemption Times [3.1], Options+ [3.6]**

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Grr	Min Dwell	Ext Dwell	PedClr	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3			OFF
4			OFF
5			OFF
6			OFF

**Low Priority Preempts**

Pre #	Type	Min	Max
7	OFF	0	0
8	OFF	0	0
9	OFF	0	0
10	OFF	0	0

**Unit Parameters [1.2.1]**

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	0
Max Seek Dwell Time	0

**Channel Parameters [1.8.3]**

D Conn Mappings	NONE
Pre Invert Rail Input	

**Adv Timers [3.8]**

enterYellowChange	
enterRedClr	trackRedClr
trackYellowClr	AllRedB4Dwell

**Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]**

Pre #	Track Phases	Track Overlaps
1		
2		
3		
4		
5		
6		

**Dwell Phases [3.2] and Overlaps+ [3.5]**

Pre #	Phases	Overlaps	Peds
1			
2			
3			
4			
5			
6			

**Preemption 1, Options+ [3.6]**

Pre #	Exit Phase	Pre #	Lock	Override Auto Flsh	Override Higher	Flsh Dwell	Link
1		1	ON	ON	ON	OFF	
2		2	ON	ON	ON	ON	
3		3	ON	ON	ON	OFF	
4		4	ON	ON	ON	OFF	
5		5	ON	ON	ON	OFF	
6		6	ON	ON	ON	OFF	

**Init'l Dwell [3.9]**

Phases				
Peds				
Overlap				

**Alt# 1 Times Table [1.1.6.1]**

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

**Alt# 2 Times Table [1.1.6.1]**

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

**Alt# 3 Times Table [1.1.6.1]**

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

**Alt# 1 Options Table [1.1.6.2]**

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	1	1	1	1	1	1	1	1
Soft Recall								
Dual Enrty								
Enabl SimGap	1	1	1	1	1	1	1	1
Gaur Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								











**C1-USER IO Map [1.8.9.1 In ]**

I1-1	189	Unused
I1-2	2	Veh Call 2
I1-3	3	Veh Call 3
I1-4	189	Unused
I1-5	5	Veh Call 5
I1-6	6	Veh Call 6
I1-7	189	Unused
I1-8	189	Unused
I2-1	189	Unused
I2-2	189	Unused
I2-3	189	Unused
I2-4	12	Veh Call 12
I2-5	13	Veh Call 13
I2-6	189	Unused
I2-7	15	Veh Call 15
I2-8	16	Veh Call 16
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	23	Veh Call 23
I3-8	24	Veh Call 24
I4-1	<b>C11S Connector</b>	
I4-2		
I4-3		
I4-4		
I4-5	189	Unused
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	Unused
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

**C1-USER IO Map [1.8.9.2 Out ]**

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	115	Not Used
O5-6	115	Not Used
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

**C1-USER IO Map [1.8.9.2 Out ]**

O7-1	115	Not Used
O7-2	115	Not Used
O7-3	115	Not Used
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	115	Not Used

**C11S-USER IO Map [1.8.9.1 In ]**

I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

**C11S-USER IO Map [1.8.9.2 Out ]**

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

**IO Logic [1.8.7]**

Result	Fn	Oper	Fn	Oper	Fn	Timer
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0

**Security Access Levels [8.2]**

1	SWLOAD
2	SECURE
3	NONE
4	NONE
5	NONE
6	NONE
7	NONE
8	NONE
9	NONE
10	NONE
11	NONE
12	NONE
13	NONE
14	NONE
15	NONE
16	NONE
17	NONE
18	NONE
19	NONE
20	NONE
21	NONE

22	NONE
23	NONE
24	NONE
25	NONE
26	NONE
27	NONE
28	NONE
29	NONE
30	NONE
31	NONE
32	NONE
33	NONE
34	NONE
35	NONE
36	NONE
37	NONE
38	NONE
39	NONE
40	NONE
41	NONE
42	NONE

43	NONE
44	NONE
45	NONE
46	NONE
47	NONE
48	NONE
49	NONE
50	NONE
51	NONE
52	NONE
53	NONE
54	NONE
55	NONE
56	NONE
57	NONE
58	NONE
59	NONE
60	NONE
61	NONE
62	NONE
63	NONE
64	NONE

**Com Parameters [6.1]**

Station ID	7597
Group ID	
Master ID	0
Backup Time	900
<b>SysUp Modem [6.1]</b>	
Enable Modem	OFF
Idle Time	15
Dial Time	5
Tel:	0,0-000-000-0000
Alt:	0,0-000-000-0000

**2070 Port Parms [6.2]**

Port	Baud Rate	FCM
SP1	9600	6
SP2	9600	6
SP3	19200	6
SP4	38400	6
SP5	1200	
SP6	1200	
SP7	1200	
SP8	1200	

**2070 IP 1 Addressing [6.5]**

Addressing			
Addr			
Mask			
Brdst			
GtWay			
Port			

**2070 IP 2 Addressing [6.5]**

Addressing			
Addr			
Mask			
Brdst			
GtWay			
Port			

**2070 Port Binding Ports [6.6]**

	Port	Echo	Mode
ASYN1	SP1	NONE	
ASYN2	SP2	NONE	
ASYN3	SP3	NONE	
ASYN4	SP4	NONE	
SYN1	SP5S		
SYN2	OFF		

**2070 Port Binding Functions [6.6]**

Function	Channel	Function	Channel
TS2/CVM	NONE	SYSUp	ASYN2
CMU/MMU	NONE	SYSDown	ASYN1
Opticom	NONE	Shell	NONE
Loop Det.	NONE		
GPS	NONE		



#	Event / Alarm	Ev	Alr	Call Phases[1.1.5]	Redirect Phases[1.1.5]	Inhibit Phases[1.1.5]										
1	Power Up Alarm.	1	1	Ø Phases Called By Ø	From To From To From To From To	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16										
2	Stop Timing	1	1	1	1	1										
3	TS1 Cabinet Door			2	2	2										
4	Coordination Failure	1	1	3	3	3										
5	External Alarm # 1	1	1	4	4	4										
6	External Alarm # 2	1	1	5	5	5										
7	External Alarm # 3			6	6	6										
8	External Alarm # 4			7	7	7										
9	Closed Loop Disabled	1		8	8	8										
10	External Alarm # 5			9	9	9										
11	External Alarm # 6			10	10	10										
12	Manual Control Enable	1	1	11	11	11										
13	Coord Free Input			12	12	12										
14	Local Flash Input	1	1	13	13	13										
15	MMU Flash			14	14	14										
16	CMU Flash			15	15	15										
17	Cycle Fault	1		16	16	16										
18	Cycle Failure	1		<b>Alt Call &amp; Redirect # 1 [1.1.6.3]</b>				<b>Alt Inhibit Phases # 1 [1.1.6.3]</b>								
19	Coordination Fault	1		Col Ø Phases Called By Ø	From To From To From To From To	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16										
20	Controller Fault	1	1	1	1	1										
21	Detector SDLC Failure			2	2	2										
22	MMU SDLC Failure			3	3	3										
23	Critical SDLC Failure			4	4	4										
24	Reserved			5	5	5										
25	EEPROM CRC Fault	1	1	6	6	6										
26	Detector Diagnostic Failure			7	7	7										
27	BIU Detector Failure	1	1	8	8	8										
28	Queue detector alarm	1		<b>Alt Call &amp; Redirect # 2 [1.1.6.3]</b>				<b>Alt Inhibit Phases # 2 [1.1.6.3]</b>								
29	Ped Detector Fault	1		Col Ø Phases Called By Ø	From To From To From To From To	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16										
30	Coord Diagnostic Fault			1	1	1										
41	TempAlert Probe Ch. A			2	2	2										
42	TempAlert Probe Ch. B			3	3	3										
47	Coord Active			4	4	4										
48	Preempt Active	1		5	5	5										
49	Preempt 1 Input	1		6	6	6										
50	Preempt 2 Input	1		7	7	7										
51	Preempt 3 Input	1		8	8	8										
52	Preempt 4 Input	1		<b>Coord, CIC Plans [2.3]</b>				<b>Unit Parameters [1.2.1]</b>				<b>Advanced Warning [1.1.9]</b>				
53	Preempt 5 Input	1		CIC CoØ Grow 1 2 3 4 5 6 7 8	Allow Skip Yellow OFF	Max Cycle Time 0										
54	Preempt 6 Input	1		1 OFF	TOD Dim Enable OFF	Cycle Fault Action ALARM										
55	Preempt 7 Input	1		2 OFF	Tone Disable OFF											
56	Preempt 8 Input	1		3 OFF	Diamond Mode 4Ph											
57	Preempt 9 Input	1		4 OFF	Backup Time (s) 900											
58	Preempt 10 Input	1		<b>Auto Flash Phase/Olap Settings [1.4.2]</b>				Disable Init Ped OFF								
61	In Transition	1		Yel Ø	Cycle Fault Action ALARM											
81	FIO Status Alarm			Yel (olaps)	Enable Run Timer ON	RTE 35 202 CROMPOND RD @ CONKLIN AVE (ID 7597)										







MODEL 179 SIGNAL OPERATION  
PROGRAMMABLE FEATURES  
SIGNAL OPERATION SPECIFICATION

TAPS \_\_\_\_\_  
STUDY # \_\_\_\_\_  
FILE # \_\_\_\_\_  
PAGE 3 OF 3

SIGNAL # W- 597

COUNTY WESTCHESTER

DATE 07/22/10

TABLE OF INPUT WIRING

TERM. NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN OVER	REMARKS
1A, 1B					
2A, 2B	Ø2	2	QUAD		PRESENCE LOOP
3A, 3B	Ø3	3	QUAD		PRESENCE LOOP
4A, 4B					
5A, 5B	Ø5	5	QUAD		PRESENCE LOOP
6A, 6B	Ø6	6	QUAD		PRESENCE LOOP
7A, 7B					
8A, 8B					
9A, 9B					
10A, 10B					
11A, 11B					
12A, 12B	Ø2	12	NORMAL		PRESENCE LOOP
13A, 13B	Ø3	13	NORMAL		PRESENCE LOOP
14A, 14B					
15A, 15B	Ø5	15	NORMAL		PRESENCE LOOP
16A, 16B	Ø6	16	NORMAL		PRESENCE LOOP
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B					
23A, 23B	Ø3	23	QUAD		PRESENCE LOOP
24A, 24B	Ø3	24	NORMAL		PRESENCE LOOP
25A, 25B					
26A, 26B					
27A, 27B					
28A, 28B					



MODEL 2070 SIGNAL OPERATION  
PROGRAMMABLE FEATURES  
SIGNAL OPERATION SPECIFICATION

TAPS \_\_\_\_\_

STUDY # \_\_\_\_\_

FILE # \_\_\_\_\_


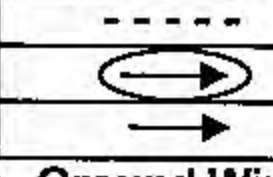
PAGE 1 OF 3

SIGNAL # W- 597

COUNTY WESTCHESTER

DATE 07/22/10

TABLE OF SWITCH PACKS

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1				SP 1 R			SP 1 R	
				SP 1 Y			SP 1 Y	
				SP 1 G			SP 1 G	
				Grnd Bus			Grnd Bus	
2	Ø2	Red Yellow Green Ground Wire	1	SP 2 R	14 / 19C - B - R / B	2	SP 2 R	14 / 19C - C - R
				SP 2 Y	- O / B		SP 2 Y	- O
				SP 2 G	- G / B		SP 2 G	- G
				Grnd Bus	- W / B		Grnd Bus	- W
3	Ø3	Red Yellow Green Ground Wire	5	SP 3 R	14 / 19C - B - R / W	6	SP 3 R	14 / 19C - C - R / B
				SP 3 Y	- BL / W		SP 3 Y	- O / B
				SP 3 G	- G / W		SP 3 G	- G / B
				Grnd Bus	- B / W		Grnd Bus	- W / B
4				SP 3 R			SP 4 R	
				SP 3 Y			SP 4 Y	
				SP 3 G			SP 4 G	
				Grnd Bus			Grnd Bus	
5	Ø5	-----  Ground Wire	1	SP 5 R	-----		SP 5 R	
				SP 5 Y	14 / 19C - B - O / R		SP 5 Y	
				SP 5 G	- BL / R		SP 5 G	
				Grnd Bus	- W / R		Grnd Bus	
6	Ø6	Red Yellow Green Ground Wire	3	SP 6 R	14 / 19C - B - R	4	SP 6 R	14 / 5C - A - R
				SP 6 Y	- O		SP 6 Y	- O
				SP 6 G	- G		SP 6 G	- G
				Grnd Bus	- W		Grnd Bus	- W
7				SP 7 R			SP 7 R	
				SP 7 Y			SP 7 Y	
				SP 7 G			SP 7 G	
				Grnd Bus			Grnd Bus	
8				SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
				Grnd Bus			Grnd Bus	
9				SP 9 R			SP 9 R	
				SP 9 Y			SP 9 Y	
				SP 9 G			SP 9 G	
				Grnd Bus			Grnd Bus	
10				SP 10 R			SP 10 R	
				SP 10 Y			SP 10 Y	
				SP 10 G			SP 10 G	
				Grnd Bus			Grnd Bus	
11	OVL 1 Ø5	-----  Ground Wire	6	SP 11 R	-----		SP 11 R	
				SP 11 Y	14 / 19C - C - O / R		SP 11 Y	
				SP 11 G	- BL / R		SP 11 G	
				Grnd Bus	- W / R		Grnd Bus	
12				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
				Grnd Bus			Grnd Bus	
13				SP 13 R			SP 13 R	
				SP 13 Y			SP 13 Y	
				SP 13 G			SP 13 G	
				Grnd Bus			Grnd Bus	
14				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP 14 G	
				Grnd Bus			Grnd Bus	







FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	TE2011.01	73-R1	77
ROUTE 35/202 IMPROVEMENTS				
AT LAFAYETTE AND CONKLIN AVENUES				
TOWN OF CORTLANDT			WESTCHESTER COUNTY	
P.I.N. 8561.25			B.I.N.	

ITEM NUMBER	DESCRIPTION	UNIT	ESTIMATED QUANTITY	FINAL QUANTITY
206.03	CONDUIT EXCAVATION AND BACKFILL INCLUDING SURFACE RESTORATION	m	94	
680.5001	POLE EXCAVATION AND CONCRETE FOUNDATION	CM	5.8	
680.510501	PULLBOX - RECT. REINF. CONC., 660mm X 460mm	EA	9	
680.520104	CONDUIT - STEEL, ZINC COATED, 1 1/2" NPS	m	25	
680.520106	CONDUIT - STEEL, ZINC COATED, 2" NPS	m	71	
680.520108	CONDUIT - STEEL, ZINC COATED, 3" NPS	m	4	
680.520204	CONDUIT - FLEXIBLE LIQUID TIGHT STEEL, 1 1/4" NPS	m	21	
680.54	INDUCTANCE LOOP INSTALLATION	m	422	
680.603009	TRAFFIC SIGNAL POLE - SPAN WIRE, 30kN, 9m	EA	2	
680.6737	TRAFFIC SIGNAL POLE - TOP MOUNT, 3.7m MOUNTING HEIGHT	EA	1	
680.7002	DUAL SPAN WIRE ASSEMBLY W/ UPPER TETHER WIRE	EA	1	
680.71	SHIELDED LEAD-IN WIRE	m	525	
680.72	INDUCTANCE LOOP WIRE	m	1494	
680.730514	SIGNAL CABLE, 5 CONDUCTOR, 14 AWG	m	65	
680.731014	SIGNAL CABLE, 10 CONDUCTOR, 14 AWG	m	50	
680.731914	SIGNAL CABLE, 19 CONDUCTOR, 14 AWG	m	25	
680.80324515	INSTALL MICROCOMPUTER CABINET	EA	1	
680.810101	TRAFFIC SIGNAL MODULE - 300mm RED BALL, LED	EA	9	
680.810103	TRAFFIC SIGNAL MODULE - 300mm YELLOW BALL, LED	EA	9	
680.810104	TRAFFIC SIGNAL MODULE - 300mm YELLOW ARROW, LED	EA	1	
680.810105	TRAFFIC SIGNAL MODULE - 300mm GREEN BALL, LED	EA	9	
680.810106	TRAFFIC SIGNAL MODULE - 300mm GREEN ARROW, LED	EA	1	
680.810107	TRAFFIC SIGNAL SECTION, TYPE 1, 300mm (HOUSING)	EA	29	
680.8111	TRAFFIC SIGNAL BRACKET ASSEMBLY - 1 WAY	EA	1	
680.8112	TRAFFIC SIGNAL BRACKET ASSEMBLY - 2 WAY	EA	2	
680.8113	TRAFFIC SIGNAL BRACKET ASSEMBLY - 3 WAY	EA	1	
680.8121-04	TRAFFIC SIGNAL BRACKET ASSEMBLY - 1 WAY MAST ARM MOUNT	EA	1	
680.8201	OVERHEAD SIGN ASSEMBLY, TYPE A	EA	4	
680.94----	TRAFFIC SIGNAL SERVICE ENTRANCE	EA	1	
680.94997008	FURNISH AND INSTALL DISCONNECT/GENERATOR TRANSFER SWITCH	EA	1	
680.95020615	SERVICE CABLE, 2 CONDUCTOR, 6 AWG	m	25	

HEAD	ITEMS	CABLE	ITEM
A	680.810101, 680.810103, 680.810105, 680.810107 (3), 680.8111	14/5C - X - X/X	680.730514
B	680.810101 (2), 680.810103 (2), 680.810105 (2), 680.810107 (6), 680.8112	14/10C - X - X/X	680.731014
C	680.810101(3), 680.810103(3), 680.810104 680.810105(3), 680.810106, 680.810107 (11), 680.8113	14/19C - X - X/X	680.731914
D	680.810101 (2), 680.810103 (2), 680.810105 (2), 680.810107 (6), 680.8112	14/10C - X - X/X	680.731014
E	680.810101, 680.810103, 680.810105, 680.810107 (3), 680.8121	14/5C - X - X/X	680.730514

NUMBER	TYPE	FUNCTION	SIZE	NO. OF TURNS
1A	QUAD	#1 PRESENCE	2-1m x 12m	3
11A	LOOP	#1 PRESENCE	2m x 12m	3
2A	QUAD	#2 PRESENCE	2-1m x 12m	3
12A	LOOP	#2 PRESENCE	2m x 12m	3
3A	QUAD	#3 PRESENCE	2-1m x 12m	3
13A	LOOP	#3 PRESENCE	2m x 12m	3
23A	QUAD	#3 PRESENCE	2-1m x 12m	3
24A	LOOP	#3 PRESENCE	2m x 12m	3
4A	QUAD	#4 PRESENCE	2m x 12m x 4m	3
14A	LOOP	#4 PRESENCE	2m x 12m	3
6A	QUAD	#6 PRESENCE	2-1m x 12m	3
16A	LOOP	#6 PRESENCE	2m x 12m	3

ITEM	HEIGHT	DESIGN LOAD	FOOTING MOMENT
680.603009	9m	30kN	257 kN-m
680.603009	9m	30kN	257 kN-m
680.6737	3.7m	(TOP MOUNT)	

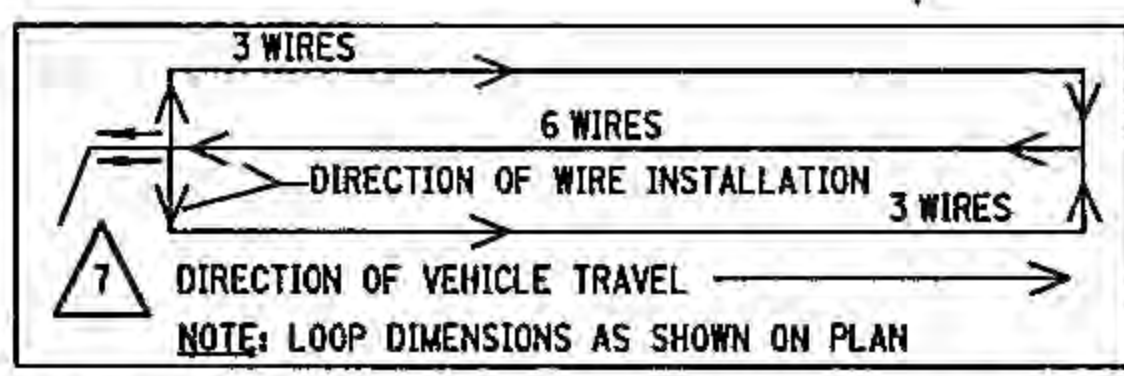
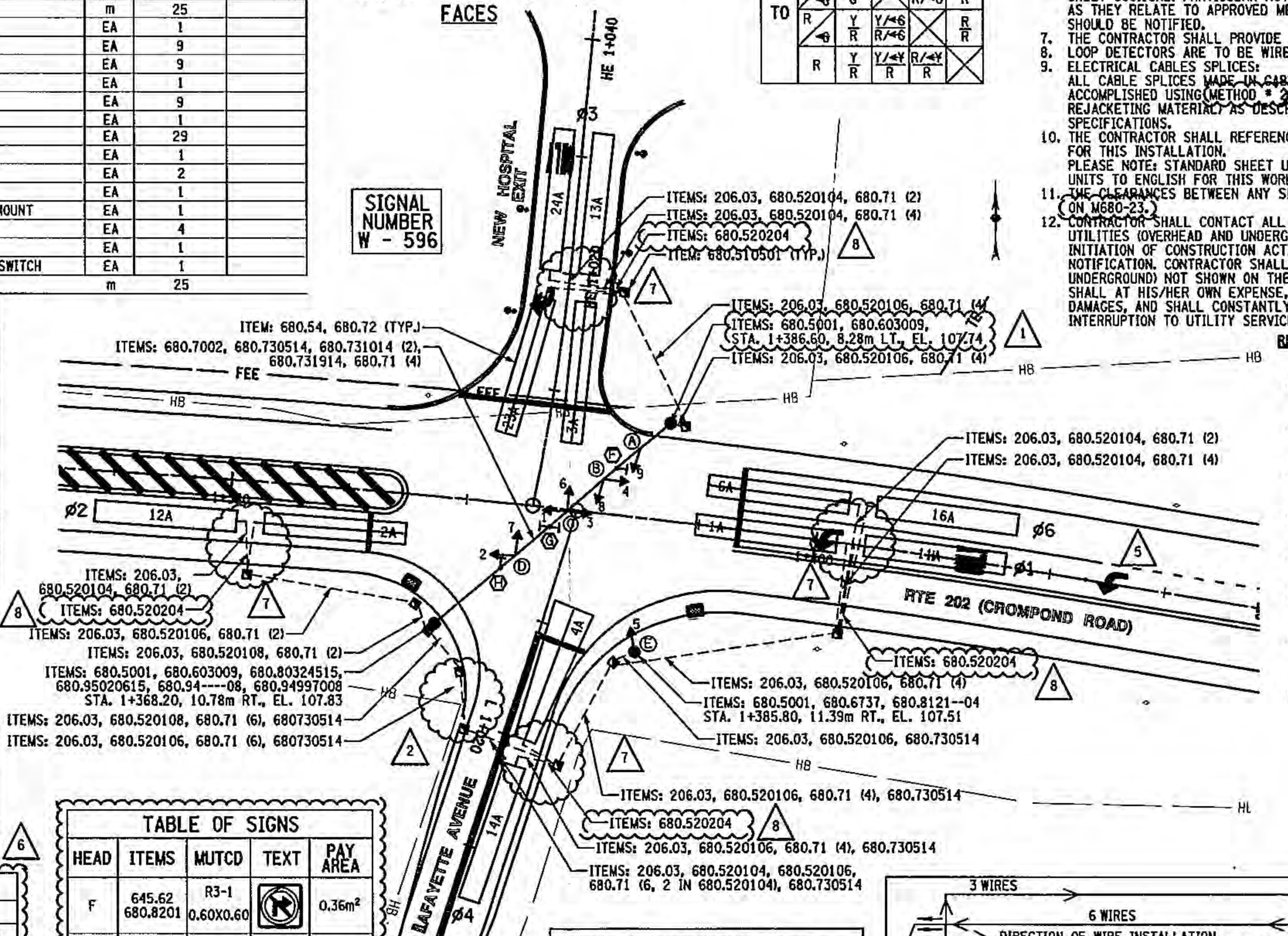
PHASE	FACE								
	1	2	3	4	5	6	7	8	9
#1	R	R	R/-G	R	R	R	R	R	R
#2	G	G	R	R	R	R	R	R	R
#3	R	R	R	R	G	G	G	R	R
#4	R	R	R	R	R	R	R	G	G
#6	R	R	G	G	R	R	R	R	R
#1+#6	R	R	G/-G	G	R	R	R	R	R
#2+#6	G	G	G	G	R	R	R	R	R
FLASHING OPERATION	FL. Y	FL. Y	FL. Y	FL. Y	FL. R	FL. R	FL. R	FL. R	FL. R

HEAD	ITEMS	MUTCD	TEXT	PAY AREA
F	645.62 680.8201	R3-1		0.36m²
G	645.61 680.8201	R3-5L		0.68m²
	645.62 680.8201	R3-2		0.36m²
H	645.61 680.8201	R3-5R		0.68m²

TO	FROM			
	G	G	R	R
G	X	X	X	X
R	X	X	X	X
Y	X	X	X	X
R	X	X	X	X

- NOTES:
- ALL WORK IS TO BE DONE ACCORDING TO THE LATEST "NYS DOT STANDARD SPECIFICATIONS", REGION 8 SIGNAL DETAILS SHEETS, AND STANDARD STRUCTURE SHEETS. THE REGION 8 SIGNAL DETAILS SHEETS ARE TO BE PART OF THE SIGNAL PLAN.
  - SIGNAL HEAD ROADWAY CLEARANCE SHOULD BE AS DEPICTED ON M680-1R1.
  - UNLESS SPECIFICALLY STATED OTHERWISE, THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING THE CONTROLLER/CABINET (AND PERIPHERAL EQUIPMENT).
  - ALL MATERIALS INCORPORATED IN THE SIGNAL INSTALLATION SHALL CONFORM TO THE CURRENT NYS DOT REQUIREMENTS AS PER NOTE 1 ABOVE.
  - THE CONTRACTOR IS RESPONSIBLE FOR ELECTRIC SERVICE TO THE SIGNAL.
  - SIGNAL POLE FOOTINGS (FOUNDATIONS) SHALL BE INSTALLED AS PER STANDARD STRUCTURE SHEET 680.13R2. PARTICULAR NOTE SHOULD BE MADE OF THE "METHODS FOR PLACING FOOTINGS" AS THEY RELATE TO APPROVED METHODS OF BACKFILL. IF ROCK IS ENCOUNTERED, THE TOWN SHOULD BE NOTIFIED.
  - THE CONTRACTOR SHALL PROVIDE A TABLE OF SWITCH PACKS AND A TABLE OF INPUT WIRING.
  - LOOP DETECTORS ARE TO BE WIRED IN PARALLEL IN THE CABINET.
  - ELECTRICAL CABLES SPLICES: ALL CABLE SPLICES MADE IN CABLE RUNS TO BE LOCATED BELOW GROUND WILL BE ACCOMPLISHED USING METHOD #2 (TWO COMPONENT ELECTRICAL INSULATING RESIN REJACKETING MATERIAL) AS DESCRIBED IN SECTION 680.3.16 OF THE STANDARDS SPECIFICATIONS.
  - THE CONTRACTOR SHALL REFERENCE NYS DOT M680 STANDARD SHEETS AS DEPICTED ON THE TITLE SHEET FOR THIS INSTALLATION. PLEASE NOTE: STANDARD SHEET UNITS ARE GIVEN IN METRIC. CONTRACTOR SHALL CONVERT ALL UNITS TO ENGLISH FOR THIS WORK.
  - THE CLEARANCES BETWEEN ANY SIGNAL EQUIPMENT AND UTILITY LINES SHALL BE AS DEPICTED ON M680-23.
  - CONTRACTOR SHALL CONTACT ALL THE APPROPRIATE PARTIES WITH JURISDICTION OVER THE UTILITIES (OVERHEAD AND UNDERGROUND) ENTERING ON OR NEAR THE PROJECT AREA PRIOR TO INITIATION OF CONSTRUCTION ACTIVITIES AND PROVIDE THOSE AGENCIES 72 HOURS NOTIFICATION. CONTRACTOR SHALL BE AWARE THAT OTHER UTILITIES (OVERHEAD AND/OR UNDERGROUND) NOT SHOWN ON THE PLANS MAY BE ENCOUNTERED IN THE FIELD. THE CONTRACTOR SHALL AT HIS/HER OWN EXPENSE, REPAIR OR REPLACE ANY STRUCTURES OR UTILITIES THAT HE/SHE DAMAGES, AND SHALL CONSTANTLY PROCEED WITH CAUTION TO PREVENT UNDESIRABLE INTERRUPTION TO UTILITY SERVICES.

- REVISIONS:
- UPDATED STATION, OFFSET AND ELEVATION
  - UPDATED LOCATION OF JUNCTION BOXES AND CONDUIT
  - UPDATED TABLE OF SIGNS TO MEET MUTCD REQUIREMENTS
  - UPDATED NOTES
  - REVISED STRIPING, SYMBOL AND LETTER PLACEMENT PER NYS DOT STANDARD SHEET M685-8.
  - UPDATED TABLE OF OPERATIONS
  - REMOVED LOOP JUNCTION BOXES
  - ADDED FLEX-LIQUID TIGHT STEEL CONDUIT PER NYS DOT
- LEGEND
- SIGNAL POLE
  - SIGNAL HEAD
  - SIGN FACE
  - SPAN WIRE
  - JUNCTION BOX
  - PULLBOX
  - SIGNAL CABINET
  - CONDUIT



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 JOB MANAGER DW  
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 DESIGNED BY JH  
 ESTIMATED BY RN  
 DRAFTED BY EC  
 CHECKED BY BK



ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED AS BUILT REVISIONS

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

SIGNAL PLANS AND TABLES

TRAFFIC SIGNAL INSTALLATION

ROUTE 202/35 AT LAFAYETTE AVENUE

TOWN OF CORTLANDT  
WESTCHESTER COUNTY, NY

FILENAME	REGION	DATE	DRAWING NO.
856125.TSP	8	SEPT 2010	TSP-1-R1



Phase Times [1.1.1]					Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]																				STD8							
Times [1.1.1]	1	2	3	4	5	6	7	8	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#					Cyc	Off	Split	Seq
Min Green	5	10	7	7		10			1	90	0	1	1	13	0	0	13	1	25	0	0		1	37	0	0		1				
Gap, Ext	3	3	3	3		3			2	105	0	2	1	14	0	0	14	1	26	0	0		1	38	0	0		1				
Max 1	10	34	12	12		34			3	100	0	3	1	15	0	0	15	1	27	0	0		1	39	0	0		1				
Max 2									4	85	0	4	1	16	0	0	16	1	28	0	0		1	40	0	0		1				
Yel Clearance	3	4	3	3	3.5	4	3.5	3.5	5	0	0	5	1	17	0	0	17	1	29	0	0		1	41	0	0		1				
Red Clearance	2	2	2	2	1.5	2	1.5	1.5	6	0	0	6	1	18	0	0	18	1	30	0	0		1	42	0	0		1				
Walk									7	0	0	7	1	19	0	0	19	1	31	0	0		1	43	0	0		1				
Ped Clearance									8	0	0	8	1	20	0	0	20	1	32	0	0		1	44	0	0		1				
Red Revert									9	0	0	9	1	21	0	0	21	1	33	0	0		1	45	0	0		1				
Add Initial									10	0	0	10	1	22	0	0	22	1	34	0	0		1	46	0	0		1				
Max Initial									11	0	0	11	1	23	0	0	23	1	35	0	0		1	47	0	0		1				
Time B4 Reduct									12	0	0	12	1	24	0	0	24	1	36	0	0		1	48	0	0		1				
Cars B4 Reduct									Split				1	2	3	4	Split				1	2	3	4	5	6	7	8	8	2	RED	0
Time To Reduce									1	Coord	15	40	17	18	15	40	17	18	13	Coord	0	0	0	0	0	0	0	0	0			
Reduce By									2	Coord	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	Coord	0	0	0	0	0	0	0	0				
Min Gap									2	Coord	15	50	20	20	15	50	20	20	14	Coord	0	0	0	0	0	0	0	0				
DyMaxLim									2	Coord	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	Coord	0	0	0	0	0	0	0	0				
Max Step									3	Coord	15	40	28	17	15	40	28	17	15	Coord	0	0	0	0	0	0	0	0				
Options [1.1.2]	1	2	3	4	5	6	7	8	2	Coord	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	Coord	0	0	0	0	0	0	0	0				
Enable	1	1	1	1		1			4	Coord	15	36	17	17	15	36	17	17	16	Coord	0	0	0	0	0	0	0	0				
Min Recall									2	Coord	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	Coord	0	0	0	0	0	0	0	0				
Max Recall									5	Coord	0	0	0	0	0	0	0	0	0	17	Coord	0	0	0	0	0	0	0				
Ped Recall																																
Soft Recall									6	Coord	0	0	0	0	0	0	0	0	0	18	Coord	0	0	0	0	0	0	0				
Lock Calls																																
Auto Flash Entry									7	Coord	0	0	0	0	0	0	0	0	0	19	Coord	0	0	0	0	0	0	0				
Auto Flash Exit																																
Dual Entry									8	Coord	0	0	0	0	0	0	0	0	0	20	Coord	0	0	0	0	0	0	0				
Enable Simul Gap																																
Gaurantee Passage									9	Coord	0	0	0	0	0	0	0	0	0	21	Coord	0	0	0	0	0	0	0				
Rest In Walk																																
Conditon Service									10	Coord	0	0	0	0	0	0	0	0	0	22	Coord	0	0	0	0	0	0	0				
Non-Actuated 1																																
Non-Actuated 2									11	Coord	0	0	0	0	0	0	0	0	0	23	Coord	0	0	0	0	0	0	0				
Add Init Calc																																
Options+ [1.1.3]	1	2	3	4	5	6	7	8	12	Coord	0	0	0	0	0	0	0	0	0	24	Coord	0	0	0	0	0	0	0				
Reservice																																
PedClr Thru Yel									Page#																							
Skip Red No Call									1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param																						
Red Rest									1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param																						
Max II									2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)																						
Conflicting Phase									3	Detection; Sample Time and Unit Parameters related to detection																						
Red Rest On Gap									4	Preemption and Alternate Phase Time and Phase Options																						
Omit Yellow									5	Annual Schedule																						
Ped Delay									6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)																						
Grn/Ped Delay									7	Communications; Secutiry; I/O Setup																						
									8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param																						

**Ring/Startup [1.1.4]**

Phs	Ring	Start	Enable
1	1	RED	1
2	1	GREEN	1
3	1	RED	1
4	1	RED	1
5	2	RED	0
6	2	GREEN	1
7	2	RED	0
8	2	RED	0

**Coord Modes [2.1]**

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	FLOAT
Closed Loop	ON
Stop-in-Walk	OFF
Auto Reset	ON
Expand Splt	OFF
Ped Recycle	NO_RECYCLE
Before	TIMED
After	TIMED

**Auto Flash [1.4.1]**

Auto Flash	PH OVER
Flash Yel	4.5
Flash Red	2

**Unit Params [1.2.1]**

Phase Mode	STD8
IO Mode	USER
Loc Fish Start	ON
Start Flash(s)	0
Start AllRed(s)	0
Yellow < 3"	OFF
Display Time	20
Red Revert	0
MCE Timeout	0
Feature Profile	0
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0



**Concurrency [1.1.4]**

Phs	Concurrent Phases							
1	5	6	0	0	0	0	0	0
2	5	6	0	0	0	0	0	0
3	7	8	0	0	0	0	0	0
4	7	8	0	0	0	0	0	0
5	1	2	0	0	0	0	0	0
6	1	2	0	0	0	0	0	0
7	3	4	0	0	0	0	0	0
8	3	4	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0

**Sequence [1.2.4]**

Seq	Rng	Concurrent Phases								Seq	Rng	Concurrent Phases							
1	1	1	2	3	4	0	0	0	0	9	1	1	2	4	3	0	0	0	0
1	2	5	6	7	8	0	0	0	0	9	2	5	6	7	8	0	0	0	0
1	3	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	0	0	0
1	4	0	0	0	0	0	0	0	0	9	4	0	0	0	0	0	0	0	0
2	1	1	2	3	4	0	0	0	0	10	1	1	2	4	3	0	0	0	0
2	2	6	5	7	8	0	0	0	0	10	2	6	5	7	8	0	0	0	0
2	3	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	0	0	0
2	4	0	0	0	0	0	0	0	0	10	4	0	0	0	0	0	0	0	0
3	1	2	1	3	4	0	0	0	0	11	1	2	1	4	3	0	0	0	0
3	2	5	6	7	8	0	0	0	0	11	2	5	6	7	8	0	0	0	0
3	3	0	0	0	0	0	0	0	0	11	3	0	0	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0	0	11	4	0	0	0	0	0	0	0	0
4	1	2	1	3	4	0	0	0	0	12	1	2	1	4	3	0	0	0	0
4	2	6	5	7	8	0	0	0	0	12	2	6	5	7	8	0	0	0	0
4	3	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0	0	0	0
4	4	0	0	0	0	0	0	0	0	12	4	0	0	0	0	0	0	0	0
5	1	1	2	3	4	0	0	0	0	13	1	1	2	4	3	0	0	0	0
5	2	5	6	8	7	0	0	0	0	13	2	5	6	8	7	0	0	0	0
5	3	0	0	0	0	0	0	0	0	13	3	0	0	0	0	0	0	0	0
5	4	0	0	0	0	0	0	0	0	13	4	0	0	0	0	0	0	0	0
6	1	1	2	3	4	0	0	0	0	14	1	1	2	4	3	0	0	0	0
6	2	6	5	8	7	0	0	0	0	14	2	6	5	8	7	0	0	0	0
6	3	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	0	0	0
6	4	0	0	0	0	0	0	0	0	14	4	0	0	0	0	0	0	0	0
7	1	2	1	3	4	0	0	0	0	15	1	2	1	4	3	0	0	0	0
7	2	5	6	8	7	0	0	0	0	15	2	5	6	8	7	0	0	0	0
7	3	0	0	0	0	0	0	0	0	15	3	0	0	0	0	0	0	0	0
7	4	0	0	0	0	0	0	0	0	15	4	0	0	0	0	0	0	0	0
8	1	2	1	3	4	0	0	0	0	16	1	2	1	4	3	0	0	0	0
8	2	6	5	8	7	0	0	0	0	16	2	6	5	8	7	0	0	0	0
8	3	0	0	0	0	0	0	0	0	16	3	0	0	0	0	0	0	0	0
8	4	0	0	0	0	0	0	0	0	16	4	0	0	0	0	0	0	0	0



**Overlap 1-16 Program Parm+ [1.5.2.1] [1.5.2.2]**

Overlap	Conflict Lock	OFF	Overlap Lock Inhibit	OFF	Parent Ph Clearance	ON	Extra Included Ph	ON
1	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
A	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
2	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
B	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
3	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
C	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
4	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
D	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
5	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
E	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
6	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
F	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
7	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
G	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
8	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			

**Coord Transition, CoordPhs [2.5]**

Pat#	Short	Long	Dwell	No Shortway Ø	E-Yld	Offset	RetHld	Float	Min Veh Perm	Min Ped Perm
1	12	22				EndGRN				
2	12	22				EndGRN				
3	12	22				EndGRN				
4	12	22				EndGRN				
5	12	22				EndGRN				
6	12	22				EndGRN				
7	12	22				EndGRN				
8	12	22				EndGRN				
9	12	22				EndGRN				
10	12	22				EndGRN				
11	12	22				EndGRN				
12	12	22				EndGRN				
13	12	22				EndGRN				
14	12	22				EndGRN				
15	12	22				EndGRN				
16	12	22				EndGRN				
17	12	22				EndGRN				
18	12	22				EndGRN				
19	12	22				EndGRN				
20	12	22				EndGRN				
21	12	22				EndGRN				
22	12	22				EndGRN				
23	12	22				EndGRN				
24	12	22				EndGRN				
25	0	0				BegGRN				
26	0	0				BegGRN				
27	0	0				BegGRN				
28	0	0				BegGRN				
29	0	0				BegGRN				
30	0	0				BegGRN				
31	0	0				BegGRN				
32	0	0				BegGRN				
33	0	0				BegGRN				
34	0	0				BegGRN				
35	0	0				BegGRN				
36	0	0				BegGRN				
37	0	0				BegGRN				
38	0	0				BegGRN				
39	0	0				BegGRN				
40	0	0				BegGRN				
41	0	0				BegGRN				
42	0	0				BegGRN				
43	0	0				BegGRN				
44	0	0				BegGRN				
45	0	0				BegGRN				
46	0	0				BegGRN				
47	0	0				BegGRN				
48	0	0				BegGRN				

**Channel Settings [1.8.1]**

Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1	2	3	4	6							3												
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	
Channel Flash	DRK	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	
Alt Hz																								

**Channel+ Settings [1.8.4]**

Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Flash Red+																								
Flash Yellow+																								
Flash Green+																								
Flash Inh Red+																								

Channel Params [1.8.3]	C1 IO Mode	USER	Single BIU Map	SINGLE	Invert Rail Input	OFF	Olap Ovrd																	
------------------------	------------	------	----------------	--------	-------------------	-----	-----------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--







**Preemption Times [3.1], Options+ [3.6]**

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Grn	Min Dwell	Ext Dwell	PedClr	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3			OFF
4			OFF
5			OFF
6			OFF

**Low Priority Preempts**

Pre #	Type	Min	Max
7	OFF	0	0
8	OFF	0	0
9	OFF	0	0
10	OFF	0	0

**Unit Parameters [1.2.1]**

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	0
Max Seek Dwell Time	0

**Channel Parameters [1.8.3]**

D Conn Mappings	NONE
Pre Invert Rail Input	

**Adv Timers [3.8]**

enterYellowChange	
enterRedClr	trackRedClr
trackYellowClr	AllRedB4Dwell

**Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]**

Pre #	Track Phases	Track Overlaps
1		
2		
3		
4		
5		
6		

**Dwell Phases [3.2] and Overlaps+ [3.5]**

Pre #	Phases	Overlaps	Peds
1			
2			
3			
4			
5			
6			

**Preemption 1, Options+ [3.6]**

Pre #	Exit Phase	Pre #	Lock	Override Auto Flsh	Override Higher	Flsh Dwell	Link
1		1	ON	ON	ON	OFF	
2		2	ON	ON	ON	ON	
3		3	ON	ON	ON	OFF	
4		4	ON	ON	ON	OFF	
5		5	ON	ON	ON	OFF	
6		6	ON	ON	ON	OFF	

**Init'l Dwell [3.9]**

Phases				
Peds				
Overlap				

**Alt# 1 Times Table [1.1.6.1]**

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

**Alt# 2 Times Table [1.1.6.1]**

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

**Alt# 3 Times Table [1.1.6.1]**

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

**Alt# 1 Options Table [1.1.6.2]**

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	1	1	1	1	1	1	1	1
Soft Recall								
Dual Enry								
Enabl SimGap	1	1	1	1	1	1	1	1
Gaur Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								



















MODEL 2070 SIGNAL OPERATION  
PROGRAMMABLE FEATURES  
SIGNAL OPERATION SPECIFICATION

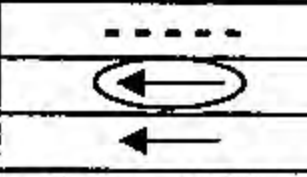
TAPS \_\_\_\_\_  
STUDY # \_\_\_\_\_  
FILE # \_\_\_\_\_  
PAGE 1 OF 3

SIGNAL # W - 596

COUNTY WESTCHESTER

DATE 07/08/10

TABLE OF SWITCH PACKS

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1	Ø1	 Ground Wire	3	SP 1 R	-----		SP 1 R	
				SP 1 Y	14 / 19C - C - O / R		SP 1 Y	
				SP 1 G	- BL / R		SP 1 G	
				Grnd Bus	- W / R		Grnd Bus	
2	Ø2	Red Yellow Green Ground Wire	1	SP 2 R	14 / 19C - C - R	2	SP 2 R	14 / 10C - D - R
				SP 2 Y	- O		SP 2 Y	- O
				SP 2 G	- G		SP 2 G	- G
				Grnd Bus	- W		Grnd Bus	- W
3	Ø3	Red Yellow Green Ground Wire	6	SP 3 R	14 / 19C - C - R / W	7	SP 3 R	14 / 10C - D - R / B
				SP 3 Y	- BL / W		SP 3 Y	- O / B
				SP 3 G	- G / W		SP 3 G	- G / B
				Grnd Bus	- B / W		Grnd Bus	- W / B
4	Ø4	Red Yellow Green Ground Wire	8	SP 3 R	14 / 10C - B - R / B	9	SP 4 R	14 / 5C - A - R
				SP 3 Y	- O / B		SP 4 Y	- O
				SP 3 G	- G / B		SP 4 G	- G
				Grnd Bus	- W / B		Grnd Bus	- W
5		Red Yellow Green Ground Wire		SP 5 R			SP 5 R	
				SP 5 Y			SP 5 Y	
				SP 5 G			SP 5 G	
				Grnd Bus			Grnd Bus	
6	Ø6	Ground Wire	3	SP 6 R	14 / 19C - C - R / B	4	SP 6 R	14 / 10C - B - R
				SP 6 Y	- O / B		SP 6 Y	- O
				SP 6 G	- G / B		SP 6 G	- G
				Grnd Bus	- W / B		Grnd Bus	- W
7		Ground Wire		SP 7 R			SP 7 R	
				SP 7 Y			SP 7 Y	
				SP 7 G			SP 7 G	
				Grnd Bus			Grnd Bus	
8		Ground Wire		SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
				Grnd Bus			Grnd Bus	
9		Ground Wire		SP 9 R			SP 9 R	
				SP 9 Y			SP 9 Y	
				SP 9 G			SP 9 G	
				Grnd Bus			Grnd Bus	
10		Ground Wire		SP 10 R			SP 10 R	
				SP 10 Y			SP 10 Y	
				SP 10 G			SP 10 G	
				Grnd Bus			Grnd Bus	
11		Ground Wire		SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
				Grnd Bus			Grnd Bus	
12		Ground Wire		SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
				Grnd Bus			Grnd Bus	
13	Ø3	Red Yellow Green Ground Wire	5	SP 13 R	14 / 5C - E - R		SP 13 R	
				SP 13 Y	- O		SP 13 Y	
				SP 13 G	- G		SP 13 G	
				Grnd Bus	- W		Grnd Bus	
14		Ground Wire		SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP 14 G	
				Grnd Bus			Grnd Bus	



MODEL 2070 SIGNAL OPERATION  
 PROGRAMMABLE FEATURES  
 SIGNAL OPERATION SPECIFICATION

TAPS \_\_\_\_\_  
 STUDY # \_\_\_\_\_  
 FILE # \_\_\_\_\_  
 PAGE 3 OF 3

SIGNAL # W - 596

COUNTY WESTCHESTER

DATE 07/08/10

TABLE OF INPUT WIRING

TERM. NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN OVER	REMARKS
1A, 1B	Ø1	1	QUAD		PRESENCE LOOP
2A, 2B	Ø2	2	QUAD		PRESENCE LOOP
3A, 3B	Ø3	3	QUAD		PRESENCE LOOP
4A, 4B	Ø4	4	QUAD		PRESENCE LOOP
5A, 5B					
6A, 6B	Ø6	6	QUAD		PRESENCE LOOP
7A, 7B					
8A, 8B					
9A, 9B					
10A, 10B					
11A, 11B	Ø1	11	NORMAL		PRESENCE LOOP
12A, 12B	Ø2	12	NORMAL		PRESENCE LOOP
13A, 13B	Ø3	13	NORMAL		PRESENCE LOOP
14A, 14B	Ø4	14	NORMAL		PRESENCE LOOP
15A, 15B					
16A, 16B	Ø6	16	NORMAL		PRESENCE LOOP
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B					
23A, 23B	Ø3	23	QUAD		PRESENCE LOOP
24A, 24B	Ø3	24	NORMAL		PRESENCE LOOP
25A, 25B					
26A, 26B					
27A, 27B					
28A, 28B					







STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION  
TRAFFIC ENGINEERING & SAFETY DIVISION  
TRAFFIC CONTROL SPECIFICATIONS

Study :  
Contract : D254934  
PIN: 8390.44.321  
File : 55.30-6

W-492

SIGNAL NO(S)

WESTCHESTER

COUNTY

*OFFICE*

PAGE 1 OF 20 PAGES

INTERSECTION ROUTE 6 AT BEAR MT. STATE PARKWAY RAMP

CITY  VILLAGE  TOWN OF CORTLAND

Department Order filed \_\_\_\_\_ as Section 2055.30 Subdivision (m)

Prior specifications hereby superseded  None

Purpose : INSTALL TRAFFIC SIGNAL UNDER CONTRACT D254934.

These specifications will be effective upon the  Installation  Modification of the necessary traffic control device(s) required by and conforming to the State Manual of Uniform Traffic Control Devices

I. This Signal shall

A. Operate in accordance with the Table of Operations and / of Change intervals as shown on page(s) 2 as a :

- Pretimed Signal
- Semi-traffic actuated signal
- Full-traffic actuated signal
- Pedestrian actuated signal
- Other \_\_\_\_\_

- B.
- Display vehicular indications
  - Display pedestrian indications
  - Be equipped with vehicle detectors
  - Be equipped with Pedestrian pushbuttons

as shown in the  schematic  scaled drawing on page 3

C. Be equipped with  pre-emption  interconnection and / or coordination which are described as follows

FILE SHOP CABINET

**FINAL COPY**

- cc:
- ( 2 )  Main Office
  - ( 1 )  Region 8 Traffic Engineer
  - ( 1 )  E. CLARK
  - ( 3 )  D. SYWYK

7/11/96 WOF Ety Patruell RTE  
Date Signature Title  
*KRF*

Installation Date 7-5-95  
Modification Date 7/11/96



STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION  
 TRAFFIC AND SAFETY DIVISION  
 TRAFFIC CONTROL SIGNAL SPECIFICATIONS (CONTINUED)

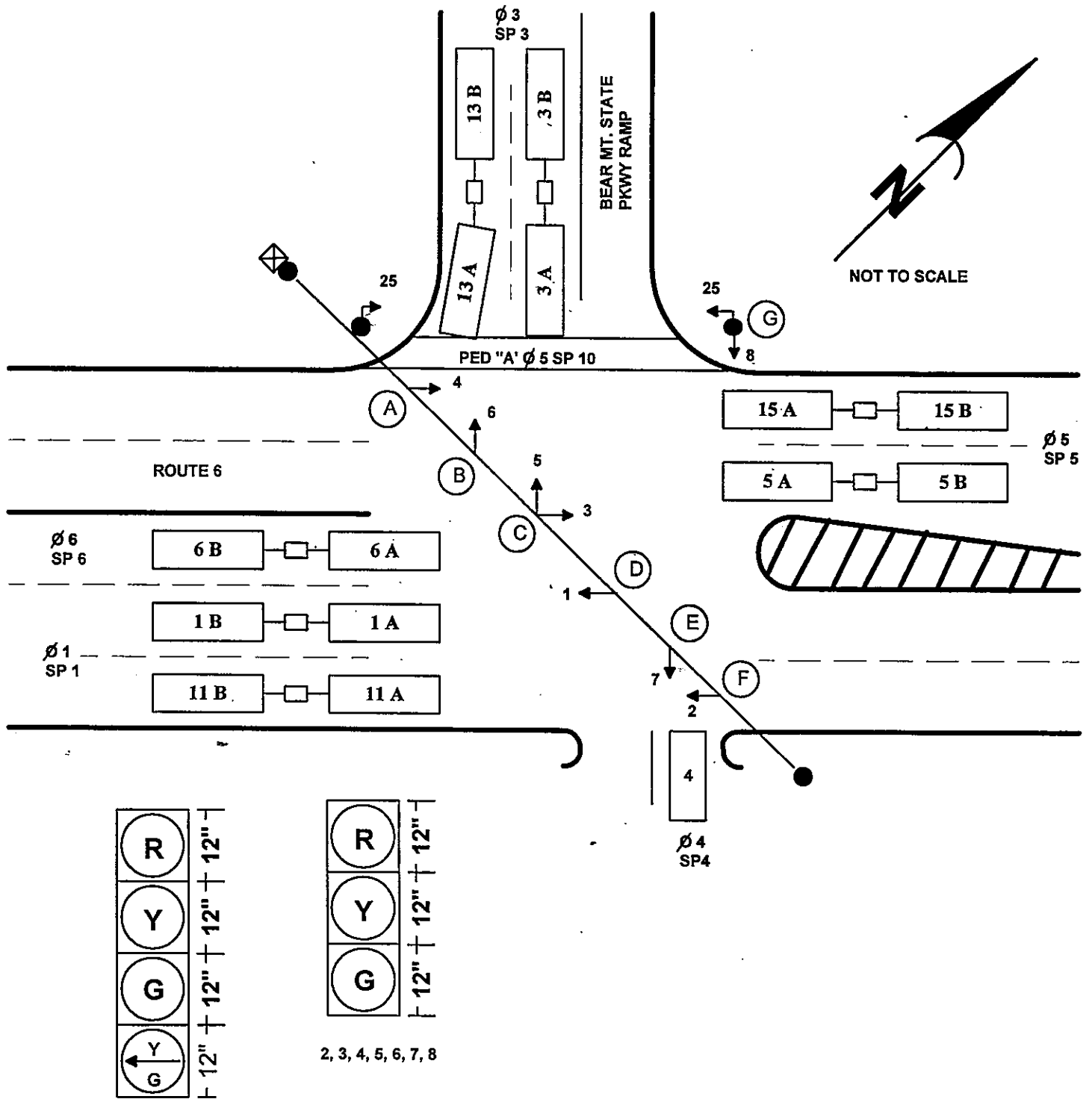
STUDY:  
 CONTRACT: D254934  
 PIN: 8390.44.321  
 FILE: 55.30-6

492  
 SIGNAL NO(S)

WESTCHESTER  
 COUNTY

JUL 11 1996  
 DATE

PAGE 3 OF \_\_\_\_\_ PAGES





MODEL 179 SIGNAL OPERATION  
PROGRAMMABLE FEATURES  
SIGNAL OPERATION SPECIFICATION

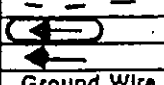
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STUDY # \_\_\_\_\_  
FILE # \_\_\_\_\_  
PAGE 18 OF 20

SIGNAL # 492

COUNTY # WEST

DATE JUL 11 1996

TABLE OF SWITCH PACKS

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CC
1	Ø1	RED	1	SP 1 R	A/10C-D-R	2	SP 1 R	A/5C-F-R
		YELLOW		SP 1 Y	A/10C-D-O		SP 1 Y	A/5C-F-O
		GREEN		SP 1 G	A/10C-D-G		SP 1 G	A/5C-F-G
		Ground Wire		Gmd Bus	A/10C-D-W		Gmd Bus	A/5C-F-W
2				SP 2 R			SP 2 R	
				SP 2 Y			SP 2 Y	
				SP 2 G			SP 2 G	
		Ground Wire		Gmd Bus			Gmd Bus	
3	Ø3	RED	5	SP 3 R	A/10C-C-R	6	SP 3 R	A/5C-B-R
		YELLOW		SP 3 Y	A/10C-C-O		SP 3 Y	A/5C-B-O
		GREEN		SP 3 G	A/10C-C-G		SP 3 G	A/5C-B-G
		Ground Wire		Gmd Bus	A/10C-C-W		Gmd Bus	A/5C-B-W
4	Ø4	RED	7	SP 4 R	A/5C-E-R	8	SP 4 R	A/5C-G-R
		YELLOW		SP 4 Y	A/5C-E-O		SP 4 Y	A/5C-G-O
		GREEN		SP 4 G	A/5C-E-G		SP 4 G	A/5C-G-G
		Ground Wire		Gmd Bus	A/5C-E-W		Gmd Bus	A/5C-G-W
5	Ø5	RED	3	SP 5 R	A/10C-C-R/B	4	SP 5 R	A/5C-A-R
		YELLOW		SP 5 Y	A/10C-C-O/B		SP 5 Y	A/5C-A-O
		GREEN		SP 5 G	A/10C-C-G/B		SP 5 G	A/5C-A-G
		Ground Wire		Gmd Bus	A/10C-C-W/B		Gmd Bus	A/5C-A-W
6	Ø6		1	SP 6 R	A/10C-D-O/B		SP 6 R	
				SP 6 Y	A/10C-D-G/B		SP 6 Y	
				SP 6 G	A/10C-D-G/B		SP 6 G	
		Ground Wire		Gmd Bus	A/10C-D-W/B		Gmd Bus	
7				SP 7 R			SP 7 R	
				SP 7 Y			SP 7 Y	
				SP 7 G			SP 7 G	
		Ground Wire		Gmd Bus			Gmd Bus	
8				SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
		Ground Wire		Gmd Bus			Gmd Bus	
9				SP 9 R			SP 9 R	
				SP 9 Y			SP 9 Y	
				SP 9 G			SP 9 G	
		Ground Wire		Gmd Bus			Gmd Bus	
10	RED A Ø5	D W	25	SP 10 R	A/5C-1P-R		SP 10 R	
				SP 10 Y			SP 10 Y	
		W		SP 10 G	A/5C-1P-G		SP 10 G	
		Ground Wire		Gmd Bus	A/5C-1P-W		Gmd Bus	
11				SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
		Ground Wire		Gmd Bus			Gmd Bus	
12				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Gmd Bus			Gmd Bus	
13				SP 13 R			SP 13 R	
				SP 13 Y			SP 13 Y	
				SP 13 G			SP 13 G	
		Ground Wire		Gmd Bus			Gmd Bus	
14				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP 14 G	
		Ground Wire		Gmd Bus			Gmd Bus	



MODEL 179 SIGNAL OPERATION  
PROGRAMMABLE FEATURES  
SIGNAL OPERATION SPECIFICATION

TAPS            V 1.0  
STUDY #             
FILE #             
PAGE 30 OF 30

SIGNAL # 492

COUNTY # WEST

DATE JUL 11 1996

TABLE OF INPUT WIRING

TERM. NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN OVER	REMARKS
1A, 1B	Ø1	1A, 1B	NORMAL		PRESENCE
2A, 2B					
3A, 3B	Ø3	3A, 3B	NORMAL		PRESENCE
4A, 4B	Ø4	A	NORMAL		PRESENCE
5A, 5B	Ø5	5A, 5B	NORMAL		PRESENCE
6A, 6B	Ø6	6A, 6B	NORMAL		PRESENCE
7A, 7B					
8A, 8B					
9A, 9B					
10A, 10B					
11A, 11B	Ø1	11A, 11B	NORMAL		PRESENCE
12A, 12B					
13A, 13B	Ø3	13A, 13B	NORMAL		PRESENCE
14A, 14B					
15A, 15B	Ø5	15A, 15B	NORMAL		PRESENCE
16A, 16B					
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B					
23A, 23B					
24A, 24B					
25A, 25B	Ø5	25	RED BUTTON		
26A, 26B					
27A, 27B					
28A, 28B					



**Phase Times [1.1.1]**

	1	2	3	4	5	6	7	8	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq			
Min Green	10	5	5	5	10	5			1	0	0	1	13	0	0	13	1	25	0	0	1	37	0	0		
Gap, Ext	2	2	2	2	2	2			2	0	0	2	14	0	0	14	1	26	0	0	1	38	0	0		
Max 1	35	25	10	10	35	10			3	0	0	3	15	0	0	15	1	27	0	0	1	39	0	0		
Max 2									4	0	0	4	16	0	0	16	1	28	0	0	1	40	0	0		
Yel Clearance	5	5	5	5	5	5			5	0	0	5	17	0	0	17	1	29	0	0	1	41	0	0		
Red Clearance	10	10	10	10	10	10			6	0	0	6	18	0	0	18	1	30	0	0	1	42	0	0		
Walk					8				7	0	0	7	19	0	0	19	1	31	0	0	1	43	0	0		
Ped Clearance					18				8	0	0	8	20	0	0	20	1	32	0	0	1	44	0	0		
Red Revert									9	0	0	9	21	0	0	21	1	33	0	0	1	45	0	0		
Add Initial									10	0	0	10	22	0	0	22	1	34	0	0	1	46	0	0		
Max Initial									11	0	0	11	23	0	0	23	1	35	0	0	1	47	0	0		
Time B4 Reduct									12	0	0	12	24	0	0	24	1	36	0	0	1	48	0	0		
Cars B4 Reduct									Split	1	2	3	4	5	6	7	8	Split	1	2	3	4	5	6	7	8

**Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]**

	1	2	3	4	5	6	7	8	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	
Coord Modes [2.1]									1	Coor	0	0	0	13	Coor	0	0	0	0	0	0	0	0	0
Test OpMod																								
Correction									2	Coor	0	0	0	14	Coor	0	0	0	0	0	0	0	0	0
SHRT/LNG																								
Maximum																								
MAX 1																								
Force-Off									3	Coor	0	0	0	15	Coor	0	0	0	0	0	0	0	0	0
FLOAT																								
Closed Loop																								
ON																								
Stop-in-Walk									4	Coor	0	0	0	16	Coor	0	0	0	0	0	0	0	0	0
OFF																								
Auto Reset																								
ON																								
Expand Split									5	Coor	0	0	0	17	Coor	0	0	0	0	0	0	0	0	0
OFF																								
Ped Recycle									6	Coor	0	0	0	18	Coor	0	0	0	0	0	0	0	0	0
NO RECYCLE																								
Before																								
TIMED																								
After																								
TIMED																								
Auto Flash									7	Coor	0	0	0	19	Coor	0	0	0	0	0	0	0	0	0
[1.4.1]																								
PH OVER																								
Auto Flash									8	Coor	0	0	0	20	Coor	0	0	0	0	0	0	0	0	0
4-5																								
Flash Red																								
2																								
Unit Params [1.2.1]									9	Coor	0	0	0	21	Coor	0	0	0	0	0	0	0	0	0
Phase Mode																								
STD8																								
IO Mode									10	Coor	0	0	0	22	Coor	0	0	0	0	0	0	0	0	0
USER																								
Loc Flash Start																								
ON																								
Start Flash(s)									11	Coor	0	0	0	23	Coor	0	0	0	0	0	0	0	0	0
0																								
Start AllRed(s)																								
3																								
Yellow < 3"									12	Coor	0	0	0	24	Coor	0	0	0	0	0	0	0	0	0
OFF																								
Display Time																								
20																								
Red Revert																								
3																								

**Page#**

1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with t
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Security; I/O Setup

W-492  
**STD8**  
 3-4-10

**Ring/Startup [1.1.4]**

Phs	Ring	Start	Enable
1	1	GREEN	1
2	1	RED	0
3	1	RED	1
4	1	RED	1
5	2	GREEN	1
6	2	RED	1
7	2	RED	0
8	2	RED	0















Preemption Times [3.1], Options+ [3.6]				Track Clear Phases [3.2], Track Clear Overlapst+ [3.5]				Alt# 1 Times Table [1.1.6.1]													
Pre #	Enabled	Type	Output	Delay	MinDura	Pre #	Track Phases	Pre #	Track Phases	Track Overlaps	Column#	...	->1	2	3	4	5	6	7	8	
1	ON	RAIL	DWEL			1															
2	ON	RAIL	DWEL			2															
3	ON	EMERG	DWEL			3															
4	ON	EMERG	DWEL			4															
5	ON	EMERG	DWEL			5															
6	ON	EMERG	DWEL			6															

Dwell Phases [3.2] and Overlaps+ [3.5]				Alt# 2 Times Table [1.1.6.1]											
Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre	Column#	...	->1	2	3	4	5	6	7	8
1					ON										
2					ON										
3					ON										
4					ON										
5					ON										
6					ON										

Preemption 1, Options+ [3.6]				Alt# 3 Times Table [1.1.6.1]																	
Pre #	Exit Phases [3.2]	Pre #	Lock	Override	Auto Fish	Override	Higher	Fish	Dwe	Link	Column#	...	->1	2	3	4	5	6	7	8	
1					ON																
2					ON																
3					ON																
4					ON																
5					ON																
6					ON																

Low Priority Preempts				Alt# 1 Options Table [1.1.6.2]									
Pre #	Type	Min	Max	Column #	...	->1	2	3	4	5	6	7	8
7	OFF	0	0										
8	OFF	0	0										
9	OFF	0	0										
10	OFF	0	0										

Unit Parameters [1.2.1]			
Stop Timer Over Preempt	Preempt or Ext Output	Max Seek Track Time	Max Seek Dwell Time
OFF	PRE	0	0

Channel Parameters [1.8.3]			
D Conn Mappings	Pre Invert Rail Input	None	
NONE			















#	Event / Alarm	EVAIT	Call Phases [1.1.5]			Redirect Phases [1.1.5]			Inhibit Phases [1.1.5]											
			Phases Called By	From	To	From	To	From	To	From	To									
1	Power Up Alarm.	1																		
2	Stop Timing	1																		
3	TS1 Cabinet Door																			
4	Coordination Failure	1																		
5	External Alarm # 1	1																		
6	External Alarm # 2	1																		
7	External Alarm # 3																			
8	External Alarm # 4																			
9	Closed Loop Disabled	1																		
10	External Alarm # 5																			
11	External Alarm # 6																			
12	Manual Control Enable	1																		
13	Coord Free Input																			
14	Local Flash Input	1																		
15	MMU Flash																			
16	CMU Flash																			
17	Cycle Fault	1																		

Alt Call & Redirect # 1 [1.1.6.3]			Alt Inhibit Phases # 1 [1.1.6.3]		
Col	Phases Called By	From To	From To	From To	From To
1					
2					
3					
4					
5					
6					
7					
8					

Alt Call & Redirect # 2 [1.1.6.3]			Alt Inhibit Phases # 2 [1.1.6.3]		
Col	Phases Called By	From To	From To	From To	From To
1					
2					
3					
4					
5					
6					
7					
8					

Coord, CIC Plans [2.3]								Unit Parameters [1.2.1]			Advanced Warning [1,1,9]							
CIC Co	Grow	1	2	3	4	5	6	7	8	Allow Skip Yellow	OFF	Max Cycle Time	0	Phase Time	Aux Out	0	Aux Out	0
1	OFF									OFF	OFF	ALARM						
2	OFF									OFF	OFF							
3	OFF									4Ph								
4	OFF									Backup Time (s)	900							
5										Disable Init Ped	OFF							
6										Cycle Fault Action	ALARM							
7										Enable Run Time	ON							
8																		
9																		
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58																		
61																		
81																		



# No Action Projects Trip Generation



No Build Development (not accounted for in Growth Factor) Trip Generation <sup>(1)</sup>

Development	Location	Data Source	Development Size*		Development Type	ITE Land Use Code	ITE Land Use	Peak Hour	Avg Trip Generation Rate	Total # Trips	% In	% Out	# 'In' Trips	# 'Out' Trips
<b>Town of Cortlandt</b>														
Valeria <sup>2</sup>	342 Furnace Dock Road	ITE	147	Units	Condominium	221	Multifamily Housing (Mid-Rise)	AM	0.36	53	26%	74%	14	39
		ITE	147	Units	Condominium	221	Multifamily Housing (Mid-Rise)	PM	0.44	65	61%	39%	40	25
Cortlandt Crossing	Route 6	Cortlandt Crossing DEIS	130	kSF	Shopping Center			AM		121			80	41
								PM		467			221	246
Pondview Commons <sup>4</sup>	U.S. Route 6 and Regina Avenue	Pondview Traffic Study	56	Units	Townhouse			AM		15			3	12
			56	Units	Townhouse			PM		12			8	4
GasLand	U.S. Route 6	GasLand Traffic Study	12	Fueling Positions	Gas Station and Convenience Store			AM						
			12	Fueling Positions	Gas Station and Convenience Store			PM						
Sinclair	U.S. Route 6	Sinclair Traffic Study	12	Fueling Positions	Gas Station and Convenience Store			AM						
			12	Fueling Positions	Gas Station and Convenience Store			PM						
<b>Town of Yorktown</b>														
Americo Realty	3320 Old Crompond Road	ITE	6.75	kSF	Retail	820	Shopping Center	AM	0.94	6	62%	38%	4	2
			6.75	kSF	Retail	820	Shopping Center	PM	3.81	26	48%	52%	12	14
			20	Units	Apartments	220	Multifamily Housing (Low-Rise)	AM	0.50	10	23%	77%	2	8
			20	Units	Apartments	220	Multifamily Housing (Low-Rise)	PM	0.70	14	63%	37%	9	5
			12	Units	Townhouses	220	Multifamily Housing (Low-Rise)	AM	0.50	6	23%	77%	1	5
			12	Units	Townhouses	220	Multifamily Housing (Low-Rise)	PM	0.75	9	63%	37%	6	3
Lowe's <sup>8</sup>	3200 Crompond Road	Shrub Oak International School TIS	120.66	kSF	Home Improvement Store	862	Home Improvement Superstore	AM	1.57	189	57%	43%	108	81
			120.66	kSF	Home Improvement Store	862	Home Improvement Superstore	PM	2.33	281	49%	51%	138	143
			12.5	kSF	Restaurant/Retail	932	Fast Casual Restaurant	AM	9.94	124	55%	45%	68	56
			12.5	kSF	Restaurant/Retail	932	Fast Casual Restaurant	PM	9.77	122	62%	38%	76	46
			5.783	kSF	Coffee Shop	937	Coffee/Donut Shop with Drive-Through Window	AM	88.99	515	51%	49%	263	252
			5.783	kSF	Coffee Shop	937	Coffee/Donut Shop with Drive-Through Window	PM	43.38	251	50%	50%	126	126
			4	kSF	Bank	912	Drive-in Bank	AM	9.50	38	58%	42%	22	16
			4	kSF	Bank	912	Drive-in Bank	PM	20.45	82	50%	50%	41	41
Fieldstone Manor Subdivision <sup>3,9</sup>	3680 Lexington Avenue	ITE	7	Units	Apartments	220	Multifamily Housing (Low-Rise)	AM	0.57	4	23%	77%	1	3
			7	Units	Apartments	220	Multifamily Housing (Low-Rise)	PM	0.86	6	63%	37%	4	2
			14	Units	Single Family Housing	210	Single Family Detached Housing	AM	1.05	15	25%	75%	4	11
			14	Units	Single Family Housing	210	Single Family Detached Housing	PM	1.07	15	63%	37%	9	6
Granite Knolls Sports Complex	Stony Street	Shrub Oak International School TIS			Park			AM						
								PM						
Shrub Oak International School	3151 Stony Street	Shrub Oak International School TIS	521	Employees	Private School			AM		196			160	36
			521	Employees	Private School			PM		184			36	148
CVS Pharmacy	3320 Crompond Road	ITE	14.698	kSF	Pharmacy	881	Pharmacy/Drugstore with Drive-Through Window	AM	3.84	56	53%	47%	30	26
			14.698	kSF	Pharmacy	881	Pharmacy/Drugstore with Drive-Through Window	PM	10.29	151	50%	50%	76	76
<b>Town of Peekskill</b>														
Fort Hill Apartments at the Abbey Inn	St. Mary's Convent	ITE	178	Units	Apartments	221	Multifamily Housing (Mid-Rise)	AM	0.36	64	26%	74%	17	47
			178	Units	Apartments	221	Multifamily Housing (Mid-Rise)	PM	0.44	78	61%	39%	48	30
Gateway Townhouses	Main Street and Spring Street	ITE	16	Units	Apartments	220	Multifamily Housing (Low-Rise)	AM	0.50	8	23%	77%	2	6
			16	Units	Apartments	220	Multifamily Housing (Low-Rise)	PM	0.75	12	63%	37%	8	4
Lofts at Main	Main Street and Diven Street	ITE	75	Units	Apartments	221	Multifamily Housing (Mid-Rise)	AM	0.36	27	26%	74%	7	20
			75	Units	Apartments	221	Multifamily Housing (Mid-Rise)	PM	0.44	33	61%	39%	20	13
Senior Independent Living	1847 Crompond Road	ITE	52	Units	Apartments	252	Senior Adult Housing-Attached	AM	0.36	10	26%	74%	3	7
			52	Units	Apartments	252	Senior Adult Housing-Attached	PM	0.44	15	61%	39%	9	6
One Park Place	Park and Brown Street	ITE	181	Units	Apartments	221	Multifamily Housing (Mid-Rise)	AM	0.36	65	26%	74%	17	48
			181	Units	Apartments	221	Multifamily Housing (Mid-Rise)	PM	0.44	80	61%	39%	49	31



216 S. Division Street	216 S. Division Street	ITE	22	Units	Apartments	220	Multifamily Housing (Low-Rise)	AM	0.50	11	23%	77%	3	8
			22	Units	Apartments	220	Multifamily Housing (Low-Rise)	PM	0.68	15	63%	37%	9	6
645 Main Street	645 Main Street	ITE	82	Units	Apartments	221	Multifamily Housing (Mid-Rise)	AM	0.36	30	26%	74%	8	22
			82	Units	Apartments	221	Multifamily Housing (Mid-Rise)	PM	0.44	36	61%	39%	22	14
505 South Street	505 South Street	ITE	51	Units	Apartments	221	Multifamily Housing (Mid-Rise)	AM	0.36	18	26%	74%	5	13
			51	Units	Apartments	221	Multifamily Housing (Mid-Rise)	PM	0.44	22	61%	39%	13	9
653 Central Avenue	653 Central Avenue	ITE	78	Units	Apartments	221	Multifamily Housing (Mid-Rise)	AM	0.36	28	26%	74%	7	21
			78	Units	Apartments	221	Multifamily Housing (Mid-Rise)	PM	0.44	34	61%	39%	21	13

Notes:

- (1) Trips calculated from ITE data based on ITE Trip Generation Manual, 10th Edition, Institute of Transportation Engineers
- (2) Rates shown for the Multifamily Housing (Mid-Rise) are calculated using the Weekday Peak Hours of Adjacent Street Traffic and the ITE straight average rates
- (3) Rates shown for the Single Family Detached Housing are calculated using the Weekday Peak Hours of Adjacent Street Traffic and the Best Fit Curve equations,  $T = 0.71X + 4.80$  and  $\ln(T) = 0.96\ln(X) + 0.20$  for the weekday AM and PM, respectively.
- (4) Trips shown are net trips generated from replacement of apartments by townhouses
- (5)
- (6) Rates shown for Nursing Home are calculated using the Weekday Peak Hour of Adjacent Street Traffic and ITE straight average rates
- (7) Rates shown for Continuing Care are calculated using the Weekday Peak Hours of Adjacent Street Traffic and ITE Best Fit Curve equations,  $\ln(T)=0.85\ln(X)-0.82$  and  $\ln(T)=0.89\ln(X)-0.99$  for the weekday AM and PM, respectively.
- (8) Rates shown for the Home Improvement Superstore, Fast Casual Restaurant and Drive-in Bank are calculated using the Weekday Peak Hours of Adjacent Street Traffic and ITE straight average rates
- (9) Rates shown for Multifamily Housing (Low-Rise) are calculated using the Weekday Peak Hours of Adjacent Street Traffic and the Best Fit Curve equations:  $\ln(T)=0.95\ln(X)-0.51$  and  $\ln(T)=0.89\ln(X)-0.02$  for the weekday AM and PM, respectively
- (10) Rates shown for Shopping Center are calculated using the Weekday Peak Hours of Adjacent Street Traffic and the ITE straight average rates
- (11) Rates shown for Office are calculated using the Weekday Peak Hours of Adjacent Street Traffic and ITE Best Fit Curve equations,  $T=0.94(X)+26.49$  and  $\ln(T)=0.95\ln(X)+0.36$  for the weekday AM and PM, respectively.























Synchro Analysis  
2017 Existing Conditions



Lanes, Volumes, Timings  
1: Dayton Lane & Main Street/Route 6

2017 Existing  
Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	278	147	66	257	10	68	6	46	48	34	85
Future Volume (vph)	24	278	147	66	257	10	68	6	46	48	34	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	12	12	10	10	10
Storage Length (ft)	100		0	210		0	85		0	0		80
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.948			0.994			0.867				0.850
Flt Protected	0.950			0.950			0.950				0.972	
Satd. Flow (prot)	1711	3202	0	1711	3338	0	1711	1615	0	0	1690	1478
Flt Permitted	0.578			0.477			0.677				0.784	
Satd. Flow (perm)	1041	3202	0	859	3338	0	1219	1615	0	0	1363	1478
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		120			5							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		653			1740			256			224	
Travel Time (s)		14.8			39.5			5.8			5.1	
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.82	0.82	0.82	0.66	0.66	0.66
Heavy Vehicles (%)	2%	4%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	26	305	162	70	273	11	83	7	56	73	52	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	467	0	70	284	0	83	63	0	0	125	129
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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	2
Detector Template				Left			Left	Thru		Left	Thru	Right
Leading Detector (ft)	80	0		80	0		80	80		80	80	80
Trailing Detector (ft)	-10	0		-10	0		-10	-10		-10	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	-10
Detector 1 Size(ft)	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
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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	40			40			40	40		40	40	40
Detector 2 Size(ft)	40			40			40	40		40	40	40
Detector 2 Type	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
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov



Lanes, Volumes, Timings  
1: Dayton Lane & Main Street/Route 6

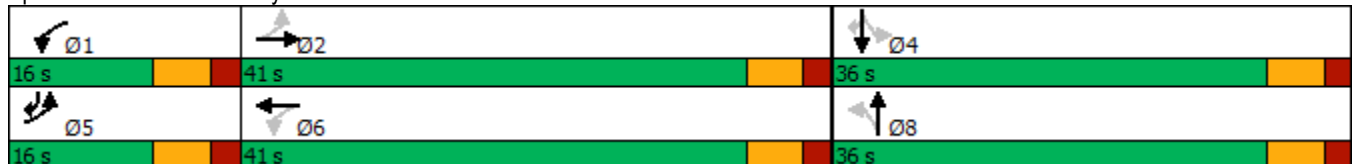
2017 Existing  
Weekday AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		8.0	8.0		8.0	8.0	5.0
Minimum Split (s)	11.0	41.0		11.0	41.0		26.0	26.0		26.0	26.0	11.0
Total Split (s)	16.0	41.0		16.0	41.0		36.0	36.0		36.0	36.0	16.0
Total Split (%)	17.2%	44.1%		17.2%	44.1%		38.7%	38.7%		38.7%	38.7%	17.2%
Maximum Green (s)	10.0	35.0		10.0	35.0		30.0	30.0		30.0	30.0	10.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
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		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Max		None	Max		None	None		None	None	None
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		15.0								16.0	16.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)	40.8	38.7		41.7	39.2		11.4	11.4			11.4	19.1
Actuated g/C Ratio	0.63	0.59		0.64	0.60		0.17	0.17			0.17	0.29
v/c Ratio	0.04	0.24		0.11	0.14		0.39	0.22			0.53	0.30
Control Delay	5.2	8.0		5.3	9.6		32.2	27.6			35.8	19.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	5.2	8.0		5.3	9.6		32.2	27.6			35.8	19.6
LOS	A	A		A	A		C	C			D	B
Approach Delay		7.9			8.7			30.2			27.6	
Approach LOS		A			A			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	93
Actuated Cycle Length:	65.2
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.53
Intersection Signal Delay:	14.8
Intersection LOS:	B
Intersection Capacity Utilization:	42.7%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 1: Dayton Lane & Main Street/Route 6





Lanes, Volumes, Timings  
2: Conklin Avenue & Main Street/Route 6

2017 Existing  
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	298	33	168	338	8	14	6	194	6	2	11
Future Volume (vph)	7	298	33	168	338	8	14	6	194	6	2	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	14	12
Storage Length (ft)	110		0	210		0	0		50	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985			0.997				0.850		0.923	
Flt Protected	0.950			0.950				0.966			0.984	
Satd. Flow (prot)	1652	3367	0	1770	3398	0	0	1799	1583	0	1805	0
Flt Permitted	0.517			0.533				0.770			0.884	
Satd. Flow (perm)	899	3367	0	993	3398	0	0	1434	1583	0	1621	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			2				206		16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1740			1070			1934			260	
Travel Time (s)		39.5			24.3			44.0			5.9	
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.94	0.94	0.94	0.68	0.68	0.68
Heavy Vehicles (%)	2%	6%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	8	331	37	193	389	9	15	6	206	9	3	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	368	0	193	398	0	0	21	206	0	28	0
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			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left		
Leading Detector (ft)	80	80		80	80		80	80	80	80	30	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10	-10	-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10	-10	-10	-10	
Detector 1 Size(ft)	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	
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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)	40	40		40	40		40	40	40	40		
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	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	



Lanes, Volumes, Timings  
2: Conklin Avenue & Main Street/Route 6

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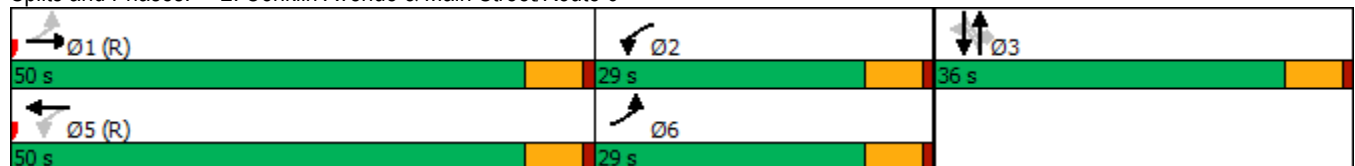


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	6	1		2	5			3				3
Permitted Phases	1			5			3		3	3		
Detector Phase	6	1		2	5		3	3	3	3		3
Switch Phase												
Minimum Initial (s)	2.0	10.0		5.0	10.0		2.0	2.0	2.0	2.0		2.0
Minimum Split (s)	8.0	16.0		11.0	16.0		36.0	36.0	36.0	36.0		36.0
Total Split (s)	29.0	50.0		29.0	50.0		36.0	36.0	36.0	36.0		36.0
Total Split (%)	25.2%	43.5%		25.2%	43.5%		31.3%	31.3%	31.3%	31.3%		31.3%
Maximum Green (s)	23.0	44.0		23.0	44.0		30.0	30.0	30.0	30.0		30.0
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None		None
Walk Time (s)							7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)							23.0	23.0	23.0	23.0		23.0
Pedestrian Calls (#/hr)							0	0	0	0		0
Act Effct Green (s)	89.2	84.5		94.4	93.4			7.5	7.5			7.5
Actuated g/C Ratio	0.78	0.73		0.82	0.81			0.07	0.07			0.07
v/c Ratio	0.01	0.15		0.23	0.14			0.23	0.70			0.23
Control Delay	2.6	4.8		3.1	3.1			55.0	19.9			33.6
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	2.6	4.8		3.1	3.1			55.0	19.9			33.6
LOS	A	A		A	A			D	B			C
Approach Delay		4.8			3.1			23.1				33.6
Approach LOS		A			A			C				C

Intersection Summary

Area Type: Other  
 Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 8.0  
 Intersection LOS: A  
 Intersection Capacity Utilization 40.1%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 2: Conklin Avenue & Main Street/Route 6





Lanes, Volumes, Timings  
3: Lexington Avenue & Route 6/Main Street

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	492	143	77	509	36	89	119	172	108	128	89
Future Volume (vph)	66	492	143	77	509	36	89	119	172	108	128	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	350		0	225		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.966			0.990			0.911			0.938	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1743	0	1752	1778	0	1752	1680	0	1752	1730	0
Flt Permitted	0.192			0.122			0.464			0.264		
Satd. Flow (perm)	354	1743	0	225	1778	0	856	1680	0	487	1730	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		12			3							
Link Speed (mph)		35			35			30				30
Link Distance (ft)		440			527			466				490
Travel Time (s)		8.6			10.3			10.6				11.1
Peak Hour Factor	0.94	0.94	0.94	0.87	0.87	0.87	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	6%	3%	3%	6%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	70	523	152	89	585	41	99	132	191	120	142	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	70	675	0	89	626	0	99	323	0	120	241	0
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	1.00	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
Number of Detectors	2	1		2	1		2	2		2	2	
Detector Template	Left			Left			Left	Thru		Left	Thru	
Leading Detector (ft)	80	30		80	30		80	80		80	80	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	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	
Detector 1 Channel												
Detector 1 Extend (s)	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	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	40			40			40	40		40	40	
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		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	



Lanes, Volumes, Timings  
3: Lexington Avenue & Route 6/Main Street

2017 Existing  
Weekday AM

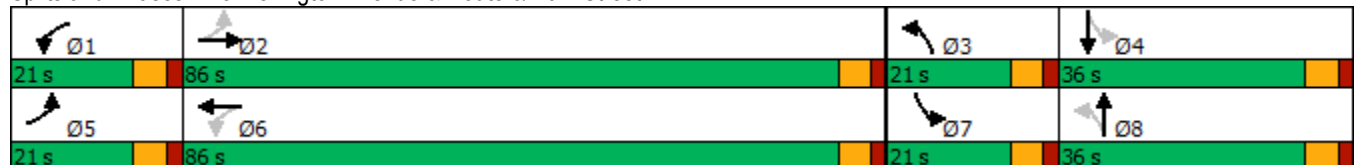


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	35.0		9.0	40.0		9.0	29.0		9.0	9.0	
Total Split (s)	21.0	86.0		21.0	86.0		21.0	36.0		21.0	36.0	
Total Split (%)	12.8%	52.4%		12.8%	52.4%		12.8%	22.0%		12.8%	22.0%	
Maximum Green (s)	15.0	80.0		15.0	80.0		15.0	30.0		15.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
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		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		0			0			0				
Act Effct Green (s)	61.4	54.1		63.9	57.5		40.4	30.8		43.8	32.4	
Actuated g/C Ratio	0.48	0.42		0.50	0.45		0.31	0.24		0.34	0.25	
v/c Ratio	0.28	0.91		0.43	0.79		0.29	0.81		0.43	0.55	
Control Delay	17.2	51.9		21.1	38.7		33.8	65.1		36.4	52.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.2	51.9		21.1	38.7		33.8	65.1		36.4	52.1	
LOS	B	D		C	D		C	E		D	D	
Approach Delay		48.6			36.5			57.8			46.9	
Approach LOS		D			D			E			D	

Intersection Summary

Area Type:	Other
Cycle Length:	164
Actuated Cycle Length:	128.7
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.91
Intersection Signal Delay:	46.2
Intersection LOS:	D
Intersection Capacity Utilization:	81.6%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 3: Lexington Avenue & Route 6/Main Street





Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	49	71	50	48	199
Future Vol, veh/h	43	49	71	50	48	199
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	89	89	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	58	80	56	51	209

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	419	108	0	0	136
Stage 1	108	-	-	-	-
Stage 2	311	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	591	946	-	-	1448
Stage 1	916	-	-	-	-
Stage 2	743	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	567	946	-	-	1448
Mov Cap-2 Maneuver	567	-	-	-	-
Stage 1	916	-	-	-	-
Stage 2	713	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	1.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	721	1448
HCM Lane V/C Ratio	-	-	0.15	0.035
HCM Control Delay (s)	-	-	10.9	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1



Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	16	105	80	21	221
Future Vol, veh/h	33	16	105	80	21	221
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	93	93	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	18	113	86	25	260

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	466	156	0	0	199
Stage 1	156	-	-	-	-
Stage 2	310	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	555	890	-	-	1373
Stage 1	872	-	-	-	-
Stage 2	744	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	543	890	-	-	1373
Mov Cap-2 Maneuver	543	-	-	-	-
Stage 1	872	-	-	-	-
Stage 2	728	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	622	1373
HCM Lane V/C Ratio	-	-	0.09	0.018
HCM Control Delay (s)	-	-	11.4	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1



Intersection						
Int Delay, s/veh	16.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	108	426	253	131	147	57
Future Vol, veh/h	108	426	253	131	147	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	96	96	83	83
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	127	501	264	136	177	69

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	400	0	-	0	1087 332
Stage 1	-	-	-	-	332 -
Stage 2	-	-	-	-	755 -
Critical Hdwy	4.14	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.236	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1148	-	-	-	239 710
Stage 1	-	-	-	-	727 -
Stage 2	-	-	-	-	464 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1148	-	-	-	212 710
Mov Cap-2 Maneuver	-	-	-	-	212 -
Stage 1	-	-	-	-	646 -
Stage 2	-	-	-	-	464 -

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	80.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1148	-	-	-	264
HCM Lane V/C Ratio	0.111	-	-	-	0.931
HCM Control Delay (s)	8.5	-	-	-	80.3
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	8.5



Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	560	3	6	373	9	8
Future Vol, veh/h	560	3	6	373	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	93	93	39	39
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	629	3	6	401	23	21

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	632	0	1044
Stage 1	-	-	-	-	631
Stage 2	-	-	-	-	413
Critical Hdwy	-	-	4.14	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-	3.518
Pot Cap-1 Maneuver	-	-	941	-	254
Stage 1	-	-	-	-	530
Stage 2	-	-	-	-	668
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	941	-	252
Mov Cap-2 Maneuver	-	-	-	-	252
Stage 1	-	-	-	-	530
Stage 2	-	-	-	-	664

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	17.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	325	-	-	941	-
HCM Lane V/C Ratio	0.134	-	-	0.007	-
HCM Control Delay (s)	17.8	-	-	8.9	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-



Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕				
Traffic Vol, veh/h	95	452	21	35	378	233	1	3	5	0	0	0
Future Vol, veh/h	95	452	21	35	378	233	1	3	5	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	95	95	95	75	75	75	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	101	481	22	37	398	245	1	4	7	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	643	0	0	503	0	0	1289	1411	492
Stage 1	-	-	-	-	-	-	694	694	-
Stage 2	-	-	-	-	-	-	595	717	-
Critical Hdwy	4.14	-	-	4.14	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	932	-	-	1051	-	-	181	138	577
Stage 1	-	-	-	-	-	-	496	444	-
Stage 2	-	-	-	-	-	-	551	434	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	932	-	-	1051	-	-	156	0	577
Mov Cap-2 Maneuver	-	-	-	-	-	-	156	0	-
Stage 1	-	-	-	-	-	-	442	0	-
Stage 2	-	-	-	-	-	-	532	0	-

Approach	EB			WB			NB		
HCM Control Delay, s	1.6			0.5			14.3		
HCM LOS							B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	398	932	-	-	1051	-	-
HCM Lane V/C Ratio	0.03	0.108	-	-	0.035	-	-
HCM Control Delay (s)	14.3	9.3	-	-	8.6	-	-
HCM Lane LOS	B	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0.1	0.4	-	-	0.1	-	-



Lanes, Volumes, Timings  
 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road

2017 Existing  
 Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗		↖	↖			↕			↗	↗
Traffic Volume (vph)	0	424	33	51	566	0	44	0	72	59	15	36
Future Volume (vph)	0	424	33	51	566	0	44	0	72	59	15	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	12	12	11
Storage Length (ft)	0		0	200		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.990						0.916				0.850
Fl <sub>t</sub> Protected				0.950				0.981			0.961	
Satd. Flow (prot)	0	1809	0	1736	1827	0	0	1562	0	0	1790	1531
Fl <sub>t</sub> Permitted				0.350				0.839			0.447	
Satd. Flow (perm)	0	1809	0	639	1827	0	0	1336	0	0	833	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5						135				135
Link Speed (mph)		40			40			30			10	
Link Distance (ft)		413			783			1467			156	
Travel Time (s)		7.0			13.3			33.3			10.6	
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.88	0.88	0.88	0.86	0.86	0.86
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	451	35	53	590	0	50	0	82	69	17	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	486	0	53	590	0	0	132	0	0	86	42
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			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	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.00	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		2	2		2	2		2	2	2
Detector Template		Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)		80		80	80		80	80		80	80	80
Trailing Detector (ft)		-10		-10	-10		-10	-10		-10	-10	-10
Detector 1 Position(ft)		-10		-10	-10		-10	-10		-10	-10	-10
Detector 1 Size(ft)		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
Detector 1 Channel												
Detector 1 Extend (s)		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
Detector 1 Delay (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		40		40	40		40	40		40	40	40
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		NA		pm+pt	NA		Perm	NA		Perm	NA	Perm







Lanes, Volumes, Timings  
10: Crompond Road & Conklin Avenue

2017 Existing  
Weekday AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	176	379	427	21	72	190
Future Volume (vph)	176	379	427	21	72	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	11	11
Storage Length (ft)	125			0	0	125
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1678	1827	1816	0	1711	1531
Flt Permitted	0.373				0.950	
Satd. Flow (perm)	659	1827	1816	0	1711	1531
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			3			214
Link Speed (mph)		40	40		30	
Link Distance (ft)		783	962		1934	
Travel Time (s)		13.3	16.4		44.0	
Peak Hour Factor	0.89	0.89	0.82	0.82	0.79	0.79
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	198	426	521	26	91	241
Shared Lane Traffic (%)						
Lane Group Flow (vph)	198	426	547	0	91	241
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	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	1.04	1.00	1.00	1.00	1.04	1.04
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	80	80	80		80	80
Trailing Detector (ft)	-10	-10	-10		-10	-10
Detector 1 Position(ft)	-10	-10	-10		-10	-10
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	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
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	40	40	40		40	40
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	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
Turn Type	pm+pt	NA	NA		Perm	pm+ov



Lanes, Volumes, Timings  
10: Crompond Road & Conklin Avenue

2017 Existing  
Weekday AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	5	2	6			5
Permitted Phases	2				3	3
Detector Phase	5	2	6		3	5
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0		10.0	5.0
Minimum Split (s)	10.0	16.0	16.0		15.0	10.0
Total Split (s)	20.0	70.0	50.0		35.0	20.0
Total Split (%)	19.0%	66.7%	47.6%		33.3%	19.0%
Maximum Green (s)	15.0	64.0	44.0		30.0	15.0
Yellow Time (s)	3.0	4.0	4.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0		5.0	5.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	C-Max	C-Max		None	None
Act Effct Green (s)	86.1	86.3	71.2		11.9	22.8
Actuated g/C Ratio	0.82	0.82	0.68		0.11	0.22
v/c Ratio	0.32	0.28	0.44		0.47	0.48
Control Delay	1.9	1.6	10.9		51.3	9.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	1.9	1.6	10.9		51.3	9.2
LOS	A	A	B		D	A
Approach Delay		1.7	10.9		20.7	
Approach LOS		A	B		C	

Intersection Summary

Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	105
Offset:	46 (44%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	9.3
Intersection LOS:	A
Intersection Capacity Utilization:	55.2%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 10: Crompond Road & Conklin Avenue





Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	394	6	2	393	18	10
Future Vol, veh/h	394	6	2	393	18	10
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	90	90	83	83	78	78
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	438	7	2	473	23	13

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	445	0	919
Stage 1	-	-	-	-	442
Stage 2	-	-	-	-	477
Critical Hdwy	-	-	4.14	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-	3.518
Pot Cap-1 Maneuver	-	-	1105	-	301
Stage 1	-	-	-	-	648
Stage 2	-	-	-	-	624
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1105	-	300
Mov Cap-2 Maneuver	-	-	-	-	300
Stage 1	-	-	-	-	648
Stage 2	-	-	-	-	623

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	367	-	-	1105	-
HCM Lane V/C Ratio	0.098	-	-	0.002	-
HCM Control Delay (s)	15.9	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-



Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	386	0	9	385	0	4	0	28	0	0	10
Future Vol, veh/h	0	386	0	9	385	0	4	0	28	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	95	95	95	67	67	67	63	63	63
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	460	0	9	405	0	6	0	42	0	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	405	0	0	460	0	0	891	883	460	904	883	405
Stage 1	-	-	-	-	-	-	460	460	-	423	423	-
Stage 2	-	-	-	-	-	-	431	423	-	481	460	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1143	-	-	1091	-	-	263	285	601	258	285	646
Stage 1	-	-	-	-	-	-	581	566	-	609	588	-
Stage 2	-	-	-	-	-	-	603	588	-	566	566	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1143	-	-	1091	-	-	254	282	601	238	282	646
Mov Cap-2 Maneuver	-	-	-	-	-	-	254	282	-	238	282	-
Stage 1	-	-	-	-	-	-	581	566	-	609	582	-
Stage 2	-	-	-	-	-	-	582	582	-	527	566	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			12.7			10.7		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	513	1143	-	-	1091	-	-	646
HCM Lane V/C Ratio	0.093	-	-	-	0.009	-	-	0.025
HCM Control Delay (s)	12.7	0	-	-	8.3	0	-	10.7
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1



Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	396	0	0	381	8	0	0	0	55	0	18
Future Vol, veh/h	7	396	0	0	381	8	0	0	0	55	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	96	96	96	92	92	92	79	79	79
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	8	455	0	0	397	8	0	0	0	70	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	405	0	0	455	0	0	884	876	455	872	872	401
Stage 1	-	-	-	-	-	-	471	471	-	401	401	-
Stage 2	-	-	-	-	-	-	413	405	-	471	471	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1143	-	-	1095	-	-	266	287	605	271	289	649
Stage 1	-	-	-	-	-	-	573	560	-	626	601	-
Stage 2	-	-	-	-	-	-	616	598	-	573	560	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1143	-	-	1095	-	-	255	284	605	269	286	649
Mov Cap-2 Maneuver	-	-	-	-	-	-	255	284	-	269	286	-
Stage 1	-	-	-	-	-	-	568	555	-	620	601	-
Stage 2	-	-	-	-	-	-	594	598	-	568	555	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			0			21.2		
HCM LOS							A			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1143	-	-	1095	-	-	314
HCM Lane V/C Ratio	-	0.007	-	-	-	-	-	0.294
HCM Control Delay (s)	-	0	8.2	0	-	0	-	21.2
HCM Lane LOS	-	A	A	A	-	A	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	1.2



Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	446	5	2	389	0	9	0	7	0	0	0
Future Vol, veh/h	0	446	5	2	389	0	9	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	95	95	95	67	67	67	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	474	5	2	409	0	13	0	10	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	409	0	0	479	0	0	890	890	477	895	892	409
Stage 1	-	-	-	-	-	-	477	477	-	413	413	-
Stage 2	-	-	-	-	-	-	413	413	-	482	479	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1139	-	-	1073	-	-	264	282	588	261	281	642
Stage 1	-	-	-	-	-	-	569	556	-	616	594	-
Stage 2	-	-	-	-	-	-	616	594	-	565	555	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1139	-	-	1073	-	-	263	281	588	256	280	642
Mov Cap-2 Maneuver	-	-	-	-	-	-	263	281	-	256	280	-
Stage 1	-	-	-	-	-	-	569	556	-	616	593	-
Stage 2	-	-	-	-	-	-	615	593	-	555	555	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			16.1			0		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	347	1139	-	-	1073	-	-	-
HCM Lane V/C Ratio	0.069	-	-	-	0.002	-	-	-
HCM Control Delay (s)	16.1	0	-	-	8.4	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-



Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	455	4	5	393	3	7
Future Vol, veh/h	455	4	5	393	3	7
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	91	91	86	86	63	63
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	500	4	6	457	5	11

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	504	0
Stage 1	-	-	-	502
Stage 2	-	-	-	469
Critical Hdwy	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-
Pot Cap-1 Maneuver	-	-	1050	-
Stage 1	-	-	-	608
Stage 2	-	-	-	630
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1050	-
Mov Cap-2 Maneuver	-	-	-	278
Stage 1	-	-	-	608
Stage 2	-	-	-	625

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	433	-	-	1050	-
HCM Lane V/C Ratio	0.037	-	-	0.006	-
HCM Control Delay (s)	13.6	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	460	2	4	394	4	3
Future Vol, veh/h	460	2	4	394	4	3
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	91	91	84	84	58	58
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	505	2	5	469	7	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	507	0	985 506
Stage 1	-	-	-	-	506 -
Stage 2	-	-	-	-	479 -
Critical Hdwy	-	-	4.14	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.236	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1048	-	275 566
Stage 1	-	-	-	-	606 -
Stage 2	-	-	-	-	623 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1048	-	273 566
Mov Cap-2 Maneuver	-	-	-	-	273 -
Stage 1	-	-	-	-	606 -
Stage 2	-	-	-	-	619 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	15.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	351	-	-	1048	-
HCM Lane V/C Ratio	0.034	-	-	0.005	-
HCM Control Delay (s)	15.6	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↕	
Traffic Vol, veh/h	11	452	374	21	4	24
Future Vol, veh/h	11	452	374	21	4	24
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	95	95	90	90	72	72
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	12	476	416	23	6	33

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	439	0	-	0	928 428
Stage 1	-	-	-	-	428 -
Stage 2	-	-	-	-	500 -
Critical Hdwy	4.14	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.236	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1110	-	-	-	297 627
Stage 1	-	-	-	-	657 -
Stage 2	-	-	-	-	609 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1110	-	-	-	293 627
Mov Cap-2 Maneuver	-	-	-	-	293 -
Stage 1	-	-	-	-	647 -
Stage 2	-	-	-	-	609 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1110	-	-	-	539
HCM Lane V/C Ratio	0.01	-	-	-	0.072
HCM Control Delay (s)	8.3	0	-	-	12.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Lanes, Volumes, Timings  
18: Crompond Road & Bear Mtn. Pkwy

2017 Existing  
Weekday AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Lane Configurations		↕	↑	↗	↘					
Traffic Volume (vph)	27	429	385	410	662	10				
Future Volume (vph)	27	429	385	410	662	10				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	13	13	12	12	13	12				
Storage Length (ft)	0			160	0	0				
Storage Lanes	0			1	1	0				
Taper Length (ft)	25				25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Fr <sub>t</sub>				0.850	0.998					
Fl <sub>t</sub> Protected		0.997			0.953					
Satd. Flow (prot)	0	1884	1827	1583	1831	0				
Fl <sub>t</sub> Permitted		0.956			0.953					
Satd. Flow (perm)	0	1807	1827	1583	1831	0				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				432	1					
Link Speed (mph)		45	45		45					
Link Distance (ft)		1145	665		990					
Travel Time (s)		17.3	10.1		15.0					
Peak Hour Factor	0.94	0.94	0.95	0.95	0.90	0.90				
Heavy Vehicles (%)	2%	4%	4%	2%	2%	2%				
Adj. Flow (vph)	29	456	405	432	736	11				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	485	405	432	747	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Left	Left	Right	Left	Right				
Median Width(ft)		11	11		23					
Link Offset(ft)		0	0		0					
Crosswalk Width(ft)		16	16		16					
Two way Left Turn Lane										
Headway Factor	0.96	0.96	1.00	1.00	0.96	1.00				
Turning Speed (mph)	15			9	15	9				
Number of Detectors	2	0	0	0	2					
Detector Template	Left				Thru					
Leading Detector (ft)	80	0	0	0	80					
Trailing Detector (ft)	-10	0	0	0	-10					
Detector 1 Position(ft)	-10	-10	-10	-10	-10					
Detector 1 Size(ft)	40	40	40	40	40					
Detector 1 Type	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					
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0					
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0					
Detector 2 Position(ft)	40				40					
Detector 2 Size(ft)	40				40					
Detector 2 Type	Cl+Ex				Cl+Ex					
Detector 2 Channel										
Detector 2 Extend (s)	0.0				0.0					
Turn Type	Perm	NA	NA	custom	Prot					



Lanes, Volumes, Timings  
 18: Crompond Road & Bear Mtn. Pkwy

2017 Existing  
 Weekday AM

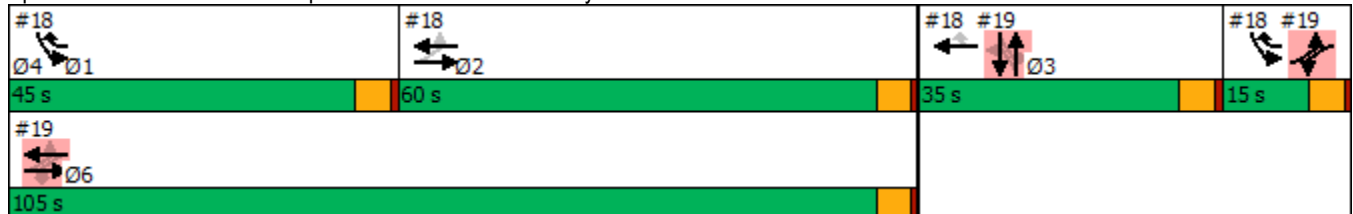


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Protected Phases		2	2 3	1 4	1 4		1	3	4	6
Permitted Phases	2			3						
Detector Phase	2	2	2 3	1 4	1 4					
Switch Phase										
Minimum Initial (s)	3.0	3.0					3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	8.0					13.0	21.0	8.0	8.0
Total Split (s)	60.0	60.0					45.0	35.0	15.0	105.0
Total Split (%)	38.7%	38.7%					29%	23%	10%	68%
Maximum Green (s)	55.0	55.0					40.0	30.0	10.0	100.0
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								
Total Lost Time (s)		5.0								
Lead/Lag	Lag	Lag					Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes					Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0					2.0	2.0	2.0	2.0
Recall Mode	Max	Max					None	None	None	Max
Act Effct Green (s)		55.0	90.0	90.0	55.0					
Actuated g/C Ratio		0.35	0.58	0.58	0.35					
v/c Ratio		0.76	0.38	0.39	1.15					
Control Delay		53.0	18.3	1.9	128.5					
Queue Delay		0.0	0.7	0.3	0.9					
Total Delay		53.0	19.1	2.1	129.4					
LOS		D	B	A	F					
Approach Delay		53.0	10.3		129.4					
Approach LOS		D	B		F					

Intersection Summary

Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	155
Natural Cycle:	120
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.44
Intersection Signal Delay:	63.3
Intersection LOS:	E
Intersection Capacity Utilization:	90.3%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 18: Crompond Road & Bear Mtn. Pkwy





Lanes, Volumes, Timings  
19: Croton Avenue/Maple Row & Crompond Road

2017 Existing  
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	838	209	137	564	16	144	34	96	36	121	87
Future Volume (vph)	44	838	209	137	564	16	144	34	96	36	121	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	12	12	10	12	12	12	12
Storage Length (ft)	125		75	100		0	175		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	50			75			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.996			0.889			0.952	
Flt Protected	0.950			0.950			0.950				0.993	
Satd. Flow (prot)	1678	1766	1501	1678	1759	0	1752	1531	0	0	1761	0
Flt Permitted	0.321			0.154			0.299				0.881	
Satd. Flow (perm)	567	1766	1501	272	1759	0	552	1531	0	0	1562	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			65		2			82			16	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		665			3712			466			589	
Travel Time (s)		10.1			56.2			10.6			13.4	
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.94	0.94	0.94	0.87	0.87	0.87
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	48	921	230	149	613	17	153	36	102	41	139	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	921	230	149	630	0	153	138	0	0	280	0
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)		11			11			12			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.09	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2		2	2	
Detector Template	Left			Left			Left	Thru		Left	Thru	
Leading Detector (ft)	80	0	0	80	0		80	80		80	80	
Trailing Detector (ft)	-10	0	0	-10	0		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10	-10	-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	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	
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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)	40			40			40	40		40	40	
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	Perm	pm+pt	NA		Perm	NA		Perm	NA	



Lane Group	Ø1	Ø2
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		



Lanes, Volumes, Timings  
 19: Croton Avenue/Maple Row & Crompond Road

2017 Existing  
 Weekday AM

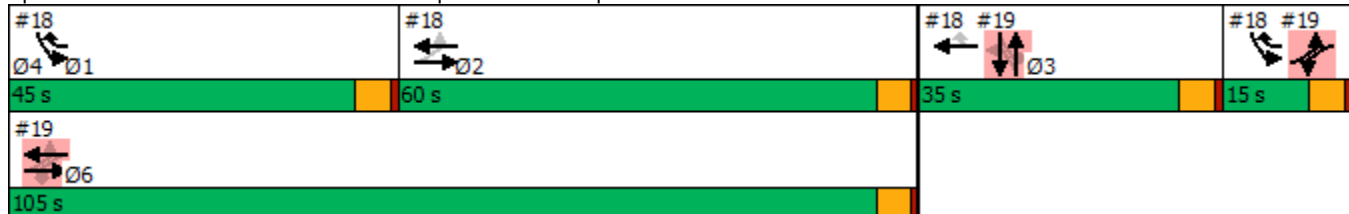


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	6		4	6			3				3
Permitted Phases	6		6	6			3			3		
Detector Phase	4	6	6	4	6		3	3		3		3
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0		3.0
Minimum Split (s)	8.0	8.0	8.0	8.0	8.0		21.0	21.0		21.0		21.0
Total Split (s)	15.0	105.0	105.0	15.0	105.0		35.0	35.0		35.0		35.0
Total Split (%)	9.7%	67.7%	67.7%	9.7%	67.7%		22.6%	22.6%		22.6%		22.6%
Maximum Green (s)	10.0	100.0	100.0	10.0	100.0		30.0	30.0		30.0		30.0
Yellow Time (s)	4.0	4.0	4.0	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	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)	5.0	5.0	5.0	5.0	5.0		5.0	5.0				5.0
Lead/Lag	Lag			Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes			Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0		2.0
Recall Mode	None	Max	Max	None	Max		None	None		None	None	
Act Effct Green (s)	110.0	100.0	100.0	110.0	100.0		30.0	30.0				30.0
Actuated g/C Ratio	0.71	0.65	0.65	0.71	0.65		0.19	0.19				0.19
v/c Ratio	0.10	0.81	0.23	0.53	0.56		1.44	0.38				0.89
Control Delay	1.7	7.7	0.6	12.8	17.5		287.0	26.2				86.1
Queue Delay	0.0	10.8	0.0	0.0	0.0		0.0	0.0				0.0
Total Delay	1.7	18.5	0.6	12.8	17.5		287.0	26.2				86.1
LOS	A	B	A	B	B		F	C				F
Approach Delay		14.4			16.6			163.3				86.1
Approach LOS		B			B			F				F

Intersection Summary

Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	155
Natural Cycle:	120
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.44
Intersection Signal Delay:	39.9
Intersection LOS:	D
Intersection Capacity Utilization:	90.0%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 19: Croton Avenue/Maple Row & Crompond Road





Lane Group	Ø1	Ø2
Protected Phases	1	2
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	3.0	3.0
Minimum Split (s)	13.0	8.0
Total Split (s)	45.0	60.0
Total Split (%)	29%	39%
Maximum Green (s)	40.0	55.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	2.0
Recall Mode	None	Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		



Lanes, Volumes, Timings  
20: Crompond Road & Lexington Avenue

2017 Existing  
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	823	54	16	633	81	23	7	1	148	26	71
Future Volume (vph)	41	823	54	16	633	81	23	7	1	148	26	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	11	15	15	15	12	12	14
Storage Length (ft)	75		0	70		390	0		0	0		50
Storage Lanes	1		0	1		1	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										0.97
Frt		0.991				0.850		0.997				0.850
Flt Protected	0.950			0.950				0.964			0.959	
Satd. Flow (prot)	1678	1687	0	1678	1766	1501	0	1969	0	0	1769	1666
Flt Permitted	0.257			0.111				0.715			0.731	
Satd. Flow (perm)	454	1687	0	196	1766	1501	0	1461	0	0	1348	1614
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				91		1				82
Link Speed (mph)		45			45			30				30
Link Distance (ft)		3712			904			130				1536
Travel Time (s)		56.2			13.7			3.0				34.9
Confl. Peds. (#/hr)			5									5
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.78	0.78	0.78	0.90	0.90	0.90
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	1
Adj. Flow (vph)	46	914	60	18	711	91	29	9	1	164	29	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	974	0	18	711	91	0	39	0	0	193	79
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)		11			11			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.04	0.88	0.88	0.88	1.00	1.00	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0	0	2	1		2	2	1
Detector Template	Left			Left			Left			Left	Thru	
Leading Detector (ft)	80	0		80	0	0	80	20		80	80	30
Trailing Detector (ft)	-10	0		-10	0	0	-10	0		-10	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10	-10	-10	0		-10	-10	-10
Detector 1 Size(ft)	40	40		40	40	40	40	20		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)	40			40			40			40	40	
Detector 2 Size(ft)	40			40			40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	



Lanes, Volumes, Timings  
20: Crompond Road & Lexington Avenue

2017 Existing  
Weekday AM

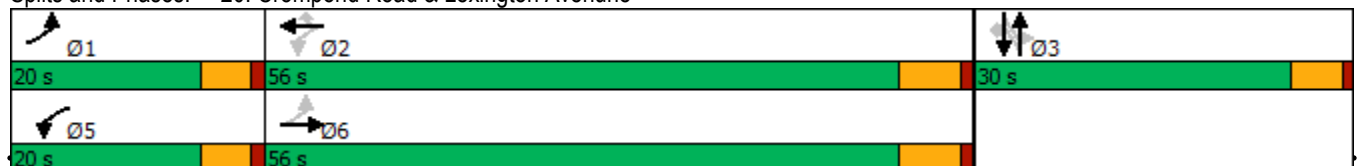


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			3			3	
Permitted Phases	6			2		2	3			3		3
Detector Phase	1	6		5	2	2	3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	8.0	31.0		8.0	16.0	16.0	29.0	29.0		29.0	29.0	29.0
Total Split (s)	20.0	56.0		20.0	56.0	56.0	30.0	30.0		30.0	30.0	30.0
Total Split (%)	18.9%	52.8%		18.9%	52.8%	52.8%	28.3%	28.3%		28.3%	28.3%	28.3%
Maximum Green (s)	15.0	50.0		15.0	50.0	50.0	25.0	25.0		25.0	25.0	25.0
Yellow Time (s)	4.0	5.0		4.0	5.0	5.0	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	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)	5.0	6.0		5.0	6.0	6.0		5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Max		None	Max	Max	None	None		None	None	None
Walk Time (s)		8.0					8.0	8.0		8.0	8.0	8.0
Flash Dont Walk (s)		17.0					16.0	16.0		16.0	16.0	16.0
Pedestrian Calls (#/hr)		0					0	0		0	0	0
Act Effct Green (s)	56.5	53.2		54.8	50.9	50.9		16.4			16.4	16.4
Actuated g/C Ratio	0.67	0.63		0.65	0.60	0.60		0.19			0.19	0.19
v/c Ratio	0.12	0.92		0.08	0.67	0.10		0.14			0.74	0.21
Control Delay	6.2	32.1		6.6	18.2	3.0		29.3			50.1	8.1
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	6.2	32.1		6.6	18.2	3.0		29.3			50.1	8.1
LOS	A	C		A	B	A		C			D	A
Approach Delay		30.9			16.3			29.3			37.9	
Approach LOS		C			B			C			D	

Intersection Summary

Area Type: Other  
 Cycle Length: 106  
 Actuated Cycle Length: 84.5  
 Natural Cycle: 90  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.92  
 Intersection Signal Delay: 26.2  
 Intersection LOS: C  
 Intersection Capacity Utilization 68.3%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 20: Crompond Road & Lexington Avenue





Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔		↔
Traffic Vol, veh/h	413	52	4	333	2	7
Future Vol, veh/h	413	52	4	333	2	7
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	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	94	94	56	56
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	449	57	4	354	4	13

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	506	0	840 478
Stage 1	-	-	-	-	478 -
Stage 2	-	-	-	-	362 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1059	-	335 587
Stage 1	-	-	-	-	624 -
Stage 2	-	-	-	-	704 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1059	-	334 587
Mov Cap-2 Maneuver	-	-	-	-	334 -
Stage 1	-	-	-	-	624 -
Stage 2	-	-	-	-	701 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	587	-	-	1059	-
HCM Lane V/C Ratio	0.021	-	-	0.004	-
HCM Control Delay (s)	11.3	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗		↘	↗			↔			↔	
Traffic Vol, veh/h	11	656	4	1	433	3	24	1	1	15	5	15
Future Vol, veh/h	11	656	4	1	433	3	24	1	1	15	5	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	59	59	59	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	713	4	1	471	3	41	2	2	23	8	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	474	0	0	717	0	0	1229	1215	715	1216	1216	473
Stage 1	-	-	-	-	-	-	739	739	-	475	475	-
Stage 2	-	-	-	-	-	-	490	476	-	741	741	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1088	-	-	884	-	-	155	181	431	158	181	591
Stage 1	-	-	-	-	-	-	409	424	-	570	557	-
Stage 2	-	-	-	-	-	-	560	557	-	408	423	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1088	-	-	884	-	-	143	179	431	155	179	591
Mov Cap-2 Maneuver	-	-	-	-	-	-	143	179	-	155	179	-
Stage 1	-	-	-	-	-	-	405	419	-	564	556	-
Stage 2	-	-	-	-	-	-	530	556	-	400	418	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			39.3			25		
HCM LOS							E			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	148	1088	-	-	884	-	-	233
HCM Lane V/C Ratio	0.298	0.011	-	-	0.001	-	-	0.231
HCM Control Delay (s)	39.3	8.3	-	-	9.1	-	-	25
HCM Lane LOS	E	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.2	0	-	-	0	-	-	0.9



Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T			T
Traffic Vol, veh/h	5	4	5	0	4	52
Future Vol, veh/h	5	4	5	0	4	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	92	92	64	64
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	5	5	0	6	81

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	98	5	0	0	5	0
Stage 1	5	-	-	-	-	-
Stage 2	93	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	901	1078	-	-	1616	-
Stage 1	1018	-	-	-	-	-
Stage 2	931	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	897	1078	-	-	1616	-
Mov Cap-2 Maneuver	897	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	927	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	969	1616
HCM Lane V/C Ratio	-	-	0.012	0.004
HCM Control Delay (s)	-	-	8.8	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0



Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	3	32	84	6	11	88
Future Vol, veh/h	3	32	84	6	11	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	69	69	86	86	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	46	98	7	14	116

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	246	102	0	0	105	0
Stage 1	102	-	-	-	-	-
Stage 2	144	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	742	953	-	-	1486	-
Stage 1	922	-	-	-	-	-
Stage 2	883	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	735	953	-	-	1486	-
Mov Cap-2 Maneuver	735	-	-	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	874	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	929	1486
HCM Lane V/C Ratio	-	-	0.055	0.01
HCM Control Delay (s)	-	-	9.1	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0



Lanes, Volumes, Timings

2017 Existing

30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6

Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	517	1	1	518	146	1	0	1	301	2	85
Future Volume (vph)	28	517	1	1	518	146	1	0	1	301	2	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	10	11	11	12	12	12	11	11	12
Storage Length (ft)	45		0	50		0	0		0	135		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00							
Frt					0.967			0.932				0.853
Flt Protected	0.950							0.976		0.950		
Satd. Flow (prot)	1678	3292	0	0	3222	0	0	1694	0	1694	1536	0
Flt Permitted	0.950				0.954					0.950		
Satd. Flow (perm)	1677	3292	0	0	3074	0	0	1736	0	1694	1536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					37			157				94
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1070			371			135				410
Travel Time (s)		18.2			6.3			3.1				9.3
Confl. Peds. (#/hr)	1						1					
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	6%	2%	2%	4%	5%	2%	2%	2%	3%	2%	2%
Adj. Flow (vph)	31	574	1	1	576	162	1	0	1	334	2	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	575	0	0	739	0	0	2	0	334	96	0
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			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.09	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		0	2		0	2		2		2
Detector Template				Thru			Thru					
Leading Detector (ft)	83	83		50	83		50	83		83		83
Trailing Detector (ft)	-5	-5		0	-5		0	-5		-5		-5
Detector 1 Position(ft)	-5	-5		0	-5		0	-5		-5		-5
Detector 1 Size(ft)	40	40		0	40		0	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		0.0		0.0
Detector 1 Queue (s)	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
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												

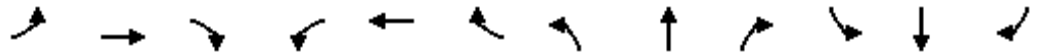


Lanes, Volumes, Timings

2017 Existing

30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6

Weekday AM

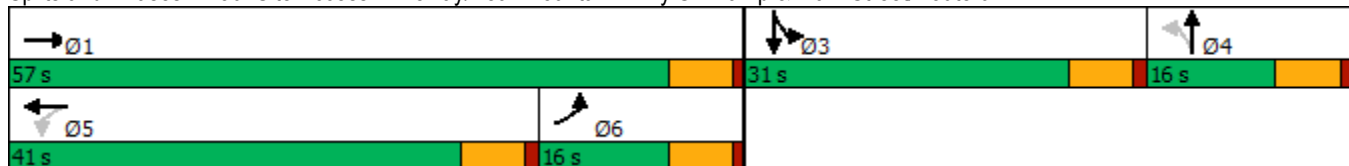


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Turn Type	Prot	NA		Perm	NA		Perm	NA		Split	NA	
Protected Phases	6	1			5			4		3	3	
Permitted Phases				5			4					
Detector Phase	6	1		5	5		4	4		3	3	
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	16.0		32.0	32.0		11.0	11.0		11.0	11.0	
Total Split (s)	16.0	57.0		41.0	41.0		16.0	16.0		31.0	31.0	
Total Split (%)	15.4%	54.8%		39.4%	39.4%		15.4%	15.4%		29.8%	29.8%	
Maximum Green (s)	10.0	51.0		35.0	35.0		10.0	10.0		25.0	25.0	
Yellow Time (s)	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	
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	Lag			Lead	Lead		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min		Min	Min		None	None		None	None	
Walk Time (s)				8.0	8.0							
Flash Dont Walk (s)				18.0	18.0							
Pedestrian Calls (#/hr)				5	5							
Act Effct Green (s)	6.8	24.5			20.6			5.8		18.6	18.6	
Actuated g/C Ratio	0.12	0.42			0.35			0.10		0.32	0.32	
v/c Ratio	0.16	0.42			0.67			0.01		0.62	0.17	
Control Delay	35.2	12.6			20.5			0.0		27.2	7.1	
Queue Delay	0.0	0.0			0.0			0.0		0.0	0.0	
Total Delay	35.2	12.6			20.5			0.0		27.2	7.1	
LOS	D	B			C			A		C	A	
Approach Delay		13.8			20.5						22.7	
Approach LOS		B			C						C	

Intersection Summary

Area Type:	Other
Cycle Length:	104
Actuated Cycle Length:	58.4
Natural Cycle:	75
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.67
Intersection Signal Delay:	18.7
Intersection LOS:	B
Intersection Capacity Utilization:	56.6%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6





Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔		↔	↔			↔↔	
Traffic Vol, veh/h	2	776	41	189	641	15	13	2	25	3	2	11
Future Vol, veh/h	2	776	41	189	641	15	13	2	25	3	2	11
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	65	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	0	-	-	-4	-	-	-1	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	6	5	2	4	2	2	2	4	2	2	2
Mvmt Flow	2	826	44	201	682	16	14	2	27	3	2	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	699	0	0	870	0	0	1597	1953	436	1512	1967	351
Stage 1	-	-	-	-	-	-	852	852	-	1093	1093	-
Stage 2	-	-	-	-	-	-	745	1101	-	419	874	-
Critical Hdwy	4.14	-	-	4.14	-	-	6.74	5.74	6.58	7.34	6.34	6.84
Critical Hdwy Stg 1	-	-	-	-	-	-	5.74	4.74	-	6.34	5.34	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.74	4.74	-	6.34	5.34	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.34	3.52	4.02	3.32
Pot Cap-1 Maneuver	893	-	-	770	-	-	102	98	591	90	69	652
Stage 1	-	-	-	-	-	-	387	452	-	243	306	-
Stage 2	-	-	-	-	-	-	439	365	-	596	384	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	892	-	-	770	-	-	77	72	591	67	51	651
Mov Cap-2 Maneuver	-	-	-	-	-	-	77	72	-	67	51	-
Stage 1	-	-	-	-	-	-	385	450	-	242	226	-
Stage 2	-	-	-	-	-	-	315	269	-	564	382	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.5			30.2			30.3		
HCM LOS							D			D		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	77	385	892	-	-	770	-	-	159
HCM Lane V/C Ratio	0.18	0.075	0.002	-	-	0.261	-	-	0.107
HCM Control Delay (s)	61.7	15.1	9	0	-	11.3	-	-	30.3
HCM Lane LOS	F	C	A	A	-	B	-	-	D
HCM 95th %tile Q(veh)	0.6	0.2	0	-	-	1	-	-	0.4



Lanes, Volumes, Timings  
1: Dayton Lane & Main Street/Route 6

2017 Existing  
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	491	132	142	355	31	274	1	52	27	1	41
Future Volume (vph)	42	491	132	142	355	31	274	1	52	27	1	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	12	12	10	10	10
Storage Length (ft)	100		0	210		0	85		0	0		80
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.988			0.853				0.850
Flt Protected	0.950			0.950			0.950				0.954	
Satd. Flow (prot)	1711	3261	0	1711	3320	0	1711	1589	0	0	1659	1478
Flt Permitted	0.519			0.323			0.738				0.769	
Satd. Flow (perm)	935	3261	0	582	3320	0	1329	1589	0	0	1337	1478
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		42			11							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		653			1740			256				224
Travel Time (s)		14.8			39.5			5.8				5.1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.95	0.95	0.95	0.96	0.96	0.96
Heavy Vehicles (%)	2%	4%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	43	501	135	145	362	32	288	1	55	28	1	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	636	0	145	394	0	288	56	0	0	29	43
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)		11			11			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		1	2	2
Detector Template								Thru		Left		Thru
Leading Detector (ft)	80	0		80	0		80	80		30		80
Trailing Detector (ft)	-10	0		-10	0		-10	-10		-10		-10
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10		-10
Detector 1 Size(ft)	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
Detector 1 Channel												
Detector 1 Extend (s)	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
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Detector 2 Position(ft)	40			40			40	40				40
Detector 2 Size(ft)	40			40			40	40				40
Detector 2 Type	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
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm		NA pm+ov



Lanes, Volumes, Timings  
1: Dayton Lane & Main Street/Route 6

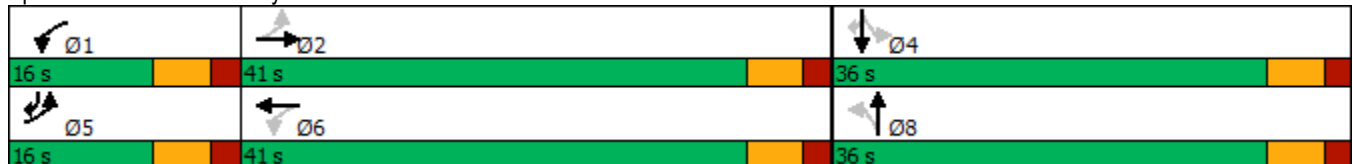
2017 Existing  
Weekday PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		8.0	8.0		8.0	8.0	5.0
Minimum Split (s)	11.0	41.0		11.0	41.0		26.0	26.0		26.0	26.0	11.0
Total Split (s)	16.0	41.0		16.0	41.0		36.0	36.0		36.0	36.0	16.0
Total Split (%)	17.2%	44.1%		17.2%	44.1%		38.7%	38.7%		38.7%	38.7%	17.2%
Maximum Green (s)	10.0	35.0		10.0	35.0		30.0	30.0		30.0	30.0	10.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
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		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	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
Recall Mode	None	Max		None	Max		None	None		None	None	None
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		15.0								16.0	16.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)	42.0	35.3		46.9	39.8		22.6	22.6		22.6	22.6	35.4
Actuated g/C Ratio	0.50	0.42		0.55	0.47		0.27	0.27		0.27	0.27	0.42
v/c Ratio	0.08	0.46		0.33	0.25		0.81	0.13		0.08	0.07	0.07
Control Delay	9.7	19.1		11.3	15.8		47.3	23.7		23.1	14.4	14.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	9.7	19.1		11.3	15.8		47.3	23.7		23.1	14.4	14.4
LOS	A	B		B	B		D	C		C	B	B
Approach Delay		18.5			14.6			43.4			17.9	
Approach LOS		B			B			D			B	

Intersection Summary

Area Type:	Other
Cycle Length:	93
Actuated Cycle Length:	84.6
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	22.4
Intersection LOS:	C
Intersection Capacity Utilization:	62.5%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 1: Dayton Lane & Main Street/Route 6





Lanes, Volumes, Timings  
2: Conklin Avenue & Main Street/Route 6

2017 Existing  
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	462	38	168	420	9	23	10	212	16	9	23
Future Volume (vph)	9	462	38	168	420	9	23	10	212	16	9	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12	12	12	12	12	12	12
Storage Length (ft)	110		0	210		0	0		50	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.989			0.997				0.850		0.935	
Fl <sub>t</sub> Protected	0.950			0.950				0.967			0.983	
Satd. Flow (prot)	1652	3378	0	1652	3398	0	0	1801	1583	0	1712	0
Fl <sub>t</sub> Permitted	0.484			0.426				0.840			0.872	
Satd. Flow (perm)	841	3378	0	741	3398	0	0	1565	1583	0	1519	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			2				252			27
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1740			1071			1934			260	
Travel Time (s)		39.5			24.3			44.0			5.9	
Peak Hour Factor	0.86	0.86	0.86	0.92	0.92	0.92	0.84	0.84	0.84	0.86	0.86	0.86
Heavy Vehicles (%)	2%	6%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	10	537	44	183	457	10	27	12	252	19	10	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	581	0	183	467	0	0	39	252	0	56	0
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)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.09	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
Number of Detectors	2	2		2	2		1	2	2	1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left		
Leading Detector (ft)	80	80		80	80		30	80	80	30	30	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10	-10	-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10	-10	-10	-10	
Detector 1 Size(ft)	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	
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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)	40	40		40	40			40	40			
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		pm+pt	NA		Perm	NA	Perm	Perm	NA	



Lanes, Volumes, Timings  
2: Conklin Avenue & Main Street/Route 6

2017 Existing  
Weekday PM

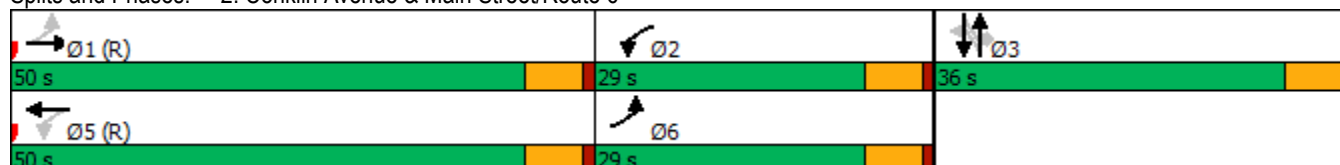


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	6	1		2	5			3				3
Permitted Phases	1			5			3		3	3		
Detector Phase	6	1		2	5		3	3	3	3		3
Switch Phase												
Minimum Initial (s)	2.0	10.0		5.0	10.0		2.0	2.0	2.0	2.0		2.0
Minimum Split (s)	8.0	16.0		11.0	16.0		36.0	36.0	36.0	36.0		36.0
Total Split (s)	29.0	50.0		29.0	50.0		36.0	36.0	36.0	36.0		36.0
Total Split (%)	25.2%	43.5%		25.2%	43.5%		31.3%	31.3%	31.3%	31.3%		31.3%
Maximum Green (s)	23.0	44.0		23.0	44.0		30.0	30.0	30.0	30.0		30.0
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None		None
Walk Time (s)							7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)							23.0	23.0	23.0	23.0		23.0
Pedestrian Calls (#/hr)							0	0	0	0		0
Act Effct Green (s)	88.7	83.6		93.1	92.1			8.4	8.4			8.4
Actuated g/C Ratio	0.77	0.73		0.81	0.80			0.07	0.07			0.07
v/c Ratio	0.01	0.24		0.29	0.17			0.35	0.72			0.41
Control Delay	3.0	5.7		4.2	3.6			57.3	18.6			38.8
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	3.0	5.7		4.2	3.6			57.3	18.6			38.8
LOS	A	A		A	A			E	B			D
Approach Delay		5.6			3.8			23.8				38.8
Approach LOS		A			A			C				D

Intersection Summary

Area Type: Other  
 Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay: 9.4  
 Intersection LOS: A  
 Intersection Capacity Utilization 47.7%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 2: Conklin Avenue & Main Street/Route 6





Lanes, Volumes, Timings  
3: Lexington Avenue & Route 6/Main Street

2017 Existing  
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	644	183	56	797	63	194	100	117	72	86	149
Future Volume (vph)	162	644	183	56	797	63	194	100	117	72	86	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	350		0	225		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967			0.989			0.919			0.905	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1744	0	1752	1776	0	1752	1695	0	1752	1669	0
Flt Permitted	0.046			0.116			0.203			0.450		
Satd. Flow (perm)	85	1744	0	214	1776	0	374	1695	0	830	1669	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		12			3							
Link Speed (mph)		35			35			30				30
Link Distance (ft)		440			527			466				490
Travel Time (s)		8.6			10.3			10.6				11.1
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.98	0.98	0.98	0.91	0.91	0.91
Heavy Vehicles (%)	3%	6%	3%	3%	6%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	171	678	193	58	830	66	198	102	119	79	95	164
Shared Lane Traffic (%)												
Lane Group Flow (vph)	171	871	0	58	896	0	198	221	0	79	259	0
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	1.00	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
Number of Detectors	2	1		2	1		2	2		2	2	
Detector Template	Left			Left			Left	Thru		Left	Thru	
Leading Detector (ft)	80	30		80	30		80	80		80	80	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	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	
Detector 1 Channel												
Detector 1 Extend (s)	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	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	40			40			40	40		40	40	
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		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	



Lanes, Volumes, Timings  
3: Lexington Avenue & Route 6/Main Street

2017 Existing  
Weekday PM

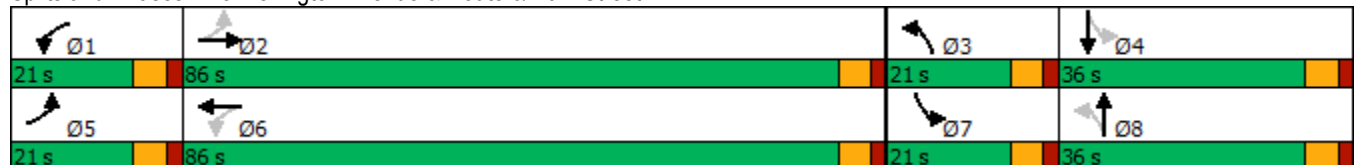


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	35.0		9.0	40.0		9.0	29.0		9.0	9.0	
Total Split (s)	21.0	86.0		21.0	86.0		21.0	36.0		21.0	36.0	
Total Split (%)	12.8%	52.4%		12.8%	52.4%		12.8%	22.0%		12.8%	22.0%	
Maximum Green (s)	15.0	80.0		15.0	80.0		15.0	30.0		15.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
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		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		0			0			0				
Act Effct Green (s)	99.7	89.2		87.2	80.1		46.2	31.9		37.3	27.3	
Actuated g/C Ratio	0.62	0.56		0.55	0.50		0.29	0.20		0.23	0.17	
v/c Ratio	0.87	0.89		0.32	1.01		0.85	0.65		0.31	0.91	
Control Delay	80.4	44.8		17.6	71.0		75.8	69.7		44.9	99.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	80.4	44.8		17.6	71.0		75.8	69.7		44.9	99.2	
LOS	F	D		B	E		E	E		D	F	
Approach Delay		50.6			67.7			72.6			86.5	
Approach LOS		D			E			E			F	

Intersection Summary

Area Type:	Other
Cycle Length:	164
Actuated Cycle Length:	159.8
Natural Cycle:	110
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.01
Intersection Signal Delay:	64.3
Intersection LOS:	E
Intersection Capacity Utilization	99.2%
ICU Level of Service	F
Analysis Period (min)	15

Splits and Phases: 3: Lexington Avenue & Route 6/Main Street





Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	76	251	60	57	218
Future Vol, veh/h	39	76	251	60	57	218
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	78	78	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	82	322	77	59	225

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	704	361	0	0	399
Stage 1	361	-	-	-	-
Stage 2	343	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	403	684	-	-	1160
Stage 1	705	-	-	-	-
Stage 2	719	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	380	684	-	-	1160
Mov Cap-2 Maneuver	380	-	-	-	-
Stage 1	705	-	-	-	-
Stage 2	677	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.7	0	1.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	538	1160
HCM Lane V/C Ratio	-	-	0.23	0.051
HCM Control Delay (s)	-	-	13.7	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.9	0.2



Intersection						
Int Delay, s/veh	13.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	162	74	274	186	101	156
Future Vol, veh/h	162	74	274	186	101	156
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	78	78	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	178	81	351	238	128	197

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	923	470	0	0	589
Stage 1	470	-	-	-	-
Stage 2	453	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	299	594	-	-	986
Stage 1	629	-	-	-	-
Stage 2	640	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	255	594	-	-	986
Mov Cap-2 Maneuver	255	-	-	-	-
Stage 1	629	-	-	-	-
Stage 2	547	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	55	0	3.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	311	986
HCM Lane V/C Ratio	-	-	0.834	0.13
HCM Control Delay (s)	-	-	55	9.2
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	7.1	0.4



Intersection						
Int Delay, s/veh	30.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	126	307	299	319	161	172
Future Vol, veh/h	126	307	299	319	161	172
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	93	93	97	97
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	134	327	322	343	166	177

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	665	0	-	0	1089 494
Stage 1	-	-	-	-	494 -
Stage 2	-	-	-	-	595 -
Critical Hdwy	4.14	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.236	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	915	-	-	-	238 575
Stage 1	-	-	-	-	613 -
Stage 2	-	-	-	-	551 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	915	-	-	-	203 575
Mov Cap-2 Maneuver	-	-	-	-	203 -
Stage 1	-	-	-	-	524 -
Stage 2	-	-	-	-	551 -

Approach	EB	WB	SB
HCM Control Delay, s	2.8	0	127.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	915	-	-	-	305
HCM Lane V/C Ratio	0.146	-	-	-	1.126
HCM Control Delay (s)	9.6	-	-	-	127.4
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.5	-	-	-	14



Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	461	5	2	612	1	2
Future Vol, veh/h	461	5	2	612	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	92	92	75	75
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	475	5	2	665	1	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	480	0	1147
Stage 1	-	-	-	-	478
Stage 2	-	-	-	-	669
Critical Hdwy	-	-	4.14	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-	3.518
Pot Cap-1 Maneuver	-	-	1072	-	220
Stage 1	-	-	-	-	624
Stage 2	-	-	-	-	509
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1072	-	220
Mov Cap-2 Maneuver	-	-	-	-	220
Stage 1	-	-	-	-	624
Stage 2	-	-	-	-	508

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	377	-	-	1072	-
HCM Lane V/C Ratio	0.011	-	-	0.002	-
HCM Control Delay (s)	14.7	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-



Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↵			↵				
Traffic Vol, veh/h	36	424	3	5	606	71	8	5	29	0	0	0
Future Vol, veh/h	36	424	3	5	606	71	8	5	29	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	93	93	93	95	95	95	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	37	433	3	5	652	76	8	5	31	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	728	0	0	436	0	0	1209	1247	435
Stage 1	-	-	-	-	-	-	509	509	-
Stage 2	-	-	-	-	-	-	700	738	-
Critical Hdwy	4.14	-	-	4.14	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	866	-	-	1113	-	-	202	173	621
Stage 1	-	-	-	-	-	-	604	538	-
Stage 2	-	-	-	-	-	-	493	424	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	866	-	-	1113	-	-	193	0	621
Mov Cap-2 Maneuver	-	-	-	-	-	-	193	0	-
Stage 1	-	-	-	-	-	-	578	0	-
Stage 2	-	-	-	-	-	-	491	0	-

Approach	EB			WB			NB		
HCM Control Delay, s	0.7			0.1			14.6		
HCM LOS							B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	420	866	-	-	1113	-	-
HCM Lane V/C Ratio	0.105	0.042	-	-	0.005	-	-
HCM Control Delay (s)	14.6	9.3	-	-	8.2	-	-
HCM Lane LOS	B	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-



Lanes, Volumes, Timings  
 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗		↖	↖			↕			↗	↗
Traffic Volume (vph)	0	407	46	110	505	0	73	0	91	145	22	104
Future Volume (vph)	0	407	46	110	505	0	73	0	91	145	22	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	12	12	11
Storage Length (ft)	0		0	200		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Frt		0.986						0.925				0.850
Flt Protected				0.950				0.978			0.958	
Satd. Flow (prot)	0	1801	0	1736	1827	0	0	1573	0	0	1785	1531
Flt Permitted				0.301				0.771			0.487	
Satd. Flow (perm)	0	1801	0	550	1827	0	0	1240	0	0	907	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7						135				135
Link Speed (mph)		40			40			30				10
Link Distance (ft)		413			783			1451				156
Travel Time (s)		7.0			13.3			33.0				10.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.77	0.77	0.77	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	442	50	120	549	0	95	0	118	158	24	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	492	0	120	549	0	0	213	0	0	182	113
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			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	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.00	1.00	1.04
Turning Speed (mph)		15		9	15		9	15		9	15	9
Number of Detectors		2		2	2		1	2		1	2	2
Detector Template		Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)		80		80	80		30	80		30	80	80
Trailing Detector (ft)		-10		-10	-10		-10	-10		-10	-10	-10
Detector 1 Position(ft)		-10		-10	-10		-10	-10		-10	-10	-10
Detector 1 Size(ft)		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
Detector 1 Channel												
Detector 1 Extend (s)		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
Detector 1 Delay (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		40		40	40			40			40	40
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		NA		pm+pt	NA		Perm	NA		Perm	NA	Perm



Lanes, Volumes, Timings  
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2		1	6			4			3	
Permitted Phases				6			4			3		3
Detector Phase		2		1	6		4	4		3	3	3
Switch Phase												
Minimum Initial (s)		10.0		5.0	10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)		16.0		10.0	16.0		12.0	12.0		12.0	12.0	12.0
Total Split (s)		50.0		15.0	65.0		20.0	20.0		20.0	20.0	20.0
Total Split (%)		47.6%		14.3%	61.9%		19.0%	19.0%		19.0%	19.0%	19.0%
Maximum Green (s)		44.0		10.0	59.0		15.0	15.0		15.0	15.0	15.0
Yellow Time (s)		4.0		3.0	4.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)		2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
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		5.0	6.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag		Lag		Lead			Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?		Yes		Yes			Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode		C-Max		None	C-Max		None	None		None	None	None
Act Effct Green (s)		48.5		63.0	62.0		12.0	12.0		15.0	15.0	15.0
Actuated g/C Ratio		0.46		0.60	0.59		0.11	0.11		0.14	0.14	0.14
v/c Ratio		0.59		0.28	0.51		0.82	0.82		1.41	1.41	0.34
Control Delay		25.3		17.6	23.7		41.8	41.8		259.7	259.7	7.6
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		25.3		17.6	23.7		41.8	41.8		259.7	259.7	7.6
LOS		C		B	C		D	D		F	F	A
Approach Delay		25.3			22.6		41.8	41.8		163.2	163.2	
Approach LOS		C			C		D	D		F	F	

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.41  
 Intersection Signal Delay: 50.7  
 Intersection LOS: D  
 Intersection Capacity Utilization 59.9%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road





Lanes, Volumes, Timings  
10: Crompond Road & Conklin Avenue

2017 Existing  
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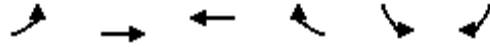


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	202	443	489	56	71	131
Future Volume (vph)	202	443	489	56	71	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	11	11
Storage Length (ft)	125			0	0	125
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.986			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1678	1827	1801	0	1711	1531
Flt Permitted	0.340				0.950	
Satd. Flow (perm)	600	1827	1801	0	1711	1531
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			7			154
Link Speed (mph)		40	40		30	
Link Distance (ft)		783	962		1934	
Travel Time (s)		13.3	16.4		44.0	
Peak Hour Factor	0.95	0.95	0.90	0.90	0.85	0.85
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	213	466	543	62	84	154
Shared Lane Traffic (%)						
Lane Group Flow (vph)	213	466	605	0	84	154
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	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	1.04	1.00	1.00	1.00	1.04	1.04
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	80	80	80		80	80
Trailing Detector (ft)	-10	-10	-10		-10	-10
Detector 1 Position(ft)	-10	-10	-10		-10	-10
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	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
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	40	40	40		40	40
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	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
Turn Type	pm+pt	NA	NA		Perm	pm+ov



Lanes, Volumes, Timings  
10: Crompond Road & Conklin Avenue

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	5	2	6			5
Permitted Phases	2				3	3
Detector Phase	5	2	6		3	5
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0		10.0	5.0
Minimum Split (s)	10.0	16.0	16.0		15.0	10.0
Total Split (s)	20.0	70.0	50.0		35.0	20.0
Total Split (%)	19.0%	66.7%	47.6%		33.3%	19.0%
Maximum Green (s)	15.0	64.0	44.0		30.0	15.0
Yellow Time (s)	3.0	4.0	4.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0		5.0	5.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	C-Max	C-Max		None	None
Act Effct Green (s)	86.4	86.6	71.3		11.6	22.7
Actuated g/C Ratio	0.82	0.82	0.68		0.11	0.22
v/c Ratio	0.36	0.31	0.49		0.45	0.34
Control Delay	1.7	1.1	11.6		50.9	6.7
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	1.7	1.1	11.6		50.9	6.7
LOS	A	A	B		D	A
Approach Delay		1.3	11.6		22.3	
Approach LOS		A	B		C	

Intersection Summary

Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	105
Offset:	46 (44%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.49
Intersection Signal Delay:	8.6
Intersection LOS:	A
Intersection Capacity Utilization:	62.0%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 10: Crompond Road & Conklin Avenue





Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	511	9	27	553	5	11
Future Vol, veh/h	511	9	27	553	5	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, %	0	-	-	0	0	-
Peak Hour Factor	95	95	92	92	67	67
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	538	9	29	601	7	16

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	547	0	1202
Stage 1	-	-	-	-	543
Stage 2	-	-	-	-	659
Critical Hdwy	-	-	4.14	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-	3.518
Pot Cap-1 Maneuver	-	-	1012	-	204
Stage 1	-	-	-	-	582
Stage 2	-	-	-	-	515
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1012	-	195
Mov Cap-2 Maneuver	-	-	-	-	195
Stage 1	-	-	-	-	582
Stage 2	-	-	-	-	493

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	16.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	348	-	-	1012	-
HCM Lane V/C Ratio	0.069	-	-	0.029	-
HCM Control Delay (s)	16.1	-	-	8.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-



Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	430	9	22	540	0	30	0	86	0	0	0
Future Vol, veh/h	11	430	9	22	540	0	30	0	86	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	93	93	93	91	91	91	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	12	457	10	24	581	0	33	0	95	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	581	0	0	467	0	0	1115	1115	462	1163	1120	581
Stage 1	-	-	-	-	-	-	486	486	-	629	629	-
Stage 2	-	-	-	-	-	-	629	629	-	534	491	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	983	-	-	1084	-	-	185	208	600	172	206	514
Stage 1	-	-	-	-	-	-	563	551	-	470	475	-
Stage 2	-	-	-	-	-	-	470	475	-	530	548	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	983	-	-	1084	-	-	178	198	600	139	196	514
Mov Cap-2 Maneuver	-	-	-	-	-	-	178	198	-	139	196	-
Stage 1	-	-	-	-	-	-	553	542	-	462	459	-
Stage 2	-	-	-	-	-	-	454	459	-	439	539	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			19.6			0		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	372	983	-	-	1084	-	-	-
HCM Lane V/C Ratio	0.343	0.012	-	-	0.022	-	-	-
HCM Control Delay (s)	19.6	8.7	0	-	8.4	0	-	0
HCM Lane LOS	C	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	1.5	0	-	-	0.1	-	-	-



Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	487	0	0	514	2	0	0	0	1	0	30
Future Vol, veh/h	24	487	0	0	514	2	0	0	0	1	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	97	97	97	92	92	92	86	86	86
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	26	524	0	0	530	2	0	0	0	1	0	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	532	0	0	524	0	0	1125	1108	524	1107	1107	531
Stage 1	-	-	-	-	-	-	576	576	-	531	531	-
Stage 2	-	-	-	-	-	-	549	532	-	576	576	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1025	-	-	1032	-	-	182	210	553	188	210	548
Stage 1	-	-	-	-	-	-	503	502	-	532	526	-
Stage 2	-	-	-	-	-	-	520	526	-	503	502	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1025	-	-	1032	-	-	166	202	553	183	202	548
Mov Cap-2 Maneuver	-	-	-	-	-	-	166	202	-	183	202	-
Stage 1	-	-	-	-	-	-	485	484	-	513	526	-
Stage 2	-	-	-	-	-	-	487	526	-	485	484	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0			0			12.5		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1025	-	-	1032	-	-	515
HCM Lane V/C Ratio	-	0.025	-	-	-	-	-	0.07
HCM Control Delay (s)	0	8.6	0	-	0	-	-	12.5
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.2



Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	483	5	2	515	0	1	0	3	0	0	0
Future Vol, veh/h	0	483	5	2	515	0	1	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	50	50	50	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	503	5	2	536	0	2	0	6	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	536	0	0	508	0	0	1046	1046	506	1049	1048	536
Stage 1	-	-	-	-	-	-	506	506	-	540	540	-
Stage 2	-	-	-	-	-	-	540	540	-	509	508	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1022	-	-	1047	-	-	206	228	566	205	228	545
Stage 1	-	-	-	-	-	-	549	540	-	526	521	-
Stage 2	-	-	-	-	-	-	526	521	-	547	539	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1022	-	-	1047	-	-	206	227	566	202	227	545
Mov Cap-2 Maneuver	-	-	-	-	-	-	206	227	-	202	227	-
Stage 1	-	-	-	-	-	-	549	540	-	526	519	-
Stage 2	-	-	-	-	-	-	524	519	-	541	539	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			14.3			0		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	394	1022	-	-	1047	-	-	-
HCM Lane V/C Ratio	0.02	-	-	-	0.002	-	-	-
HCM Control Delay (s)	14.3	0	-	-	8.4	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-



Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	483	3	6	514	3	5
Future Vol, veh/h	483	3	6	514	3	5
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	91	91	93	93	50	50
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	531	3	6	553	6	10

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	534	0	1098
Stage 1	-	-	-	-	533
Stage 2	-	-	-	-	565
Critical Hdwy	-	-	4.14	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-	3.518
Pot Cap-1 Maneuver	-	-	1024	-	235
Stage 1	-	-	-	-	588
Stage 2	-	-	-	-	569
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1024	-	233
Mov Cap-2 Maneuver	-	-	-	-	233
Stage 1	-	-	-	-	588
Stage 2	-	-	-	-	564

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)	363	-	-	1024	-
HCM Lane V/C Ratio	0.044	-	-	0.006	-
HCM Control Delay (s)	15.4	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	484	4	7	517	3	5
Future Vol, veh/h	484	4	7	517	3	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	67	67
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	526	4	8	562	4	7

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	530	0	1106
Stage 1	-	-	-	-	528
Stage 2	-	-	-	-	578
Critical Hdwy	-	-	4.14	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-	3.518
Pot Cap-1 Maneuver	-	-	1027	-	233
Stage 1	-	-	-	-	592
Stage 2	-	-	-	-	561
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1027	-	230
Mov Cap-2 Maneuver	-	-	-	-	230
Stage 1	-	-	-	-	592
Stage 2	-	-	-	-	555

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	15.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	361	-	-	1027	-
HCM Lane V/C Ratio	0.033	-	-	0.007	-
HCM Control Delay (s)	15.3	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↕	
Traffic Vol, veh/h	30	459	514	5	3	10
Future Vol, veh/h	30	459	514	5	3	10
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	88	88	92	92	65	65
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	34	522	559	5	5	15

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	564	0	-	0	1152 562
Stage 1	-	-	-	-	562 -
Stage 2	-	-	-	-	590 -
Critical Hdwy	4.14	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.236	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	998	-	-	-	219 526
Stage 1	-	-	-	-	571 -
Stage 2	-	-	-	-	554 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	998	-	-	-	208 526
Mov Cap-2 Maneuver	-	-	-	-	208 -
Stage 1	-	-	-	-	544 -
Stage 2	-	-	-	-	554 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	998	-	-	-	389
HCM Lane V/C Ratio	0.034	-	-	-	0.051
HCM Control Delay (s)	8.7	0	-	-	14.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2



Lanes, Volumes, Timings  
18: Crompond Road & Bear Mtn. Pkwy

2017 Existing  
Weekday PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Lane Configurations		↶	↶	↶	↶	↷				
Traffic Volume (vph)	30	432	493	554	455	26				
Future Volume (vph)	30	432	493	554	455	26				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	13	13	12	12	13	12				
Storage Length (ft)	0			160	0	0				
Storage Lanes	0			1	1	0				
Taper Length (ft)	25				25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Fr <sub>t</sub>				0.850	0.993					
Fl <sub>t</sub> Protected		0.997			0.955					
Satd. Flow (prot)	0	1885	1827	1583	1825	0				
Fl <sub>t</sub> Permitted		0.921			0.955					
Satd. Flow (perm)	0	1741	1827	1583	1825	0				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				461	2					
Link Speed (mph)		45	45		45					
Link Distance (ft)		1145	665		990					
Travel Time (s)		17.3	10.1		15.0					
Peak Hour Factor	0.95	0.95	0.99	0.99	0.98	0.98				
Heavy Vehicles (%)	2%	4%	4%	2%	2%	2%				
Adj. Flow (vph)	32	455	498	560	464	27				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	487	498	560	491	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Left	Left	Right	Left	Right				
Median Width(ft)		11	11		23					
Link Offset(ft)		0	0		0					
Crosswalk Width(ft)		16	16		16					
Two way Left Turn Lane										
Headway Factor	0.96	0.96	1.00	1.00	0.96	1.00				
Turning Speed (mph)	15			9	15	9				
Number of Detectors	1	0	0	0	2					
Detector Template	Left				Thru					
Leading Detector (ft)	30	0	0	0	80					
Trailing Detector (ft)	-10	0	0	0	-10					
Detector 1 Position(ft)	-10	-10	-10	-10	-10					
Detector 1 Size(ft)	40	40	40	40	40					
Detector 1 Type	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					
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0					
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0					
Detector 2 Position(ft)					40					
Detector 2 Size(ft)					40					
Detector 2 Type					Cl+Ex					
Detector 2 Channel										
Detector 2 Extend (s)					0.0					
Turn Type	Perm	NA	NA	custom	Prot					



Lanes, Volumes, Timings  
18: Crompond Road & Bear Mtn. Pkwy

2017 Existing  
Weekday PM

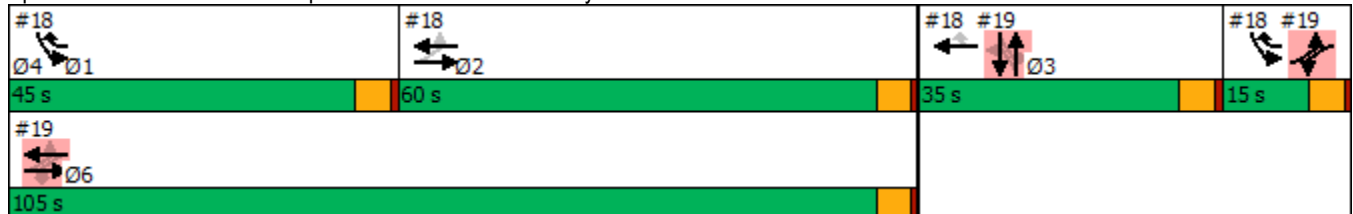


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Protected Phases		2	2 3	1 4	1 4		1	3	4	6
Permitted Phases	2			3						
Detector Phase	2	2	2 3	1 4	1 4					
Switch Phase										
Minimum Initial (s)	3.0	3.0					3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	8.0					13.0	21.0	8.0	8.0
Total Split (s)	60.0	60.0					45.0	35.0	15.0	105.0
Total Split (%)	38.7%	38.7%					29%	23%	10%	68%
Maximum Green (s)	55.0	55.0					40.0	30.0	10.0	100.0
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								
Total Lost Time (s)		5.0								
Lead/Lag	Lag	Lag					Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes					Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0					2.0	2.0	2.0	2.0
Recall Mode	Max	Max					None	None	None	Max
Act Effct Green (s)		60.5	93.3	82.3	49.6					
Actuated g/C Ratio		0.40	0.61	0.54	0.32					
v/c Ratio		0.71	0.45	0.53	0.83					
Control Delay		47.6	12.7	9.3	60.1					
Queue Delay		0.0	0.8	0.5	0.0					
Total Delay		47.6	13.5	9.8	60.1					
LOS		D	B	A	E					
Approach Delay		47.6	11.5		60.1					
Approach LOS		D	B		E					

Intersection Summary

Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	152.9
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.94
Intersection Signal Delay:	31.9
Intersection LOS:	C
Intersection Capacity Utilization:	82.5%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 18: Crompond Road & Bear Mtn. Pkwy





Lanes, Volumes, Timings  
 19: Croton Avenue/Maple Row & Crompond Road

2017 Existing  
 Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	706	124	112	840	62	156	44	83	51	38	51
Future Volume (vph)	47	706	124	112	840	62	156	44	83	51	38	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	12	12	10	12	12	12	12
Storage Length (ft)	125		75	100		0	175		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	50			75			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.990			0.902			0.951	
Flt Protected	0.950			0.950			0.950				0.982	
Satd. Flow (prot)	1678	1766	1501	1678	1748	0	1752	1553	0	0	1740	0
Flt Permitted	0.167			0.265			0.528				0.701	
Satd. Flow (perm)	295	1766	1501	468	1748	0	974	1553	0	0	1242	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			49		5			54			16	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		665			3712			466			589	
Travel Time (s)		10.1			56.2			10.6			13.4	
Peak Hour Factor	0.96	0.96	0.96	0.99	0.99	0.99	0.94	0.94	0.94	0.83	0.83	0.83
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	49	735	129	113	848	63	166	47	88	61	46	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	735	129	113	911	0	166	135	0	0	168	0
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)		11			11			12			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.09	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2		1	2	
Detector Template	Left			Left			Left	Thru		Left	Thru	
Leading Detector (ft)	80	0	0	80	0		80	80		30	80	
Trailing Detector (ft)	-10	0	0	-10	0		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10	-10	-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	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	
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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)	40			40			40	40			40	
Detector 2 Size(ft)	40			40			40	40			40	
Detector 2 Type	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	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	



Lane Group	Ø1	Ø2
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		



Lanes, Volumes, Timings  
 19: Croton Avenue/Maple Row & Crompond Road

2017 Existing  
 Weekday PM

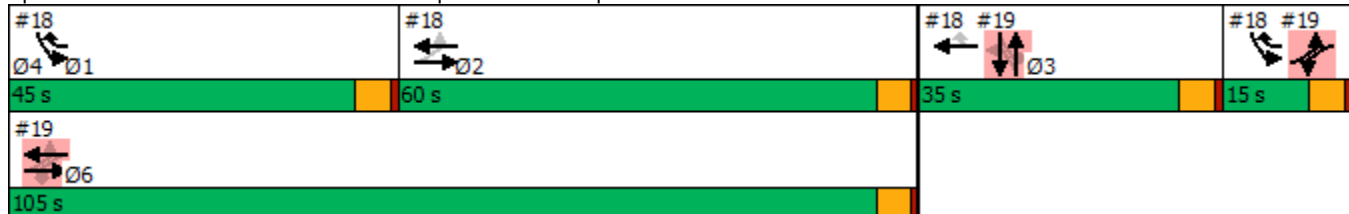


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	6		4	6			3			3	
Permitted Phases	6		6	6			3			3		
Detector Phase	4	6	6	4	6		3	3		3	3	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	8.0	8.0	8.0	8.0	8.0		21.0	21.0		21.0	21.0	
Total Split (s)	15.0	105.0	105.0	15.0	105.0		35.0	35.0		35.0	35.0	
Total Split (%)	9.7%	67.7%	67.7%	9.7%	67.7%		22.6%	22.6%		22.6%	22.6%	
Maximum Green (s)	10.0	100.0	100.0	10.0	100.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0	4.0	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	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)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Lead/Lag	Lag			Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes			Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Max	Max	None	Max		None	None		None	None	
Act Effct Green (s)	110.1	100.1	100.1	110.1	100.1		27.8	27.8			27.8	
Actuated g/C Ratio	0.72	0.65	0.65	0.72	0.65		0.18	0.18			0.18	
v/c Ratio	0.16	0.64	0.13	0.27	0.79		0.94	0.41			0.71	
Control Delay	2.9	6.1	1.0	7.1	26.1		114.7	36.5			69.5	
Queue Delay	0.0	1.1	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	2.9	7.2	1.0	7.1	26.1		114.7	36.5			69.5	
LOS	A	A	A	A	C		F	D			E	
Approach Delay		6.1			24.0			79.6			69.5	
Approach LOS		A			C			E			E	

Intersection Summary

Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	152.9
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.94
Intersection Signal Delay:	27.3
Intersection LOS:	C
Intersection Capacity Utilization	84.5%
ICU Level of Service	E
Analysis Period (min)	15

Splits and Phases: 19: Croton Avenue/Maple Row & Crompond Road





Lane Group	Ø1	Ø2
Protected Phases	1	2
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	3.0	3.0
Minimum Split (s)	13.0	8.0
Total Split (s)	45.0	60.0
Total Split (%)	29%	39%
Maximum Green (s)	40.0	55.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	2.0
Recall Mode	None	Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		



Lanes, Volumes, Timings  
20: Crompond Road & Lexington Avenue

2017 Existing  
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	743	43	28	903	176	24	14	2	129	24	56
Future Volume (vph)	102	743	43	28	903	176	24	14	2	129	24	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	11	15	15	15	12	12	14
Storage Length (ft)	75		0	70		390	0		0	0		50
Storage Lanes	1		0	1		1	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										0.97
Frt		0.992				0.850		0.993				0.850
Flt Protected	0.950			0.950				0.971			0.960	
Satd. Flow (prot)	1678	1689	0	1678	1766	1501	0	1976	0	0	1771	1666
Flt Permitted	0.071			0.189				0.724			0.767	
Satd. Flow (perm)	125	1689	0	334	1766	1501	0	1473	0	0	1415	1614
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				198		2				82
Link Speed (mph)		45			45			30				30
Link Distance (ft)		3712			904			130				1536
Travel Time (s)		56.2			13.7			3.0				34.9
Confl. Peds. (#/hr)			5									5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.71	0.71	0.71	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	1
Adj. Flow (vph)	115	835	48	31	1015	198	34	20	3	140	26	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	883	0	31	1015	198	0	57	0	0	166	61
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)		11			11			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.04	0.88	0.88	0.88	1.00	1.00	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0	0	1	1		1	2	1
Detector Template	Left			Left			Left			Left	Thru	Right
Leading Detector (ft)	80	0		80	0	0	30	20		30	80	30
Trailing Detector (ft)	-10	0		-10	0	0	-10	0		-10	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10	-10	-10	0		-10	-10	-10
Detector 1 Size(ft)	40	40		40	40	40	40	20		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)				40								40
Detector 2 Size(ft)				40								40
Detector 2 Type		Cl+Ex		Cl+Ex								Cl+Ex



Lanes, Volumes, Timings  
20: Crompond Road & Lexington Avenue

2017 Existing  
Weekday PM

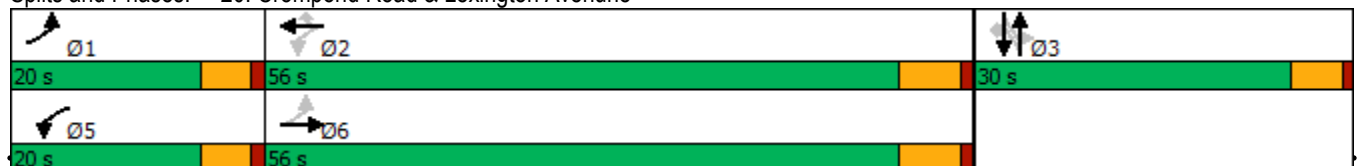


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			3			3	
Permitted Phases	6			2		2	3			3		3
Detector Phase	1	6		5	2	2	3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	8.0	31.0		8.0	16.0	16.0	29.0	29.0		29.0	29.0	29.0
Total Split (s)	20.0	56.0		20.0	56.0	56.0	30.0	30.0		30.0	30.0	30.0
Total Split (%)	18.9%	52.8%		18.9%	52.8%	52.8%	28.3%	28.3%		28.3%	28.3%	28.3%
Maximum Green (s)	15.0	50.0		15.0	50.0	50.0	25.0	25.0		25.0	25.0	25.0
Yellow Time (s)	4.0	5.0		4.0	5.0	5.0	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	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)	5.0	6.0		5.0	6.0	6.0		5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Max		None	Max	Max	None	None		None	None	None
Walk Time (s)		8.0					8.0	8.0		8.0	8.0	8.0
Flash Dont Walk (s)		17.0					16.0	16.0		16.0	16.0	16.0
Pedestrian Calls (#/hr)		0					0	0		0	0	0
Act Effct Green (s)	62.5	56.6		56.6	50.3	50.3		15.2			15.2	15.2
Actuated g/C Ratio	0.70	0.64		0.64	0.57	0.57		0.17			0.17	0.17
v/c Ratio	0.53	0.82		0.11	1.02	0.21		0.23			0.69	0.18
Control Delay	21.1	23.7		6.0	54.8	2.5		32.9			49.9	5.5
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	21.1	23.7		6.0	54.8	2.5		32.9			49.9	5.5
LOS	C	C		A	D	A		C			D	A
Approach Delay		23.4			45.2			32.9			37.9	
Approach LOS		C			D			C			D	

Intersection Summary

Area Type:	Other
Cycle Length:	106
Actuated Cycle Length:	88.9
Natural Cycle:	100
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.02
Intersection Signal Delay:	35.7
Intersection LOS:	D
Intersection Capacity Utilization:	79.4%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 20: Crompond Road & Lexington Avenue





Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑		↔
Traffic Vol, veh/h	481	30	3	518	1	6
Future Vol, veh/h	481	30	3	518	1	6
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	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	94	94	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	529	33	3	551	1	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	562	0	1103
Stage 1	-	-	-	-	546
Stage 2	-	-	-	-	557
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1009	-	234
Stage 1	-	-	-	-	580
Stage 2	-	-	-	-	574
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1009	-	233
Mov Cap-2 Maneuver	-	-	-	-	233
Stage 1	-	-	-	-	580
Stage 2	-	-	-	-	572

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	538	-	-	1009	-
HCM Lane V/C Ratio	0.013	-	-	0.003	-
HCM Control Delay (s)	11.8	-	-	8.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-






Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	5	479	23	0	580	4	37	1	0	2	0	11
Future Vol, veh/h	5	479	23	0	580	4	37	1	0	2	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	94	94	94	63	63	63	41	41	41
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	526	25	0	617	4	59	2	0	5	0	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	621	0	0	551	0	0	1182	1170	539	1169	1180	619
Stage 1	-	-	-	-	-	-	549	549	-	619	619	-
Stage 2	-	-	-	-	-	-	633	621	-	550	561	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	960	-	-	1019	-	-	167	193	542	170	190	489
Stage 1	-	-	-	-	-	-	520	516	-	476	480	-
Stage 2	-	-	-	-	-	-	468	479	-	519	510	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	960	-	-	1019	-	-	157	192	542	168	189	489
Mov Cap-2 Maneuver	-	-	-	-	-	-	157	192	-	168	189	-
Stage 1	-	-	-	-	-	-	517	513	-	474	480	-
Stage 2	-	-	-	-	-	-	442	479	-	515	507	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			41.2			15.4		
HCM LOS							E			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	158	960	-	-	1019	-	-	378
HCM Lane V/C Ratio	0.382	0.006	-	-	-	-	-	0.084
HCM Control Delay (s)	41.2	8.8	-	-	0	-	-	15.4
HCM Lane LOS	E	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.6	0	-	-	0	-	-	0.3



Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	3	4	1	4	29
Future Vol, veh/h	3	3	4	1	4	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	88	88	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	4	5	1	5	35

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	51	6	0	0	6
Stage 1	6	-	-	-	-
Stage 2	45	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	958	1077	-	-	1615
Stage 1	1017	-	-	-	-
Stage 2	977	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	955	1077	-	-	1615
Mov Cap-2 Maneuver	955	-	-	-	-
Stage 1	1017	-	-	-	-
Stage 2	974	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1012	1615
HCM Lane V/C Ratio	-	-	0.008	0.003
HCM Control Delay (s)	-	-	8.6	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0



Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT		TT	TT
Traffic Vol, veh/h	7	36	128	11	37	141
Future Vol, veh/h	7	36	128	11	37	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	61	61	76	76	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	59	168	14	46	174

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	441	175	0	0	182
Stage 1	175	-	-	-	-
Stage 2	266	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	574	868	-	-	1393
Stage 1	855	-	-	-	-
Stage 2	779	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	553	868	-	-	1393
Mov Cap-2 Maneuver	553	-	-	-	-
Stage 1	855	-	-	-	-
Stage 2	750	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	794	1393
HCM Lane V/C Ratio	-	-	0.089	0.033
HCM Control Delay (s)	-	-	10	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1



Lanes, Volumes, Timings

2017 Existing

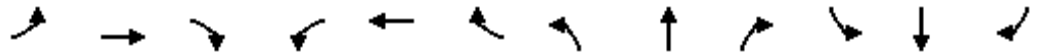
30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6

Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	821	0	2	707	151	1	0	5	402	0	47
Future Volume (vph)	31	821	0	2	707	151	1	0	5	402	0	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	10	11	11	12	12	12	11	11	12
Storage Length (ft)	45		0	50		0	0		0	135		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00							
Frt					0.974			0.887				0.850
Flt Protected	0.950							0.992		0.950		
Satd. Flow (prot)	1694	3421	0	0	3317	0	0	1639	0	1711	1531	0
Flt Permitted	0.950				0.953					0.950		
Satd. Flow (perm)	1691	3421	0	0	3161	0	0	1652	0	1711	1531	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					26			157				429
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1070			371			135				410
Travel Time (s)		18.2			6.3			3.1				9.3
Confl. Peds. (#/hr)	3						3					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	33	864	0	2	744	159	1	0	5	423	0	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	864	0	0	905	0	0	6	0	423	49	0
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)		11			11			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.09	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		0	2		0	2		2		2
Detector Template				Thru			Thru					
Leading Detector (ft)	83	83		50	83		50	83		83		83
Trailing Detector (ft)	-5	-5		0	-5		0	-5		-5		-5
Detector 1 Position(ft)	-5	-5		0	-5		0	-5		-5		-5
Detector 1 Size(ft)	40	40		0	40		0	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		0.0		0.0
Detector 1 Queue (s)	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
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												



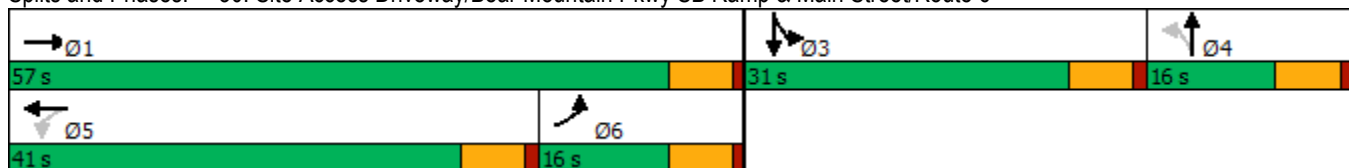


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Turn Type	Prot	NA		Perm	NA		Perm	NA		Split	NA	
Protected Phases	6	1			5			4		3	3	
Permitted Phases				5			4					
Detector Phase	6	1		5	5		4	4		3	3	
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	16.0		32.0	32.0		11.0	11.0		11.0	11.0	
Total Split (s)	16.0	57.0		41.0	41.0		16.0	16.0		31.0	31.0	
Total Split (%)	15.4%	54.8%		39.4%	39.4%		15.4%	15.4%		29.8%	29.8%	
Maximum Green (s)	10.0	51.0		35.0	35.0		10.0	10.0		25.0	25.0	
Yellow Time (s)	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	
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	Lag			Lead	Lead		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min		Min	Min		None	None		None	None	
Walk Time (s)				8.0	8.0							
Flash Dont Walk (s)				18.0	18.0							
Pedestrian Calls (#/hr)				5	5							
Act Effct Green (s)	6.4	31.9			25.1			5.3		26.4	26.4	
Actuated g/C Ratio	0.09	0.44			0.35			0.07		0.36	0.36	
v/c Ratio	0.22	0.57			0.82			0.02		0.68	0.06	
Control Delay	40.6	16.0			28.7			0.2		31.9	0.1	
Queue Delay	0.0	0.0			0.0			0.0		0.0	0.0	
Total Delay	40.6	16.0			28.7			0.2		31.9	0.1	
LOS	D	B			C			A		C	A	
Approach Delay		16.9			28.7			0.2			28.6	
Approach LOS		B			C			A			C	

Intersection Summary

Area Type:	Other
Cycle Length:	104
Actuated Cycle Length:	72.6
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.82
Intersection Signal Delay:	24.0
Intersection LOS:	C
Intersection Capacity Utilization:	64.8%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6





Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↔			↔	
Traffic Vol, veh/h	12	1145	71	265	826	14	15	0	28	4	3	19
Future Vol, veh/h	12	1145	71	265	826	14	15	0	28	4	3	19
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	0	3	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	65	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	0	-	-	-4	-	-	-1	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	11	2	2	5
Mvmt Flow	12	1168	72	270	843	14	15	0	29	4	3	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	860	0	0	1240	0	0	2194	2628	623	2004	2657	435
Stage 1	-	-	-	-	-	-	1228	1228	-	1393	1393	-
Stage 2	-	-	-	-	-	-	966	1400	-	611	1264	-
Critical Hdwy	4.14	-	-	4.14	-	-	6.74	5.74	6.72	7.34	6.34	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.74	4.74	-	6.34	5.34	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.74	4.74	-	6.34	5.34	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.41	3.52	4.02	3.35
Pot Cap-1 Maneuver	777	-	-	557	-	-	41	42	437	39	26	568
Stage 1	-	-	-	-	-	-	248	327	-	161	224	-
Stage 2	-	-	-	-	-	-	339	280	-	463	256	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	775	-	-	557	-	-	20	20	436	22	13	565
Mov Cap-2 Maneuver	-	-	-	-	-	-	20	20	-	22	13	-
Stage 1	-	-	-	-	-	-	235	310	-	152	115	-
Stage 2	-	-	-	-	-	-	164	144	-	410	243	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			4.2			143.9			111.4		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	20	436	775	-	-	557	-	-	58
HCM Lane V/C Ratio	0.765	0.066	0.016	-	-	0.485	-	-	0.457
HCM Control Delay (s)	\$ 386.7	13.8	9.7	0.2	-	17.4	-	-	111.4
HCM Lane LOS	F	B	A	A	-	C	-	-	F
HCM 95th %tile Q(veh)	2.1	0.2	0	-	-	2.6	-	-	1.8























Synchro Analysis  
2023 No Action Conditions



Lanes, Volumes, Timings  
1: Dayton Lane & Main Street/Route 6

2023 No Action  
Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	452	165	70	387	11	75	6	50	51	36	90
Future Volume (vph)	25	452	165	70	387	11	75	6	50	51	36	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	12	12	10	10	10
Storage Length (ft)	100		0	210		0	85		0	0		80
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.960			0.996			0.865				0.850
Flt Protected	0.950			0.950			0.950				0.972	
Satd. Flow (prot)	1711	3238	0	1711	3344	0	1711	1611	0	0	1690	1478
Flt Permitted	0.494			0.382			0.673				0.782	
Satd. Flow (perm)	890	3238	0	688	3344	0	1212	1611	0	0	1360	1478
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		64			4							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		653			1740			256			224	
Travel Time (s)		14.8			39.5			5.8			5.1	
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.82	0.82	0.82	0.66	0.66	0.66
Heavy Vehicles (%)	2%	4%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	27	497	181	74	412	12	91	7	61	77	55	136
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	678	0	74	424	0	91	68	0	0	132	136
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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	2
Detector Template				Left			Left	Thru		Left	Thru	Right
Leading Detector (ft)	80	0		80	0		80	80		80	80	80
Trailing Detector (ft)	-10	0		-10	0		-10	-10		-10	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	-10
Detector 1 Size(ft)	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
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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	40			40			40	40		40	40	40
Detector 2 Size(ft)	40			40			40	40		40	40	40
Detector 2 Type	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
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov



Lanes, Volumes, Timings  
1: Dayton Lane & Main Street/Route 6

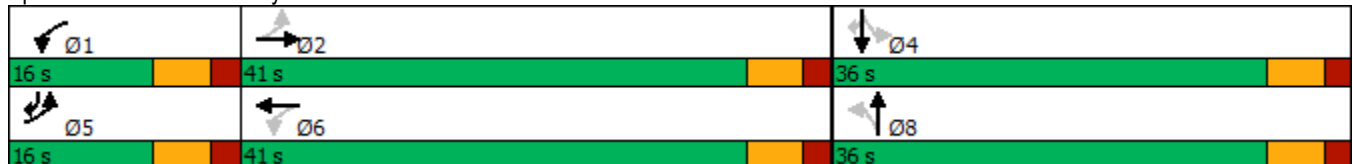
2023 No Action  
Weekday AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		8.0	8.0		8.0	8.0	5.0
Minimum Split (s)	11.0	41.0		11.0	41.0		26.0	26.0		26.0	26.0	11.0
Total Split (s)	16.0	41.0		16.0	41.0		36.0	36.0		36.0	36.0	16.0
Total Split (%)	17.2%	44.1%		17.2%	44.1%		38.7%	38.7%		38.7%	38.7%	17.2%
Maximum Green (s)	10.0	35.0		10.0	35.0		30.0	30.0		30.0	30.0	10.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
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		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Max		None	Max		None	None		None	None	None
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		15.0								16.0	16.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)	42.6	40.1		42.0	36.1		11.6	11.6			11.6	19.5
Actuated g/C Ratio	0.63	0.59		0.62	0.53		0.17	0.17			0.17	0.29
v/c Ratio	0.04	0.35		0.14	0.24		0.44	0.25			0.57	0.32
Control Delay	5.4	10.6		5.7	10.4		33.7	27.9			37.4	19.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	5.4	10.6		5.7	10.4		33.7	27.9			37.4	19.9
LOS	A	B		A	B		C	C			D	B
Approach Delay		10.4			9.7			31.2			28.5	
Approach LOS		B			A			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	93
Actuated Cycle Length:	67.8
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.57
Intersection Signal Delay:	15.2
Intersection LOS:	B
Intersection Capacity Utilization:	48.3%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 1: Dayton Lane & Main Street/Route 6





Lanes, Volumes, Timings  
2: Conklin Avenue & Main Street/Route 6

2023 No Action  
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	474	35	178	473	8	15	6	206	6	2	12
Future Volume (vph)	7	474	35	178	473	8	15	6	206	6	2	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	14	12
Storage Length (ft)	110		0	210		0	0		50	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.990			0.998				0.850		0.919	
Fl <sub>t</sub> Protected	0.950			0.950				0.965			0.985	
Satd. Flow (prot)	1652	3380	0	1770	3401	0	0	1798	1583	0	1799	0
Fl <sub>t</sub> Permitted	0.445			0.434				0.766			0.891	
Satd. Flow (perm)	774	3380	0	808	3401	0	0	1427	1583	0	1627	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			2				219			18
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1740			1071			1934				260
Travel Time (s)		39.5			24.3			44.0				5.9
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.94	0.94	0.94	0.68	0.68	0.68
Heavy Vehicles (%)	2%	6%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	8	527	39	205	544	9	16	6	219	9	3	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	566	0	205	553	0	0	22	219	0	30	0
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			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left		
Leading Detector (ft)	80	80		80	80		80	80	80	80	30	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10	-10	-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10	-10	-10	-10	
Detector 1 Size(ft)	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	
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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)	40	40		40	40		40	40	40	40		
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	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	



Lanes, Volumes, Timings  
2: Conklin Avenue & Main Street/Route 6

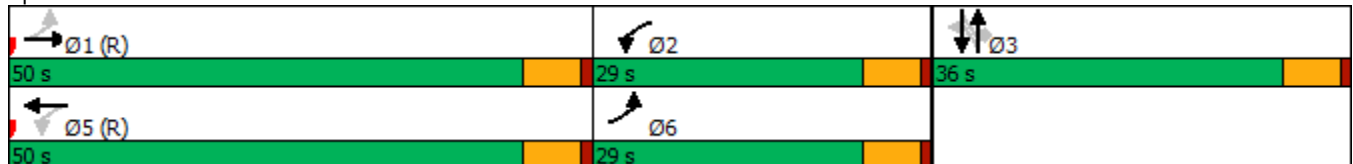
2023 No Action  
Weekday AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	6	1		2	5			3				3
Permitted Phases	1			5			3		3	3		
Detector Phase	6	1		2	5		3	3	3	3		3
Switch Phase												
Minimum Initial (s)	2.0	10.0		5.0	10.0		2.0	2.0	2.0	2.0		2.0
Minimum Split (s)	8.0	16.0		11.0	16.0		36.0	36.0	36.0	36.0		36.0
Total Split (s)	29.0	50.0		29.0	50.0		36.0	36.0	36.0	36.0		36.0
Total Split (%)	25.2%	43.5%		25.2%	43.5%		31.3%	31.3%	31.3%	31.3%		31.3%
Maximum Green (s)	23.0	44.0		23.0	44.0		30.0	30.0	30.0	30.0		30.0
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None		None
Walk Time (s)							7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)							23.0	23.0	23.0	23.0		23.0
Pedestrian Calls (#/hr)							0	0	0	0		0
Act Effct Green (s)	89.2	84.4		94.2	93.2			7.6	7.6			7.6
Actuated g/C Ratio	0.78	0.73		0.82	0.81			0.07	0.07			0.07
v/c Ratio	0.01	0.23		0.29	0.20			0.24	0.71			0.24
Control Delay	2.7	5.4		3.9	3.4			55.1	19.7			32.3
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	2.7	5.4		3.9	3.4			55.1	19.7			32.3
LOS	A	A		A	A			E	B			C
Approach Delay		5.3			3.5			23.0				32.3
Approach LOS		A			A			C				C

Intersection Summary

Area Type: Other  
 Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.71  
 Intersection Signal Delay: 7.6  
 Intersection LOS: A  
 Intersection Capacity Utilization 45.7%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 2: Conklin Avenue & Main Street/Route 6





Lanes, Volumes, Timings  
3: Lexington Avenue & Route 6/Main Street

2023 No Action  
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	569	155	82	573	39	100	128	183	118	142	100
Future Volume (vph)	74	569	155	82	573	39	100	128	183	118	142	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	350		0	225		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.990			0.912			0.938	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1746	0	1752	1778	0	1752	1682	0	1752	1730	0
Flt Permitted	0.148			0.091			0.365			0.179		
Satd. Flow (perm)	273	1746	0	168	1778	0	673	1682	0	330	1730	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		12			3							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		440			527			466			490	
Travel Time (s)		8.6			10.3			10.6			11.1	
Peak Hour Factor	0.94	0.94	0.94	0.87	0.87	0.87	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	6%	3%	3%	6%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	79	605	165	94	659	45	111	142	203	131	158	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	770	0	94	704	0	111	345	0	131	269	0
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	1.00	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
Number of Detectors	2	1		2	1		2	2		2	2	
Detector Template	Left			Left			Left	Thru		Left	Thru	
Leading Detector (ft)	80	30		80	30		80	80		80	80	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	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	
Detector 1 Channel												
Detector 1 Extend (s)	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	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	40			40			40	40		40	40	
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		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	



Lanes, Volumes, Timings  
3: Lexington Avenue & Route 6/Main Street

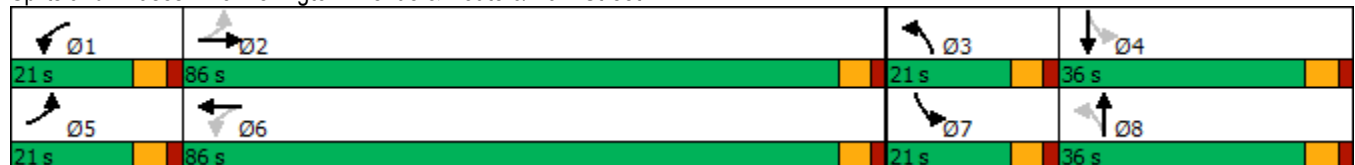
2023 No Action  
Weekday AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	35.0		9.0	40.0		9.0	29.0		9.0	9.0	
Total Split (s)	21.0	86.0		21.0	86.0		21.0	36.0		21.0	36.0	
Total Split (%)	12.8%	52.4%		12.8%	52.4%		12.8%	22.0%		12.8%	22.0%	
Maximum Green (s)	15.0	80.0		15.0	80.0		15.0	30.0		15.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
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		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		0			0			0				
Act Effct Green (s)	73.8	66.1		74.6	66.5		41.4	30.5		44.2	31.9	
Actuated g/C Ratio	0.52	0.47		0.53	0.47		0.29	0.22		0.31	0.23	
v/c Ratio	0.36	0.94		0.53	0.84		0.40	0.95		0.58	0.69	
Control Delay	18.1	54.4		24.8	42.8		40.4	92.3		46.8	63.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.1	54.4		24.8	42.8		40.4	92.3		46.8	63.7	
LOS	B	D		C	D		D	F		D	E	
Approach Delay		51.0			40.6			79.6			58.1	
Approach LOS		D			D			E			E	

Intersection Summary

Area Type: Other  
 Cycle Length: 164  
 Actuated Cycle Length: 141.4  
 Natural Cycle: 90  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.95  
 Intersection Signal Delay: 54.1      Intersection LOS: D  
 Intersection Capacity Utilization 88.4%      ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 3: Lexington Avenue & Route 6/Main Street





Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	46	55	76	53	60	211
Future Vol, veh/h	46	55	76	53	60	211
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	89	89	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	65	85	60	63	222

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	463	115	0	0	145
Stage 1	115	-	-	-	-
Stage 2	348	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	557	937	-	-	1437
Stage 1	910	-	-	-	-
Stage 2	715	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	529	937	-	-	1437
Mov Cap-2 Maneuver	529	-	-	-	-
Stage 1	910	-	-	-	-
Stage 2	679	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	1.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	693	1437
HCM Lane V/C Ratio	-	-	0.171	0.044
HCM Control Delay (s)	-	-	11.3	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1



Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	17	112	85	22	235
Future Vol, veh/h	35	17	112	85	22	235
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	93	93	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	19	120	91	26	276

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	494	166	0	0	211
Stage 1	166	-	-	-	-
Stage 2	328	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	535	878	-	-	1360
Stage 1	863	-	-	-	-
Stage 2	730	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	523	878	-	-	1360
Mov Cap-2 Maneuver	523	-	-	-	-
Stage 1	863	-	-	-	-
Stage 2	713	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	603	1360
HCM Lane V/C Ratio	-	-	0.098	0.019
HCM Control Delay (s)	-	-	11.6	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1



Intersection						
Int Delay, s/veh	47.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	116	561	342	139	156	61
Future Vol, veh/h	116	561	342	139	156	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	96	96	83	83
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	136	660	356	145	188	73

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	501	0	-	0	1361 429
Stage 1	-	-	-	-	429 -
Stage 2	-	-	-	-	932 -
Critical Hdwy	4.14	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.236	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1053	-	-	-	~ 163 626
Stage 1	-	-	-	-	657 -
Stage 2	-	-	-	-	383 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1053	-	-	-	~ 142 626
Mov Cap-2 Maneuver	-	-	-	-	~ 142 -
Stage 1	-	-	-	-	572 -
Stage 2	-	-	-	-	383 -

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	276.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1053	-	-	-	181
HCM Lane V/C Ratio	0.13	-	-	-	1.444
HCM Control Delay (s)	8.9	-	-	-	276.3
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	16.1

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



Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	704	3	6	470	10	8
Future Vol, veh/h	704	3	6	470	10	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	93	93	39	39
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	791	3	6	505	26	21

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	794	0	1310
Stage 1	-	-	-	-	793
Stage 2	-	-	-	-	517
Critical Hdwy	-	-	4.14	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-	3.518
Pot Cap-1 Maneuver	-	-	818	-	175
Stage 1	-	-	-	-	446
Stage 2	-	-	-	-	598
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	818	-	174
Mov Cap-2 Maneuver	-	-	-	-	174
Stage 1	-	-	-	-	446
Stage 2	-	-	-	-	594

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	24.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	231	-	-	818	-
HCM Lane V/C Ratio	0.2	-	-	0.008	-
HCM Control Delay (s)	24.4	-	-	9.4	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0	-



Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕				
Traffic Vol, veh/h	110	580	22	37	475	247	1	3	5	0	0	0
Future Vol, veh/h	110	580	22	37	475	247	1	3	5	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	95	95	95	75	75	75	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	117	617	23	39	500	260	1	4	7	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	760	0	0	640	0	0	1571	1701	629
Stage 1	-	-	-	-	-	-	863	863	-
Stage 2	-	-	-	-	-	-	708	838	-
Critical Hdwy	4.14	-	-	4.14	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	843	-	-	935	-	-	122	92	482
Stage 1	-	-	-	-	-	-	413	372	-
Stage 2	-	-	-	-	-	-	488	382	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	843	-	-	935	-	-	101	0	482
Mov Cap-2 Maneuver	-	-	-	-	-	-	101	0	-
Stage 1	-	-	-	-	-	-	356	0	-
Stage 2	-	-	-	-	-	-	468	0	-

Approach	EB			WB			NB		
HCM Control Delay, s	1.5			0.4			17.7		
HCM LOS							C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	296	843	-	-	935	-	-
HCM Lane V/C Ratio	0.041	0.139	-	-	0.042	-	-
HCM Control Delay (s)	17.7	10	-	-	9	-	-
HCM Lane LOS	C	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0.1	0.5	-	-	0.1	-	-



Lanes, Volumes, Timings  
 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road

2023 No Action  
 Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗		↖	↖			↕			↗	↗
Traffic Volume (vph)	0	548	37	54	665	0	53	0	76	63	16	41
Future Volume (vph)	0	548	37	54	665	0	53	0	76	63	16	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	12	12	11
Storage Length (ft)	0		0	200		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.992						0.920				0.850
Fl <sub>t</sub> Protected				0.950				0.980			0.962	
Satd. Flow (prot)	0	1812	0	1736	1827	0	0	1567	0	0	1792	1531
Fl <sub>t</sub> Permitted				0.250				0.825			0.479	
Satd. Flow (perm)	0	1812	0	457	1827	0	0	1320	0	0	892	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4						135				135
Link Speed (mph)		40			40			30				10
Link Distance (ft)		413			783			1489				156
Travel Time (s)		7.0			13.3			33.8				10.6
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.88	0.88	0.88	0.86	0.86	0.86
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	583	39	56	693	0	60	0	86	73	19	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	622	0	56	693	0	0	146	0	0	92	48
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			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	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.00	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		2	2		2	2		2	2	2
Detector Template		Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)		80		80	80		80	80		80	80	80
Trailing Detector (ft)		-10		-10	-10		-10	-10		-10	-10	-10
Detector 1 Position(ft)		-10		-10	-10		-10	-10		-10	-10	-10
Detector 1 Size(ft)		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
Detector 1 Channel												
Detector 1 Extend (s)		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
Detector 1 Delay (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		40		40	40		40	40		40	40	40
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		NA		pm+pt	NA		Perm	NA		Perm	NA	Perm



Lanes, Volumes, Timings  
 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road

2023 No Action  
 Weekday AM

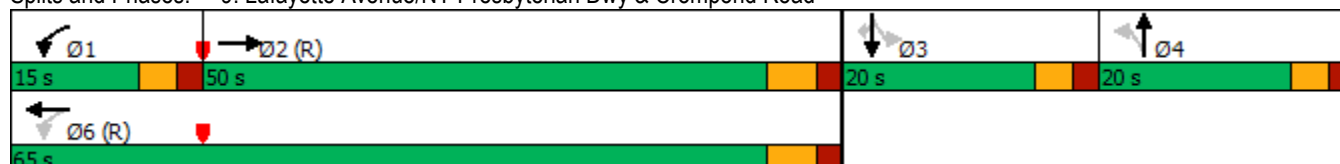


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2		1	6			4			3	
Permitted Phases				6			4			3		3
Detector Phase		2		1	6		4	4		3	3	3
Switch Phase												
Minimum Initial (s)		10.0		5.0	10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)		16.0		10.0	16.0		12.0	12.0		12.0	12.0	12.0
Total Split (s)		50.0		15.0	65.0		20.0	20.0		20.0	20.0	20.0
Total Split (%)		47.6%		14.3%	61.9%		19.0%	19.0%		19.0%	19.0%	19.0%
Maximum Green (s)		44.0		10.0	59.0		15.0	15.0		15.0	15.0	15.0
Yellow Time (s)		4.0		3.0	4.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)		2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
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		5.0	6.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag		Lag		Lead			Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?		Yes		Yes			Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode		C-Max		None	C-Max		None	None		None	None	None
Act Effct Green (s)		56.3		67.1	66.1		9.0	9.0		13.8	13.8	13.8
Actuated g/C Ratio		0.54		0.64	0.63		0.09	0.09		0.13	0.13	0.13
v/c Ratio		0.64		0.15	0.60		0.62	0.62		0.79	0.79	0.15
Control Delay		23.2		13.5	21.9		21.1	21.1		85.0	85.0	1.0
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		23.2		13.5	21.9		21.1	21.1		85.0	85.0	1.0
LOS		C		B	C		C	C		F	F	A
Approach Delay		23.2			21.3		21.1	21.1		56.2	56.2	
Approach LOS		C			C		C	C		E	E	

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 24.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 62.9%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road





Lanes, Volumes, Timings  
10: Crompond Road & Conklin Avenue

2023 No Action  
Weekday AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	187	500	517	22	76	202
Future Volume (vph)	187	500	517	22	76	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	11	11
Storage Length (ft)	125			0	0	125
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1678	1827	1816	0	1711	1531
Flt Permitted	0.302				0.950	
Satd. Flow (perm)	533	1827	1816	0	1711	1531
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			3			151
Link Speed (mph)		40	40		30	
Link Distance (ft)		783	962		1934	
Travel Time (s)		13.3	16.4		44.0	
Peak Hour Factor	0.89	0.89	0.82	0.82	0.79	0.79
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	210	562	630	27	96	256
Shared Lane Traffic (%)						
Lane Group Flow (vph)	210	562	657	0	96	256
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	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	1.04	1.00	1.00	1.00	1.04	1.04
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	80	80	80		80	80
Trailing Detector (ft)	-10	-10	-10		-10	-10
Detector 1 Position(ft)	-10	-10	-10		-10	-10
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	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
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	40	40	40		40	40
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	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
Turn Type	pm+pt	NA	NA		Perm	pm+ov



Lanes, Volumes, Timings  
10: Crompond Road & Conklin Avenue

2023 No Action  
Weekday AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	5	2	6			5
Permitted Phases	2				3	3
Detector Phase	5	2	6		3	5
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0		10.0	5.0
Minimum Split (s)	10.0	16.0	16.0		15.0	10.0
Total Split (s)	20.0	70.0	50.0		35.0	20.0
Total Split (%)	19.0%	66.7%	47.6%		33.3%	19.0%
Maximum Green (s)	15.0	64.0	44.0		30.0	15.0
Yellow Time (s)	3.0	4.0	4.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0		5.0	5.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	C-Max	C-Max		None	None
Act Effct Green (s)	85.9	86.1	69.3		12.1	24.7
Actuated g/C Ratio	0.82	0.82	0.66		0.12	0.24
v/c Ratio	0.38	0.38	0.55		0.49	0.54
Control Delay	2.4	1.7	14.2		51.6	16.4
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	2.4	1.7	14.2		51.6	16.4
LOS	A	A	B		D	B
Approach Delay		1.9	14.2		26.0	
Approach LOS		A	B		C	

Intersection Summary

Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	105
Offset:	46 (44%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.55
Intersection Signal Delay:	11.2
Intersection LOS:	B
Intersection Capacity Utilization	60.6%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 10: Crompond Road & Conklin Avenue





Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	516	6	2	481	19	11
Future Vol, veh/h	516	6	2	481	19	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, %	0	-	-	0	0	-
Peak Hour Factor	90	90	83	83	78	78
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	573	7	2	580	24	14

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	580	0	1161 577
Stage 1	-	-	-	-	577 -
Stage 2	-	-	-	-	584 -
Critical Hdwy	-	-	4.14	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.236	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	984	-	216 516
Stage 1	-	-	-	-	562 -
Stage 2	-	-	-	-	557 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	984	-	215 516
Mov Cap-2 Maneuver	-	-	-	-	215 -
Stage 1	-	-	-	-	562 -
Stage 2	-	-	-	-	555 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	20.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	273	-	-	984	-
HCM Lane V/C Ratio	0.141	-	-	0.002	-
HCM Control Delay (s)	20.3	-	-	8.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-



Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	508	0	10	473	0	4	0	30	0	0	11
Future Vol, veh/h	0	508	0	10	473	0	4	0	30	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	95	95	95	67	67	67	63	63	63
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	605	0	11	498	0	6	0	45	0	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	498	0	0	605	0	0	1134	1125	605	1148	1125	498
Stage 1	-	-	-	-	-	-	605	605	-	520	520	-
Stage 2	-	-	-	-	-	-	529	520	-	628	605	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1056	-	-	963	-	-	180	205	498	176	205	572
Stage 1	-	-	-	-	-	-	485	487	-	539	532	-
Stage 2	-	-	-	-	-	-	533	532	-	471	487	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1056	-	-	963	-	-	172	202	498	158	202	572
Mov Cap-2 Maneuver	-	-	-	-	-	-	172	202	-	158	202	-
Stage 1	-	-	-	-	-	-	485	487	-	539	523	-
Stage 2	-	-	-	-	-	-	508	523	-	429	487	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			15.1			11.5		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	407	1056	-	-	963	-	-	572
HCM Lane V/C Ratio	0.125	-	-	-	0.011	-	-	0.031
HCM Control Delay (s)	15.1	0	-	-	8.8	0	-	11.5
HCM Lane LOS	C	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.1



Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	518	0	0	468	8	0	0	0	58	0	19
Future Vol, veh/h	7	518	0	0	468	8	0	0	0	58	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	96	96	96	92	92	92	79	79	79
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	8	595	0	0	488	8	0	0	0	73	0	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	496	0	0	595	0	0	1115	1107	595	1103	1103	492
Stage 1	-	-	-	-	-	-	611	611	-	492	492	-
Stage 2	-	-	-	-	-	-	504	496	-	611	611	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1058	-	-	972	-	-	185	210	504	189	211	577
Stage 1	-	-	-	-	-	-	481	484	-	558	548	-
Stage 2	-	-	-	-	-	-	550	545	-	481	484	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1058	-	-	972	-	-	176	208	504	187	209	577
Mov Cap-2 Maneuver	-	-	-	-	-	-	176	208	-	187	209	-
Stage 1	-	-	-	-	-	-	476	479	-	552	548	-
Stage 2	-	-	-	-	-	-	527	545	-	476	479	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	32.9
HCM LOS			A	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1058	-	-	972	-	-	224
HCM Lane V/C Ratio	-	0.008	-	-	-	-	-	0.435
HCM Control Delay (s)	0	8.4	0	-	0	-	-	32.9
HCM Lane LOS	A	A	A	-	A	-	-	D
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	2



Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	571	5	2	477	0	10	0	7	0	0	0
Future Vol, veh/h	0	571	5	2	477	0	10	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	95	95	95	67	67	67	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	607	5	2	502	0	15	0	10	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	502	0	0	612	0	0	1116	1116	610	1121	1118	502
Stage 1	-	-	-	-	-	-	610	610	-	506	506	-
Stage 2	-	-	-	-	-	-	506	506	-	615	612	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1052	-	-	957	-	-	185	208	494	183	207	569
Stage 1	-	-	-	-	-	-	482	485	-	549	540	-
Stage 2	-	-	-	-	-	-	549	540	-	479	484	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1052	-	-	957	-	-	185	207	494	179	206	569
Mov Cap-2 Maneuver	-	-	-	-	-	-	185	207	-	179	206	-
Stage 1	-	-	-	-	-	-	482	485	-	549	538	-
Stage 2	-	-	-	-	-	-	547	538	-	469	484	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			21.1			0		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	249	1052	-	-	957	-	-	-
HCM Lane V/C Ratio	0.102	-	-	-	0.002	-	-	-
HCM Control Delay (s)	21.1	0	-	-	8.8	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	-



Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	582	4	5	481	3	7
Future Vol, veh/h	582	4	5	481	3	7
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	91	91	86	86	63	63
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	640	4	6	559	5	11

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	644	0	1213 642
Stage 1	-	-	-	-	642 -
Stage 2	-	-	-	-	571 -
Critical Hdwy	-	-	4.14	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.236	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	931	-	201 474
Stage 1	-	-	-	-	524 -
Stage 2	-	-	-	-	565 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	931	-	199 474
Mov Cap-2 Maneuver	-	-	-	-	199 -
Stage 1	-	-	-	-	524 -
Stage 2	-	-	-	-	560 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	16.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	335	-	-	931	-
HCM Lane V/C Ratio	0.047	-	-	0.006	-
HCM Control Delay (s)	16.3	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	587	2	4	482	4	3
Future Vol, veh/h	587	2	4	482	4	3
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	91	91	84	84	58	58
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	645	2	5	574	7	5

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	647	0	1230
Stage 1	-	-	-	-	646
Stage 2	-	-	-	-	584
Critical Hdwy	-	-	4.14	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-	3.518
Pot Cap-1 Maneuver	-	-	929	-	196
Stage 1	-	-	-	-	522
Stage 2	-	-	-	-	557
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	929	-	194
Mov Cap-2 Maneuver	-	-	-	-	194
Stage 1	-	-	-	-	522
Stage 2	-	-	-	-	553

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	19.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	260	-	-	929	-
HCM Lane V/C Ratio	0.046	-	-	0.005	-
HCM Control Delay (s)	19.5	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↕	
Traffic Vol, veh/h	12	578	461	22	4	25
Future Vol, veh/h	12	578	461	22	4	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	90	90	72	72
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	13	608	512	24	6	35

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	536	0	-	0	1158 524
Stage 1	-	-	-	-	524 -
Stage 2	-	-	-	-	634 -
Critical Hdwy	4.14	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.236	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1022	-	-	-	217 553
Stage 1	-	-	-	-	594 -
Stage 2	-	-	-	-	529 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1022	-	-	-	213 553
Mov Cap-2 Maneuver	-	-	-	-	213 -
Stage 1	-	-	-	-	583 -
Stage 2	-	-	-	-	529 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1022	-	-	-	453
HCM Lane V/C Ratio	0.012	-	-	-	0.089
HCM Control Delay (s)	8.6	0	-	-	13.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3



Lanes, Volumes, Timings  
18: Crompond Road & Bear Mtn. Pkwy

2023 No Action  
Weekday AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Lane Configurations		↕	↕	↗	↘					
Traffic Volume (vph)	30	552	473	492	808	10				
Future Volume (vph)	30	552	473	492	808	10				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	13	13	12	12	13	12				
Storage Length (ft)	0			160	0	0				
Storage Lanes	0			1	1	0				
Taper Length (ft)	25				25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Fr <sub>t</sub>				0.850	0.998					
Fl <sub>t</sub> Protected		0.997			0.953					
Satd. Flow (prot)	0	1884	1827	1583	1831	0				
Fl <sub>t</sub> Permitted		0.857			0.953					
Satd. Flow (perm)	0	1619	1827	1583	1831	0				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				426						
Link Speed (mph)		45	45		45					
Link Distance (ft)		1145	665		990					
Travel Time (s)		17.3	10.1		15.0					
Peak Hour Factor	0.94	0.94	0.95	0.95	0.90	0.90				
Heavy Vehicles (%)	2%	4%	4%	2%	2%	2%				
Adj. Flow (vph)	32	587	498	518	898	11				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	619	498	518	909	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Left	Left	Right	Left	Right				
Median Width(ft)		11	11		23					
Link Offset(ft)		0	0		0					
Crosswalk Width(ft)		16	16		16					
Two way Left Turn Lane										
Headway Factor	0.96	0.96	1.00	1.00	0.96	1.00				
Turning Speed (mph)	15			9	15	9				
Number of Detectors	2	0	0	0	2					
Detector Template	Left				Thru					
Leading Detector (ft)	80	0	0	0	80					
Trailing Detector (ft)	-10	0	0	0	-10					
Detector 1 Position(ft)	-10	-10	-10	-10	-10					
Detector 1 Size(ft)	40	40	40	40	40					
Detector 1 Type	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					
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0					
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0					
Detector 2 Position(ft)	40				40					
Detector 2 Size(ft)	40				40					
Detector 2 Type	Cl+Ex				Cl+Ex					
Detector 2 Channel										
Detector 2 Extend (s)	0.0				0.0					
Turn Type	Perm	NA	NA	custom	Prot					



Lanes, Volumes, Timings  
18: Crompond Road & Bear Mtn. Pkwy

2023 No Action  
Weekday AM

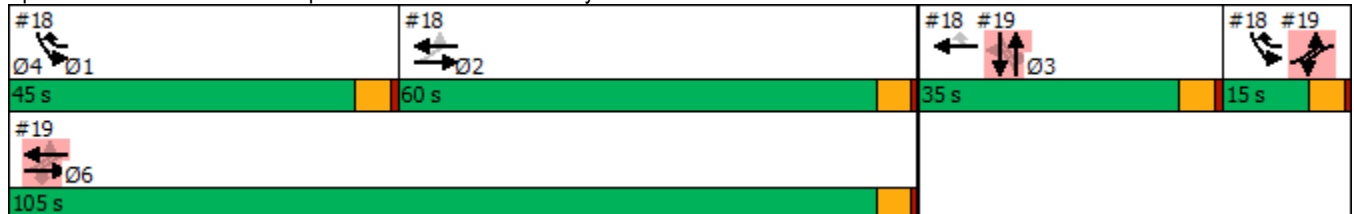


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Protected Phases		2	2 3	1 4	1 4		1	3	4	6
Permitted Phases	2			3						
Detector Phase	2	2	2 3	1 4	1 4					
Switch Phase										
Minimum Initial (s)	3.0	3.0					3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	8.0					13.0	21.0	8.0	8.0
Total Split (s)	60.0	60.0					45.0	35.0	15.0	105.0
Total Split (%)	38.7%	38.7%					29%	23%	10%	68%
Maximum Green (s)	55.0	55.0					40.0	30.0	10.0	100.0
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								
Total Lost Time (s)		5.0								
Lead/Lag	Lag	Lag					Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes					Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0					2.0	2.0	2.0	2.0
Recall Mode	Max	Max					None	None	None	Max
Act Effct Green (s)		55.0	90.0	90.0	55.0					
Actuated g/C Ratio		0.35	0.58	0.58	0.35					
v/c Ratio		1.08	0.47	0.47	1.40					
Control Delay		107.0	18.3	5.7	227.2					
Queue Delay		0.0	1.4	0.4	3.6					
Total Delay		107.0	19.8	6.1	230.9					
LOS		F	B	A	F					
Approach Delay		107.0	12.8		230.9					
Approach LOS		F	B		F					

Intersection Summary

Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	155
Natural Cycle:	130
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.67
Intersection Signal Delay:	113.7
Intersection LOS:	F
Intersection Capacity Utilization:	107.2%
ICU Level of Service:	G
Analysis Period (min):	15

Splits and Phases: 18: Crompond Road & Bear Mtn. Pkwy





Lanes, Volumes, Timings  
 19: Croton Avenue/Maple Row & Crompond Road

2023 No Action  
 Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	1090	223	147	718	17	155	36	108	38	128	92
Future Volume (vph)	47	1090	223	147	718	17	155	36	108	38	128	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	12	12	10	12	12	12	12
Storage Length (ft)	125		75	100		0	175		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	50			75			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>			0.850		0.997			0.887			0.952	
Fl <sub>t</sub> Protected	0.950			0.950			0.950				0.993	
Satd. Flow (prot)	1678	1766	1501	1678	1761	0	1752	1527	0	0	1761	0
Fl <sub>t</sub> Permitted	0.223			0.040			0.279				0.824	
Satd. Flow (perm)	394	1766	1501	71	1761	0	515	1527	0	0	1461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			54		2			87			16	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		665			3712			466			589	
Travel Time (s)		10.1			56.2			10.6			13.4	
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.94	0.94	0.94	0.87	0.87	0.87
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	52	1198	245	160	780	18	165	38	115	44	147	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	1198	245	160	798	0	165	153	0	0	297	0
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)		11			11			12			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.09	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2		2	2	
Detector Template	Left			Left			Left	Thru		Left	Thru	
Leading Detector (ft)	80	0	0	80	0		80	80		80	80	
Trailing Detector (ft)	-10	0	0	-10	0		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10	-10	-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	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	
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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)	40			40			40	40		40	40	
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	Perm	pm+pt	NA		Perm	NA		Perm	NA	



Lane Group	Ø1	Ø2
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		



Lanes, Volumes, Timings  
 19: Croton Avenue/Maple Row & Crompond Road

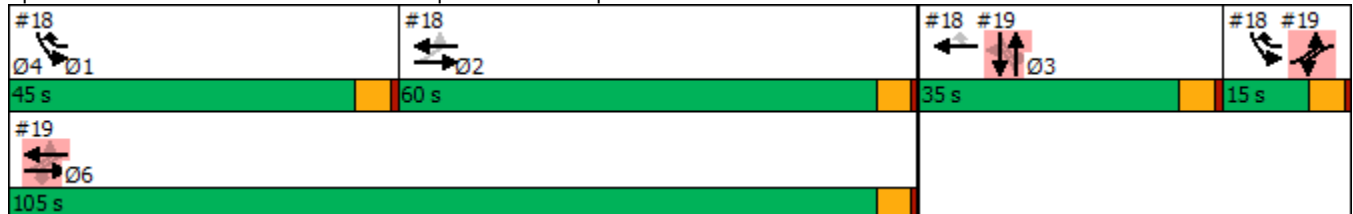
2023 No Action  
 Weekday AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	6		4	6			3			3	
Permitted Phases	6		6	6			3			3		
Detector Phase	4	6	6	4	6		3	3		3	3	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	8.0	8.0	8.0	8.0	8.0		21.0	21.0		21.0	21.0	
Total Split (s)	15.0	105.0	105.0	15.0	105.0		35.0	35.0		35.0	35.0	
Total Split (%)	9.7%	67.7%	67.7%	9.7%	67.7%		22.6%	22.6%		22.6%	22.6%	
Maximum Green (s)	10.0	100.0	100.0	10.0	100.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0	4.0	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	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)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Lead/Lag	Lag			Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes			Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Max	Max	None	Max		None	None		None	None	
Act Effct Green (s)	110.0	100.0	100.0	110.0	100.0		30.0	30.0			30.0	
Actuated g/C Ratio	0.71	0.65	0.65	0.71	0.65		0.19	0.19			0.19	
v/c Ratio	0.14	1.05	0.25	1.04	0.70		1.67	0.42			1.01	
Control Delay	2.8	41.6	1.7	124.6	22.0		376.8	27.7			111.6	
Queue Delay	0.0	20.1	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	2.8	61.7	1.7	124.6	22.0		376.8	27.7			111.6	
LOS	A	E	A	F	C		F	C			F	
Approach Delay		49.8			39.2			208.8			111.6	
Approach LOS		D			D			F			F	

Intersection Summary

Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	155
Natural Cycle:	130
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.67
Intersection Signal Delay:	69.0
Intersection LOS:	E
Intersection Capacity Utilization:	105.2%
ICU Level of Service:	G
Analysis Period (min):	15

Splits and Phases: 19: Croton Avenue/Maple Row & Crompond Road





Lane Group	Ø1	Ø2
Protected Phases	1	2
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	3.0	3.0
Minimum Split (s)	13.0	8.0
Total Split (s)	45.0	60.0
Total Split (%)	29%	39%
Maximum Green (s)	40.0	55.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	2.0
Recall Mode	None	Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		



Lanes, Volumes, Timings  
20: Crompond Road & Lexington Avenue

2023 No Action  
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	1080	57	17	790	93	24	7	1	163	28	78
Future Volume (vph)	45	1080	57	17	790	93	24	7	1	163	28	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	11	15	15	15	12	12	14
Storage Length (ft)	75		0	70		390	0		0	0		50
Storage Lanes	1		0	1		1	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										0.97
Frt		0.993				0.850		0.997				0.850
Flt Protected	0.950			0.950				0.964			0.959	
Satd. Flow (prot)	1678	1691	0	1678	1766	1501	0	1969	0	0	1769	1666
Flt Permitted	0.135			0.077				0.688			0.728	
Satd. Flow (perm)	238	1691	0	136	1766	1501	0	1405	0	0	1343	1614
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				104		1				82
Link Speed (mph)		45			45			30				30
Link Distance (ft)		3712			904			130				1536
Travel Time (s)		56.2			13.7			3.0				34.9
Confl. Peds. (#/hr)			5									5
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.78	0.78	0.78	0.90	0.90	0.90
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	1
Adj. Flow (vph)	50	1200	63	19	888	104	31	9	1	181	31	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	1263	0	19	888	104	0	41	0	0	212	87
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)		11			11			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.04	0.88	0.88	0.88	1.00	1.00	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0	0	2	1		2	2	1
Detector Template	Left			Left			Left			Left	Thru	
Leading Detector (ft)	80	0		80	0	0	80	20		80	80	30
Trailing Detector (ft)	-10	0		-10	0	0	-10	0		-10	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10	-10	-10	0		-10	-10	-10
Detector 1 Size(ft)	40	40		40	40	40	40	20		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)	40			40			40			40	40	
Detector 2 Size(ft)	40			40			40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	



Lanes, Volumes, Timings  
20: Crompond Road & Lexington Avenue

2023 No Action  
Weekday AM

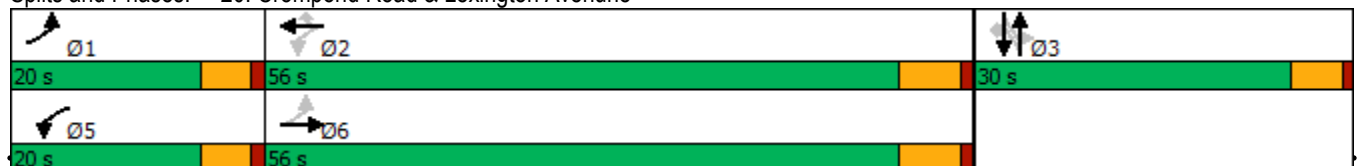


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			3			3	
Permitted Phases	6			2		2	3			3		3
Detector Phase	1	6		5	2	2	3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	8.0	31.0		8.0	16.0	16.0	29.0	29.0		29.0	29.0	29.0
Total Split (s)	20.0	56.0		20.0	56.0	56.0	30.0	30.0		30.0	30.0	30.0
Total Split (%)	18.9%	52.8%		18.9%	52.8%	52.8%	28.3%	28.3%		28.3%	28.3%	28.3%
Maximum Green (s)	15.0	50.0		15.0	50.0	50.0	25.0	25.0		25.0	25.0	25.0
Yellow Time (s)	4.0	5.0		4.0	5.0	5.0	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	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)	5.0	6.0		5.0	6.0	6.0		5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Max		None	Max	Max	None	None		None	None	None
Walk Time (s)		8.0					8.0	8.0		8.0	8.0	8.0
Flash Dont Walk (s)		17.0					16.0	16.0		16.0	16.0	16.0
Pedestrian Calls (#/hr)		0					0	0		0	0	0
Act Effct Green (s)	56.5	53.2		54.7	50.8	50.8		17.9			17.9	17.9
Actuated g/C Ratio	0.66	0.62		0.64	0.59	0.59		0.21			0.21	0.21
v/c Ratio	0.20	1.21		0.11	0.85	0.11		0.14			0.76	0.22
Control Delay	7.6	122.9		7.3	27.9	2.9		29.1			50.7	9.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	7.6	122.9		7.3	27.9	2.9		29.1			50.7	9.3
LOS	A	F		A	C	A		C			D	A
Approach Delay		118.5			24.9			29.1			38.6	
Approach LOS		F			C			C			D	

Intersection Summary

Area Type: Other  
 Cycle Length: 106  
 Actuated Cycle Length: 86  
 Natural Cycle: 150  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.21  
 Intersection Signal Delay: 72.6  
 Intersection Capacity Utilization 82.9%  
 Analysis Period (min) 15  
 Intersection LOS: E  
 ICU Level of Service E

Splits and Phases: 20: Crompond Road & Lexington Avenue





Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔		↔
Traffic Vol, veh/h	543	55	4	411	2	7
Future Vol, veh/h	543	55	4	411	2	7
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	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	94	94	56	56
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	590	60	4	437	4	13

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	650	0	1065 620
Stage 1	-	-	-	-	620 -
Stage 2	-	-	-	-	445 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	936	-	246 488
Stage 1	-	-	-	-	536 -
Stage 2	-	-	-	-	646 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	936	-	245 488
Mov Cap-2 Maneuver	-	-	-	-	245 -
Stage 1	-	-	-	-	536 -
Stage 2	-	-	-	-	643 -

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	-	-	936	-
HCM Lane V/C Ratio	0.026	-	-	0.005	-
HCM Control Delay (s)	12.6	-	-	8.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑		↙	↑			↕			↕	
Traffic Vol, veh/h	12	801	4	1	518	3	25	1	1	16	5	16
Future Vol, veh/h	12	801	4	1	518	3	25	1	1	16	5	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	59	59	59	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	871	4	1	563	3	42	2	2	25	8	25

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	566	0	0	875	0	0	1482	1467	873	1468	1468	565
Stage 1	-	-	-	-	-	-	899	899	-	567	567	-
Stage 2	-	-	-	-	-	-	583	568	-	901	901	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1006	-	-	771	-	-	103	128	349	106	128	524
Stage 1	-	-	-	-	-	-	334	358	-	508	507	-
Stage 2	-	-	-	-	-	-	498	506	-	333	357	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1006	-	-	771	-	-	93	126	349	103	126	524
Mov Cap-2 Maneuver	-	-	-	-	-	-	93	126	-	103	126	-
Stage 1	-	-	-	-	-	-	330	353	-	501	506	-
Stage 2	-	-	-	-	-	-	467	505	-	326	352	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	0.1		0		71.6			38.2		
HCM LOS					F			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	97	1006	-	-	771	-	-	164
HCM Lane V/C Ratio	0.472	0.013	-	-	0.001	-	-	0.347
HCM Control Delay (s)	71.6	8.6	-	-	9.7	-	-	38.2
HCM Lane LOS	F	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	2	0	-	-	0	-	-	1.4



Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	5	4	5	0	4	55
Future Vol, veh/h	5	4	5	0	4	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, %	0	-	0	-	-	0
Peak Hour Factor	75	75	92	92	64	64
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	5	5	0	6	86

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	103	5	0	0	5	0
Stage 1	5	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	895	1078	-	-	1616	-
Stage 1	1018	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	891	1078	-	-	1616	-
Mov Cap-2 Maneuver	891	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	922	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	965	1616
HCM Lane V/C Ratio	-	-	0.012	0.004
HCM Control Delay (s)	-	-	8.8	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0



Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	3	34	96	6	12	95
Future Vol, veh/h	3	34	96	6	12	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	37	104	7	13	103

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	237	108	0	0	111	0
Stage 1	108	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	751	946	-	-	1479	-
Stage 1	916	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	744	946	-	-	1479	-
Mov Cap-2 Maneuver	744	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	889	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	926	1479
HCM Lane V/C Ratio	-	-	0.043	0.009
HCM Control Delay (s)	-	-	9.1	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

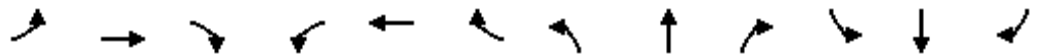


Lanes, Volumes, Timings

2023 No Action

30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6

Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	607	51	45	620	177	51	25	51	333	33	90
Future Volume (vph)	86	607	51	45	620	177	51	25	51	333	33	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	10	11	11	14	14	14	11	11	12
Storage Length (ft)	45		0	80		0	0		0	135		135
Storage Lanes	1		0	1		0	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	1.00				1.00							
Frt		0.988			0.967				0.850			0.850
Flt Protected	0.950			0.950				0.968		0.950	0.961	
Satd. Flow (prot)	1678	3262	0	1652	3222	0	0	1923	1689	1609	1631	1583
Flt Permitted	0.194			0.297				0.673		0.950	0.961	
Satd. Flow (perm)	342	3262	0	516	3222	0	0	1337	1689	1609	1631	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			46				182			182
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1070			371			135				410
Travel Time (s)		18.2			6.3			3.1				9.3
Confl. Peds. (#/hr)	1						1					
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	6%	2%	2%	4%	5%	2%	2%	2%	3%	2%	2%
Adj. Flow (vph)	96	674	57	50	689	197	57	28	57	370	37	100
Shared Lane Traffic (%)										45%		
Lane Group Flow (vph)	96	731	0	50	886	0	0	85	57	203	204	100
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			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.09	1.04	1.04	0.92	0.92	0.92	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		0	2		0	2	0	2	2	0
Detector Template				Thru			Thru		Thru			Thru
Leading Detector (ft)	83	83		0	83		50	83	0	83	83	0
Trailing Detector (ft)	-5	-5		0	-5		0	-5	0	-5	-5	0
Detector 1 Position(ft)	-5	-5		0	-5		0	-5	0	-5	-5	0
Detector 1 Size(ft)	40	40		0	40		0	40	0	40	40	0
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	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	
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												



Lanes, Volumes, Timings

2023 No Action

30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6

Weekday AM

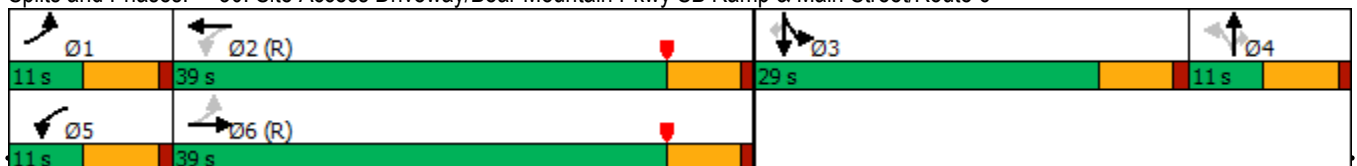


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2			4		3	3	
Permitted Phases	6			2			4		4			3
Detector Phase	1	6		5	2		4	4	4	3	3	3
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	32.0		11.0	32.0		11.0	11.0	11.0	29.0	29.0	29.0
Total Split (s)	11.0	39.0		11.0	39.0		11.0	11.0	11.0	29.0	29.0	29.0
Total Split (%)	12.2%	43.3%		12.2%	43.3%		12.2%	12.2%	12.2%	32.2%	32.2%	32.2%
Maximum Green (s)	5.0	33.0		5.0	33.0		5.0	5.0	5.0	23.0	23.0	23.0
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		Lead	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		3.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		8.0			8.0					7.0	7.0	7.0
Flash Dont Walk (s)		18.0			18.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		5			5					5	5	5
Act Effct Green (s)	41.9	38.9		40.7	36.4			10.4	10.4	16.1	16.1	16.1
Actuated g/C Ratio	0.47	0.43		0.45	0.40			0.12	0.12	0.18	0.18	0.18
v/c Ratio	0.41	0.52		0.17	0.67			0.55	0.16	0.70	0.70	0.23
Control Delay	18.0	21.5		15.8	25.0			56.2	1.0	47.3	46.8	1.2
Queue Delay	0.0	0.0		0.0	0.6			0.0	0.0	0.4	0.4	0.0
Total Delay	18.0	21.5		15.8	25.6			56.2	1.0	47.7	47.1	1.2
LOS	B	C		B	C			E	A	D	D	A
Approach Delay		21.1			25.0			34.1			38.3	
Approach LOS		C			C			C			D	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.70
Intersection Signal Delay:	27.0
Intersection LOS:	C
Intersection Capacity Utilization	59.3%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6





Lanes, Volumes, Timings  
 31: Bear Mountain Pkwy NB Ramp/Driveway & Main Street/Route 6

2023 No Action  
 Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖	↕↕		↖	↖			↕↕	
Traffic Volume (vph)	60	874	57	201	721	60	40	24	27	45	15	82
Future Volume (vph)	60	874	57	201	721	60	40	24	27	45	15	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	11	12	12	12	12	12
Grade (%)		1%			0%			-4%			-1%	
Storage Length (ft)	0		0	0		0	65		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							0.99
Frt		0.991			0.988			0.921				0.922
Flt Protected		0.997		0.950			0.950					0.984
Satd. Flow (prot)	0	3358	0	1711	3429	0	1745	1732	0	0	1686	0
Flt Permitted		0.839		0.231			0.506				0.873	
Satd. Flow (perm)	0	2825	0	416	3429	0	929	1732	0	0	1495	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			18			29				75
Link Speed (mph)		40			40			30				30
Link Distance (ft)		371			729			266				129
Travel Time (s)		6.3			12.4			6.0				2.9
Confl. Peds. (#/hr)	1						1				1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	6%	5%	2%	4%	2%	2%	2%	4%	2%	2%	2%
Adj. Flow (vph)	64	930	61	214	767	64	43	26	29	48	16	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1055	0	214	831	0	43	55	0	0	151	0
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)		11			11			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.04	1.00	1.00	1.02	0.97	0.97	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0		0	0		0	0		0	0	
Detector Template	Thru	Thru		Thru	Thru		Thru	Thru		Thru	Thru	
Leading Detector (ft)	50	0		0	0		0	0		50	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		4		3	8			2				6
Permitted Phases	4			8			2			6		
Detector Phase	4	4		3	8		2	2		6		6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.0	23.0		10.0	23.0		11.0	11.0		11.0	11.0	
Total Split (s)	45.0	45.0		15.0	60.0		30.0	30.0		30.0	30.0	
Total Split (%)	50.0%	50.0%		16.7%	66.7%		33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	40.0	40.0		10.0	55.0		25.0	25.0		25.0	25.0	



Lanes, Volumes, Timings  
 31: Bear Mountain Pkwy NB Ramp/Driveway & Main Street/Route 6

2023 No Action  
 Weekday AM

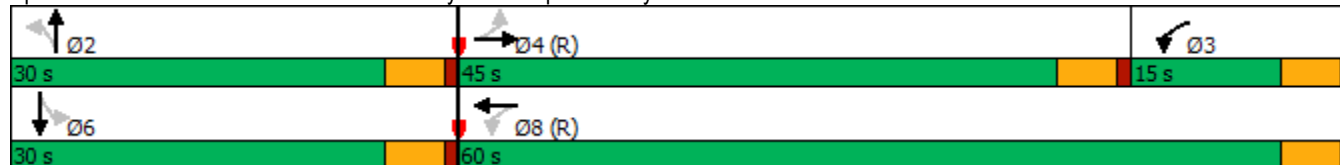


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0		5.0	5.0		5.0	5.0			5.0	
Lead/Lag	Lead	Lead		Lag								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		Min	C-Min		None	None		None	None	
Act Effct Green (s)		57.8		69.7	69.7		10.3	10.3			10.3	
Actuated g/C Ratio		0.64		0.77	0.77		0.11	0.11			0.11	
v/c Ratio		0.58		0.51	0.31		0.41	0.25			0.64	
Control Delay		6.6		12.6	3.7		46.6	22.2			31.6	
Queue Delay		0.2		0.0	0.0		0.2	0.0			0.3	
Total Delay		6.8		12.6	3.7		46.8	22.2			31.9	
LOS		A		B	A		D	C			C	
Approach Delay		6.8			5.5			33.0			31.9	
Approach LOS		A			A			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.64
Intersection Signal Delay:	8.9
Intersection LOS:	A
Intersection Capacity Utilization:	77.1%
ICU Level of Service:	D
Analysis Period (min):	15





















Splits and Phases: 31: Bear Mountain Pkwy NB Ramp/Driveway & Main Street/Route 6





Lanes, Volumes, Timings  
1: Dayton Lane & Main Street/Route 6

2023 No Action  
Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	693	146	152	573	33	301	1	56	29	1	44
Future Volume (vph)	45	693	146	152	573	33	301	1	56	29	1	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	12	12	10	10	10
Storage Length (ft)	100		0	210		0	85		0	0		80
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.974			0.992			0.852				0.850
Flt Protected	0.950			0.950			0.950				0.954	
Satd. Flow (prot)	1711	3279	0	1711	3332	0	1711	1587	0	0	1659	1478
Flt Permitted	0.402			0.211			0.737				0.766	
Satd. Flow (perm)	724	3279	0	380	3332	0	1327	1587	0	0	1332	1478
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		31			7							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		653			1740			256			224	
Travel Time (s)		14.8			39.5			5.8			5.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.95	0.95	0.95	0.96	0.96	0.96
Heavy Vehicles (%)	2%	4%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	46	707	149	155	585	34	317	1	59	30	1	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	856	0	155	619	0	317	60	0	0	31	46
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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		1	2	2
Detector Template								Thru		Left		Thru
Leading Detector (ft)	80	0		80	0		80	80		30	80	80
Trailing Detector (ft)	-10	0		-10	0		-10	-10		-10	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	-10
Detector 1 Size(ft)	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
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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	40			40			40	40			40	40
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		pm+pt	NA		Perm	NA		Perm	NA	pm+ov



Lanes, Volumes, Timings  
1: Dayton Lane & Main Street/Route 6

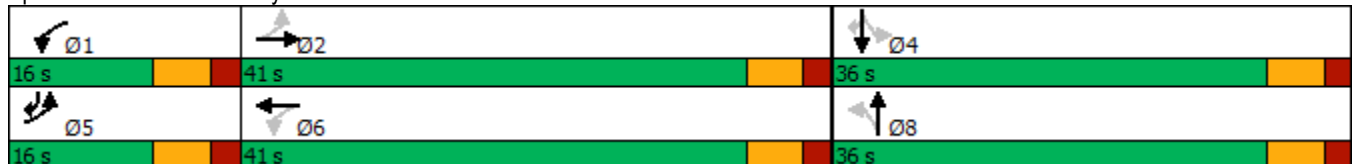
2023 No Action  
Weekday PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		8.0	8.0		8.0	8.0	5.0
Minimum Split (s)	11.0	41.0		11.0	41.0		26.0	26.0		26.0	26.0	11.0
Total Split (s)	16.0	41.0		16.0	41.0		36.0	36.0		36.0	36.0	16.0
Total Split (%)	17.2%	44.1%		17.2%	44.1%		38.7%	38.7%		38.7%	38.7%	17.2%
Maximum Green (s)	10.0	35.0		10.0	35.0		30.0	30.0		30.0	30.0	10.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
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		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	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
Recall Mode	None	Max		None	Max		None	None		None	None	None
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		15.0								16.0	16.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)	42.1	35.2		47.2	39.9		24.6	24.6		24.6	24.6	37.5
Actuated g/C Ratio	0.49	0.41		0.54	0.46		0.28	0.28		0.28	0.28	0.43
v/c Ratio	0.11	0.63		0.45	0.40		0.84	0.13		0.08	0.07	0.07
Control Delay	10.4	23.5		14.2	18.4		49.9	23.5		22.8	14.2	14.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	10.4	23.5		14.2	18.4		49.9	23.5		22.8	14.2	14.2
LOS	B	C		B	B		D	C		C	B	B
Approach Delay		22.8			17.6			45.7			17.7	
Approach LOS		C			B			D			B	

Intersection Summary

Area Type:	Other
Cycle Length:	93
Actuated Cycle Length:	86.8
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.84
Intersection Signal Delay:	24.8
Intersection LOS:	C
Intersection Capacity Utilization:	70.6%
ICU Level of Service:	C
Analysis Period (min):	15

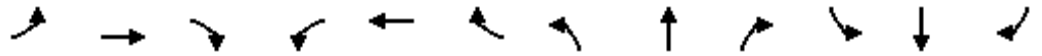
Splits and Phases: 1: Dayton Lane & Main Street/Route 6





Lanes, Volumes, Timings  
2: Conklin Avenue & Main Street/Route 6

2023 No Action  
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	663	40	180	643	10	24	11	227	17	10	24
Future Volume (vph)	10	663	40	180	643	10	24	11	227	17	10	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12	12	12	12	12	12	12
Storage Length (ft)	110		0	210		0	0		50	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.991			0.998				0.850		0.937	
Fl <sub>t</sub> Protected	0.950			0.950				0.967			0.984	
Satd. Flow (prot)	1652	3382	0	1652	3401	0	0	1801	1583	0	1717	0
Fl <sub>t</sub> Permitted	0.374			0.320				0.830			0.872	
Satd. Flow (perm)	650	3382	0	556	3401	0	0	1546	1583	0	1522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			2				270			28
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1740			1071			1934			260	
Travel Time (s)		39.5			24.3			44.0			5.9	
Peak Hour Factor	0.86	0.86	0.86	0.92	0.92	0.92	0.84	0.84	0.84	0.86	0.86	0.86
Heavy Vehicles (%)	2%	6%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	12	771	47	196	699	11	29	13	270	20	12	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	818	0	196	710	0	0	42	270	0	60	0
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)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.09	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
Number of Detectors	2	2		2	2		1	2	2	1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left		
Leading Detector (ft)	80	80		80	80		30	80	80	30	30	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10	-10	-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10	-10	-10	-10	
Detector 1 Size(ft)	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	
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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)	40	40		40	40			40	40			
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		pm+pt	NA		Perm	NA	Perm	Perm	NA	







Lanes, Volumes, Timings  
3: Lexington Avenue & Route 6/Main Street

2023 No Action  
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	772	210	59	937	70	220	112	124	78	95	170
Future Volume (vph)	185	772	210	59	937	70	220	112	124	78	95	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	350		0	225		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.990			0.921			0.904	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1746	0	1752	1778	0	1752	1699	0	1752	1668	0
Flt Permitted	0.046			0.049			0.161			0.409		
Satd. Flow (perm)	85	1746	0	90	1778	0	297	1699	0	754	1668	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		12			3							
Link Speed (mph)		35			35			30				30
Link Distance (ft)		440			527			466				490
Travel Time (s)		8.6			10.3			10.6				11.1
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.98	0.98	0.98	0.91	0.91	0.91
Heavy Vehicles (%)	3%	6%	3%	3%	6%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	195	813	221	61	976	73	224	114	127	86	104	187
Shared Lane Traffic (%)												
Lane Group Flow (vph)	195	1034	0	61	1049	0	224	241	0	86	291	0
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	1.00	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
Number of Detectors	2	1		2	1		2	2		2	2	
Detector Template	Left			Left			Left	Thru		Left	Thru	
Leading Detector (ft)	80	30		80	30		80	80		80	80	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	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	
Detector 1 Channel												
Detector 1 Extend (s)	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	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	40			40			40	40		40	40	
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		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	



Lanes, Volumes, Timings  
3: Lexington Avenue & Route 6/Main Street

2023 No Action  
Weekday PM

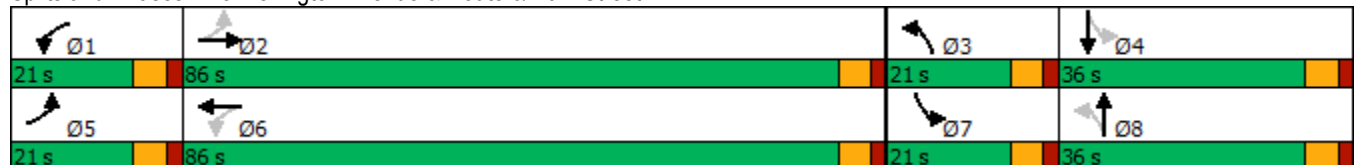


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2				6		8				4	
Detector Phase	5	2			1	6	3	8			7	4
Switch Phase												
Minimum Initial (s)	3.0	10.0			3.0	10.0	3.0	3.0			3.0	3.0
Minimum Split (s)	9.0	35.0			9.0	40.0	9.0	29.0			9.0	9.0
Total Split (s)	21.0	86.0			21.0	86.0	21.0	36.0			21.0	36.0
Total Split (%)	12.8%	52.4%			12.8%	52.4%	12.8%	22.0%			12.8%	22.0%
Maximum Green (s)	15.0	80.0			15.0	80.0	15.0	30.0			15.0	30.0
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0	4.0			4.0	4.0
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0			2.0	2.0
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			Lead	Lag	Lead	Lag			Lead	Lag
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes			Yes	Yes
Vehicle Extension (s)	2.0	3.0			2.0	2.0	2.0	2.0			2.0	2.0
Recall Mode	None	Min			None	Min	None	None			None	None
Walk Time (s)	7.0				7.0		7.0					
Flash Dont Walk (s)	22.0				27.0		16.0					
Pedestrian Calls (#/hr)	0				0		0					
Act Effct Green (s)	100.7	90.0			87.3	80.0	48.5	34.0			40.1	29.5
Actuated g/C Ratio	0.62	0.55			0.53	0.49	0.30	0.21			0.25	0.18
v/c Ratio	0.95	1.07			0.50	1.20	1.01	0.68			0.35	0.97
Control Delay	98.3	85.2			35.4	140.1	110.3	71.2			45.5	109.3
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	98.3	85.2			35.4	140.1	110.3	71.2			45.5	109.3
LOS	F	F			D	F	F	E			D	F
Approach Delay	87.3				134.4		90.0				94.8	
Approach LOS	F				F		F				F	

Intersection Summary

Area Type:	Other
Cycle Length:	164
Actuated Cycle Length:	163.5
Natural Cycle:	140
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.20
Intersection Signal Delay:	105.0
Intersection LOS:	F
Intersection Capacity Utilization	111.4%
ICU Level of Service	H
Analysis Period (min)	15

Splits and Phases: 3: Lexington Avenue & Route 6/Main Street





Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	41	91	267	64	67	232
Future Vol, veh/h	41	91	267	64	67	232
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	78	78	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	98	342	82	69	239

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	760	383	0	0	424
Stage 1	383	-	-	-	-
Stage 2	377	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	374	664	-	-	1135
Stage 1	689	-	-	-	-
Stage 2	694	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	348	664	-	-	1135
Mov Cap-2 Maneuver	348	-	-	-	-
Stage 1	689	-	-	-	-
Stage 2	645	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.6	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	518	1135
HCM Lane V/C Ratio	-	-	0.274	0.061
HCM Control Delay (s)	-	-	14.6	8.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.1	0.2



Intersection						
Int Delay, s/veh	19.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	172	79	292	197	107	167
Future Vol, veh/h	172	79	292	197	107	167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	78	78	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	189	87	374	253	135	211

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	982	501	0	0	627
Stage 1	501	-	-	-	-
Stage 2	481	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	276	570	-	-	955
Stage 1	609	-	-	-	-
Stage 2	622	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	232	570	-	-	955
Mov Cap-2 Maneuver	232	-	-	-	-
Stage 1	609	-	-	-	-
Stage 2	522	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	84.9	0	3.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	285	955
HCM Lane V/C Ratio	-	-	0.968	0.142
HCM Control Delay (s)	-	-	84.9	9.4
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	9.6	0.5



Intersection						
Int Delay, s/veh	83.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	135	422	434	339	171	184
Future Vol, veh/h	135	422	434	339	171	184
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	93	93	97	97
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	144	449	467	365	176	190

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	832	0	-	0	1387 650
Stage 1	-	-	-	-	650 -
Stage 2	-	-	-	-	737 -
Critical Hdwy	4.14	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.236	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	792	-	-	-	~ 158 469
Stage 1	-	-	-	-	520 -
Stage 2	-	-	-	-	473 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	792	-	-	-	~ 129 469
Mov Cap-2 Maneuver	-	-	-	-	~ 129 -
Stage 1	-	-	-	-	425 -
Stage 2	-	-	-	-	473 -

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	\$ 404.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	792	-	-	-	207
HCM Lane V/C Ratio	0.181	-	-	-	1.768
HCM Control Delay (s)	10.6	-	-	-	\$ 404.2
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.7	-	-	-	25.3

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



Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	585	5	2	766	1	2
Future Vol, veh/h	585	5	2	766	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	92	92	75	75
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	603	5	2	833	1	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	608	0	1443 606
Stage 1	-	-	-	-	606 -
Stage 2	-	-	-	-	837 -
Critical Hdwy	-	-	4.14	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.236	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	961	-	146 497
Stage 1	-	-	-	-	545 -
Stage 2	-	-	-	-	425 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	961	-	146 497
Mov Cap-2 Maneuver	-	-	-	-	146 -
Stage 1	-	-	-	-	545 -
Stage 2	-	-	-	-	424 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	276	-	-	961	-
HCM Lane V/C Ratio	0.014	-	-	0.002	-
HCM Control Delay (s)	18.2	-	-	8.8	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-



Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕				
Traffic Vol, veh/h	44	540	3	5	760	75	8	5	31	0	0	0
Future Vol, veh/h	44	540	3	5	760	75	8	5	31	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	93	93	93	95	95	95	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	45	551	3	5	817	81	8	5	33	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	898	0	0	554	0	0	1511	1551	553
Stage 1	-	-	-	-	-	-	643	643	-
Stage 2	-	-	-	-	-	-	868	908	-
Critical Hdwy	4.14	-	-	4.14	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	748	-	-	1006	-	-	132	114	533
Stage 1	-	-	-	-	-	-	523	468	-
Stage 2	-	-	-	-	-	-	411	354	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	748	-	-	1006	-	-	123	0	533
Mov Cap-2 Maneuver	-	-	-	-	-	-	123	0	-
Stage 1	-	-	-	-	-	-	492	0	-
Stage 2	-	-	-	-	-	-	409	0	-

Approach	EB			WB			NB		
HCM Control Delay, s	0.8			0.1			18.3		
HCM LOS							C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	317	748	-	-	1006	-	-
HCM Lane V/C Ratio	0.146	0.06	-	-	0.005	-	-
HCM Control Delay (s)	18.3	10.1	-	-	8.6	-	-
HCM Lane LOS	C	B	-	-	A	-	-
HCM 95th %tile Q(veh)	0.5	0.2	-	-	0	-	-



Lanes, Volumes, Timings  
 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road

2023 No Action  
 Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	516	55	117	640	0	81	0	97	154	23	119
Future Volume (vph)	0	516	55	117	640	0	81	0	97	154	23	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	12	12	11
Storage Length (ft)	0		0	200		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Frt		0.987						0.926				0.850
Flt Protected				0.950				0.978			0.958	
Satd. Flow (prot)	0	1803	0	1736	1827	0	0	1574	0	0	1785	1531
Flt Permitted				0.191				0.763			0.494	
Satd. Flow (perm)	0	1803	0	349	1827	0	0	1228	0	0	920	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6						135				135
Link Speed (mph)		40			40			30				10
Link Distance (ft)		413			783			1485				156
Travel Time (s)		7.0			13.3			33.8				10.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.77	0.77	0.77	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	561	60	127	696	0	105	0	126	167	25	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	621	0	127	696	0	0	231	0	0	192	129
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			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	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.00	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		2	2		1	2		1	2	2
Detector Template		Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)		80		80	80		30	80		30	80	80
Trailing Detector (ft)		-10		-10	-10		-10	-10		-10	-10	-10
Detector 1 Position(ft)		-10		-10	-10		-10	-10		-10	-10	-10
Detector 1 Size(ft)		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
Detector 1 Channel												
Detector 1 Extend (s)		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
Detector 1 Delay (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		40		40	40			40			40	40
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		NA		pm+pt	NA		Perm	NA		Perm	NA	Perm



Lanes, Volumes, Timings  
 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road

2023 No Action  
 Weekday PM

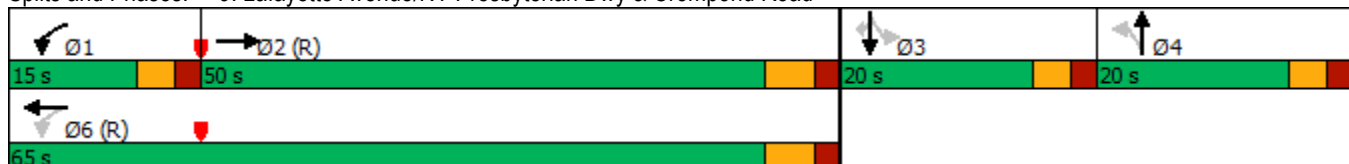


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2		1	6			4			3	
Permitted Phases				6			4			3		3
Detector Phase		2		1	6		4	4		3	3	3
Switch Phase												
Minimum Initial (s)		10.0		5.0	10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)		16.0		10.0	16.0		12.0	12.0		12.0	12.0	12.0
Total Split (s)		50.0		15.0	65.0		20.0	20.0		20.0	20.0	20.0
Total Split (%)		47.6%		14.3%	61.9%		19.0%	19.0%		19.0%	19.0%	19.0%
Maximum Green (s)		44.0		10.0	59.0		15.0	15.0		15.0	15.0	15.0
Yellow Time (s)		4.0		3.0	4.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)		2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
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		5.0	6.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag		Lag		Lead			Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?		Yes		Yes			Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode		C-Max		None	C-Max		None	None		None	None	None
Act Effct Green (s)		47.6		62.3	61.3			12.7			15.0	15.0
Actuated g/C Ratio		0.45		0.59	0.58			0.12			0.14	0.14
v/c Ratio		0.76		0.40	0.65			0.87			1.47	0.39
Control Delay		32.1		19.9	30.4			49.0			280.6	10.1
Queue Delay		0.0		0.0	0.0			0.0			0.0	0.0
Total Delay		32.1		19.9	30.4			49.0			280.6	10.1
LOS		C		B	C			D			F	B
Approach Delay		32.1			28.8			49.0			171.9	
Approach LOS		C			C			D			F	

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.47  
 Intersection Signal Delay: 55.2  
 Intersection LOS: E  
 Intersection Capacity Utilization 67.4%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road





Lanes, Volumes, Timings  
10: Crompond Road & Conklin Avenue

2023 No Action  
Weekday PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	216	551	621	59	75	141
Future Volume (vph)	216	551	621	59	75	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	11	11
Storage Length (ft)	125			0	0	125
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.988			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1678	1827	1805	0	1711	1531
Flt Permitted	0.230				0.950	
Satd. Flow (perm)	406	1827	1805	0	1711	1531
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			6			124
Link Speed (mph)		40	40		30	
Link Distance (ft)		783	962		1934	
Travel Time (s)		13.3	16.4		44.0	
Peak Hour Factor	0.95	0.95	0.90	0.90	0.85	0.85
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	227	580	690	66	88	166
Shared Lane Traffic (%)						
Lane Group Flow (vph)	227	580	756	0	88	166
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	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	1.04	1.00	1.00	1.00	1.04	1.04
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	80	80	80		80	80
Trailing Detector (ft)	-10	-10	-10		-10	-10
Detector 1 Position(ft)	-10	-10	-10		-10	-10
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	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
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	40	40	40		40	40
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	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
Turn Type	pm+pt	NA	NA		Perm	pm+ov



Lanes, Volumes, Timings  
10: Crompond Road & Conklin Avenue

2023 No Action  
Weekday PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	5	2	6			5
Permitted Phases	2				3	3
Detector Phase	5	2	6		3	5
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0		10.0	5.0
Minimum Split (s)	10.0	16.0	16.0		15.0	10.0
Total Split (s)	20.0	70.0	50.0		35.0	20.0
Total Split (%)	19.0%	66.7%	47.6%		33.3%	19.0%
Maximum Green (s)	15.0	64.0	44.0		30.0	15.0
Yellow Time (s)	3.0	4.0	4.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0		5.0	5.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	C-Max	C-Max		None	None
Act Effct Green (s)	86.2	86.4	66.5		11.8	27.5
Actuated g/C Ratio	0.82	0.82	0.63		0.11	0.26
v/c Ratio	0.45	0.39	0.66		0.46	0.34
Control Delay	3.1	1.1	19.0		51.2	9.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.1	1.1	19.0		51.2	9.3
LOS	A	A	B		D	A
Approach Delay		1.6	19.0		23.8	
Approach LOS		A	B		C	

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 46 (44%), Referenced to phase 2:EBTL and 6:WBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 12.0  
 Intersection LOS: B  
 Intersection Capacity Utilization 69.9%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 10: Crompond Road & Conklin Avenue





Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	624	10	29	689	5	12
Future Vol, veh/h	624	10	29	689	5	12
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	95	95	92	92	67	67
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	657	11	32	749	7	18

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	668	0	1476 663
Stage 1	-	-	-	-	663 -
Stage 2	-	-	-	-	813 -
Critical Hdwy	-	-	4.14	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.236	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	912	-	139 461
Stage 1	-	-	-	-	512 -
Stage 2	-	-	-	-	436 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	912	-	131 461
Mov Cap-2 Maneuver	-	-	-	-	131 -
Stage 1	-	-	-	-	512 -
Stage 2	-	-	-	-	410 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	20
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	265	-	-	912	-
HCM Lane V/C Ratio	0.096	-	-	0.035	-
HCM Control Delay (s)	20	-	-	9.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-



Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	538	10	23	675	0	32	0	91	0	0	0
Future Vol, veh/h	12	538	10	23	675	0	32	0	91	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	93	93	93	91	91	91	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	13	572	11	25	726	0	35	0	100	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	726	0	0	583	0	0	1380	1380	578	1430	1385	726
Stage 1	-	-	-	-	-	-	604	604	-	776	776	-
Stage 2	-	-	-	-	-	-	776	776	-	654	609	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	868	-	-	982	-	-	122	144	516	112	143	425
Stage 1	-	-	-	-	-	-	485	488	-	390	407	-
Stage 2	-	-	-	-	-	-	390	407	-	456	485	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	868	-	-	982	-	-	116	135	516	86	134	425
Mov Cap-2 Maneuver	-	-	-	-	-	-	116	135	-	86	134	-
Stage 1	-	-	-	-	-	-	474	477	-	381	389	-
Stage 2	-	-	-	-	-	-	373	389	-	360	474	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			30.6			0		
HCM LOS							D			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	272	868	-	-	982	-	-	-
HCM Lane V/C Ratio	0.497	0.015	-	-	0.025	-	-	-
HCM Control Delay (s)	30.6	9.2	0	-	8.8	0	-	0
HCM Lane LOS	D	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	2.6	0	-	-	0.1	-	-	-



Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	599	0	0	648	2	0	0	0	1	0	32
Future Vol, veh/h	25	599	0	0	648	2	0	0	0	1	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	97	97	97	92	92	92	86	86	86
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	27	644	0	0	668	2	0	0	0	1	0	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	670	0	0	644	0	0	1386	1368	644	1367	1367	669
Stage 1	-	-	-	-	-	-	698	698	-	669	669	-
Stage 2	-	-	-	-	-	-	688	670	-	698	698	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	911	-	-	931	-	-	120	147	473	124	147	458
Stage 1	-	-	-	-	-	-	431	442	-	447	456	-
Stage 2	-	-	-	-	-	-	436	455	-	431	442	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	911	-	-	931	-	-	106	140	473	120	140	458
Mov Cap-2 Maneuver	-	-	-	-	-	-	106	140	-	120	140	-
Stage 1	-	-	-	-	-	-	411	422	-	426	456	-
Stage 2	-	-	-	-	-	-	401	455	-	411	422	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0			0			14.4		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	911	-	-	931	-	-	422
HCM Lane V/C Ratio	-	0.03	-	-	-	-	-	0.091
HCM Control Delay (s)	0	9.1	0	-	0	-	-	14.4
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.3



Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	595	5	2	649	0	1	0	3	0	0	0
Future Vol, veh/h	0	595	5	2	649	0	1	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	50	50	50	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	620	5	2	676	0	2	0	6	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	676	0	0	625	0	0	1303	1303	623	1306	1305	676
Stage 1	-	-	-	-	-	-	623	623	-	680	680	-
Stage 2	-	-	-	-	-	-	680	680	-	626	625	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	906	-	-	947	-	-	138	161	486	137	160	453
Stage 1	-	-	-	-	-	-	474	478	-	441	451	-
Stage 2	-	-	-	-	-	-	441	451	-	472	477	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	906	-	-	947	-	-	138	161	486	135	160	453
Mov Cap-2 Maneuver	-	-	-	-	-	-	138	161	-	135	160	-
Stage 1	-	-	-	-	-	-	474	478	-	441	450	-
Stage 2	-	-	-	-	-	-	440	450	-	466	477	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			17.4			0		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	298	906	-	-	947	-	-	-
HCM Lane V/C Ratio	0.027	-	-	-	0.002	-	-	-
HCM Control Delay (s)	17.4	0	-	-	8.8	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-



Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	595	3	6	648	3	5
Future Vol, veh/h	595	3	6	648	3	5
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	91	91	93	93	50	50
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	654	3	6	697	6	10

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	657	0	1365 656
Stage 1	-	-	-	-	656 -
Stage 2	-	-	-	-	709 -
Critical Hdwy	-	-	4.14	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.236	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	921	-	162 465
Stage 1	-	-	-	-	516 -
Stage 2	-	-	-	-	488 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	921	-	160 465
Mov Cap-2 Maneuver	-	-	-	-	160 -
Stage 1	-	-	-	-	516 -
Stage 2	-	-	-	-	483 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	19.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	271	-	-	921	-
HCM Lane V/C Ratio	0.059	-	-	0.007	-
HCM Control Delay (s)	19.1	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-



Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	596	4	7	651	3	5
Future Vol, veh/h	596	4	7	651	3	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	67	67
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	648	4	8	708	4	7

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	652	0	1374
Stage 1	-	-	-	-	650
Stage 2	-	-	-	-	724
Critical Hdwy	-	-	4.14	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-	3.518
Pot Cap-1 Maneuver	-	-	925	-	160
Stage 1	-	-	-	-	520
Stage 2	-	-	-	-	480
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	925	-	158
Mov Cap-2 Maneuver	-	-	-	-	158
Stage 1	-	-	-	-	520
Stage 2	-	-	-	-	473

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	18.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	270	-	-	925	-
HCM Lane V/C Ratio	0.044	-	-	0.008	-
HCM Control Delay (s)	18.9	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↕	
Traffic Vol, veh/h	32	569	648	5	3	10
Future Vol, veh/h	32	569	648	5	3	10
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	88	88	92	92	65	65
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	36	647	704	5	5	15

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	709	0	0	1426	707
Stage 1	-	-	-	707	-
Stage 2	-	-	-	719	-
Critical Hdwy	4.14	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	3.518	3.318
Pot Cap-1 Maneuver	881	-	-	149	435
Stage 1	-	-	-	489	-
Stage 2	-	-	-	483	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	881	-	-	139	435
Mov Cap-2 Maneuver	-	-	-	139	-
Stage 1	-	-	-	458	-
Stage 2	-	-	-	483	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	18.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	881	-	-	-	292
HCM Lane V/C Ratio	0.041	-	-	-	0.068
HCM Control Delay (s)	9.3	0	-	-	18.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2



Lanes, Volumes, Timings  
 18: Crompond Road & Bear Mountain Parkway

2023 No Action  
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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Lane Configurations		↕	↑	↗	↘					
Traffic Volume (vph)	34	538	623	733	605	30				
Future Volume (vph)	34	538	623	733	605	30				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	13	13	12	12	13	12				
Storage Length (ft)	0			160	0	0				
Storage Lanes	0			1	1	0				
Taper Length (ft)	25				25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Fr <sub>t</sub>				0.850	0.994					
Fl <sub>t</sub> Protected		0.997			0.955					
Satd. Flow (prot)	0	1884	1827	1583	1827	0				
Fl <sub>t</sub> Permitted		0.648			0.955					
Satd. Flow (perm)	0	1225	1827	1583	1827	0				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				482	2					
Link Speed (mph)		45	45		45					
Link Distance (ft)		1145	665		990					
Travel Time (s)		17.3	10.1		15.0					
Peak Hour Factor	0.95	0.95	0.99	0.99	0.98	0.98				
Heavy Vehicles (%)	2%	4%	4%	2%	2%	2%				
Adj. Flow (vph)	36	566	629	740	617	31				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	602	629	740	648	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Left	Left	Right	Left	Right				
Median Width(ft)		11	11		23					
Link Offset(ft)		0	0		0					
Crosswalk Width(ft)		16	16		16					
Two way Left Turn Lane										
Headway Factor	0.96	0.96	1.00	1.00	0.96	1.00				
Turning Speed (mph)	15			9	15	9				
Number of Detectors	1	0	0	0	2					
Detector Template	Left				Thru					
Leading Detector (ft)	30	0	0	0	80					
Trailing Detector (ft)	-10	0	0	0	-10					
Detector 1 Position(ft)	-10	-10	-10	-10	-10					
Detector 1 Size(ft)	40	40	40	40	40					
Detector 1 Type	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					
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0					
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0					
Detector 2 Position(ft)					40					
Detector 2 Size(ft)					40					
Detector 2 Type					Cl+Ex					
Detector 2 Channel										
Detector 2 Extend (s)					0.0					
Turn Type	Perm	NA	NA	custom	Prot					

Lanes, Volumes, Timings  
 18: Crompond Road & Bear Mountain Parkway

2023 No Action  
 Weekday PM

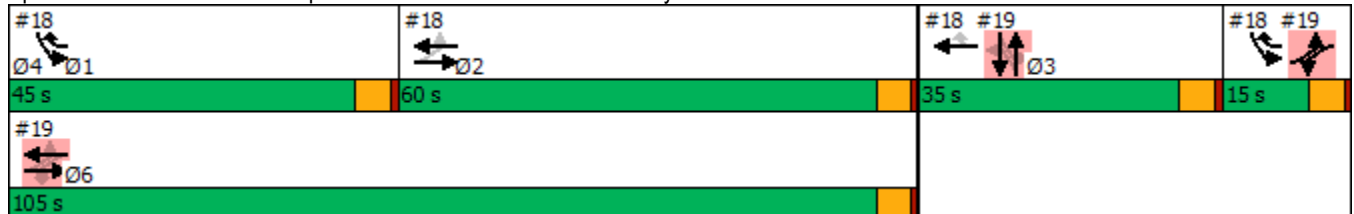


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Protected Phases		2	2 3	1 4	1 4		1	3	4	6
Permitted Phases	2			3						
Detector Phase	2	2	2 3	1 4	1 4					
Switch Phase										
Minimum Initial (s)	3.0	3.0					3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	8.0					13.0	21.0	8.0	8.0
Total Split (s)	60.0	60.0					45.0	35.0	15.0	105.0
Total Split (%)	38.7%	38.7%					29%	23%	10%	68%
Maximum Green (s)	55.0	55.0					40.0	30.0	10.0	100.0
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								
Total Lost Time (s)		5.0								
Lead/Lag	Lag	Lag					Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes					Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0					2.0	2.0	2.0	2.0
Recall Mode	Max	Max					None	None	None	Max
Act Effct Green (s)		55.0	89.6	89.6	55.0					
Actuated g/C Ratio		0.36	0.58	0.58	0.36					
v/c Ratio		1.38	0.59	0.66	1.00					
Control Delay		224.3	13.9	13.8	83.2					
Queue Delay		0.0	4.4	1.6	35.5					
Total Delay		224.3	18.3	15.4	118.7					
LOS		F	B	B	F					
Approach Delay		224.3	16.7		118.7					
Approach LOS		F	B		F					

Intersection Summary

Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	154.6
Natural Cycle:	130
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.38
Intersection Signal Delay:	89.7
Intersection LOS:	F
Intersection Capacity Utilization:	99.9%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 18: Crompond Road & Bear Mountain Parkway





Lanes, Volumes, Timings  
 19: Croton Avenue/Maple Row & Crompond Road

2023 No Action  
 Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	950	134	125	1135	66	167	47	92	54	40	54
Future Volume (vph)	50	950	134	125	1135	66	167	47	92	54	40	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	12	12	10	12	12	12	12
Storage Length (ft)	125		75	100		0	175		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	50			75			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.992			0.901			0.951	
Flt Protected	0.950			0.950			0.950				0.982	
Satd. Flow (prot)	1678	1766	1501	1678	1752	0	1752	1551	0	0	1740	0
Flt Permitted	0.040			0.116			0.525				0.672	
Satd. Flow (perm)	71	1766	1501	205	1752	0	968	1551	0	0	1190	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			49		4			56			17	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		665			3712			466			589	
Travel Time (s)		10.1			56.2			10.6			13.4	
Peak Hour Factor	0.96	0.96	0.96	0.99	0.99	0.99	0.94	0.94	0.94	0.83	0.83	0.83
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	52	990	140	126	1146	67	178	50	98	65	48	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	990	140	126	1213	0	178	148	0	0	178	0
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)		11			11			12			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.09	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2		1	2	
Detector Template	Left			Left			Left	Thru		Left	Thru	
Leading Detector (ft)	80	0	0	80	0		80	80		30	80	
Trailing Detector (ft)	-10	0	0	-10	0		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10	-10	-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	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	
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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)	40			40			40	40			40	
Detector 2 Size(ft)	40			40			40	40			40	
Detector 2 Type	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	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	

Lane Group	Ø1	Ø2
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		



Lanes, Volumes, Timings  
 19: Croton Avenue/Maple Row & Crompond Road

2023 No Action  
 Weekday PM

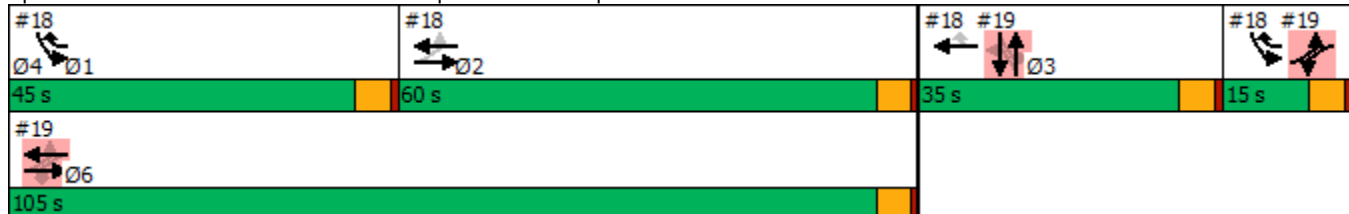


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	6		4	6			3			3	
Permitted Phases	6		6	6			3			3		
Detector Phase	4	6	6	4	6		3	3		3	3	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	8.0	8.0	8.0	8.0	8.0		21.0	21.0		21.0	21.0	
Total Split (s)	15.0	105.0	105.0	15.0	105.0		35.0	35.0		35.0	35.0	
Total Split (%)	9.7%	67.7%	67.7%	9.7%	67.7%		22.6%	22.6%		22.6%	22.6%	
Maximum Green (s)	10.0	100.0	100.0	10.0	100.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0	4.0	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	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)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Lead/Lag	Lag			Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes			Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Max	Max	None	Max		None	None		None	None	
Act Effct Green (s)	110.0	100.0	100.0	110.0	100.0		29.6	29.6			29.6	
Actuated g/C Ratio	0.71	0.65	0.65	0.71	0.65		0.19	0.19			0.19	
v/c Ratio	0.34	0.87	0.14	0.52	1.07		0.96	0.43			0.74	
Control Delay	29.0	11.3	1.6	14.2	74.7		118.1	38.1			71.9	
Queue Delay	0.0	48.3	0.0	0.0	7.0		0.0	0.0			0.0	
Total Delay	29.0	59.5	1.6	14.2	81.7		118.1	38.1			71.9	
LOS	C	E	A	B	F		F	D			E	
Approach Delay		51.3			75.3			81.8			71.9	
Approach LOS		D			E			F			E	

Intersection Summary

Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	154.6
Natural Cycle:	130
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.38
Intersection Signal Delay:	66.4
Intersection LOS:	E
Intersection Capacity Utilization:	101.4%
ICU Level of Service:	G
Analysis Period (min):	15

Splits and Phases: 19: Croton Avenue/Maple Row & Crompond Road



Lane Group	Ø1	Ø2
Protected Phases	1	2
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	3.0	3.0
Minimum Split (s)	13.0	8.0
Total Split (s)	45.0	60.0
Total Split (%)	29%	39%
Maximum Green (s)	40.0	55.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	2.0
Recall Mode	None	Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		



Lanes, Volumes, Timings  
20: Crompond Road & Lexington Avenue

2023 No Action  
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	991	46	30	1207	204	25	15	2	155	25	61
Future Volume (vph)	111	991	46	30	1207	204	25	15	2	155	25	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	11	15	15	15	12	12	14
Storage Length (ft)	75		0	70		390	0		0	0		50
Storage Lanes	1		0	1		1	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										0.97
Frt		0.993				0.850		0.993				0.850
Flt Protected	0.950			0.950				0.971			0.959	
Satd. Flow (prot)	1678	1691	0	1678	1766	1501	0	1976	0	0	1769	1666
Flt Permitted	0.070			0.076				0.685			0.761	
Satd. Flow (perm)	124	1691	0	134	1766	1501	0	1394	0	0	1404	1614
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				180		2				82
Link Speed (mph)		45			45			30				30
Link Distance (ft)		3712			904			130				1536
Travel Time (s)		56.2			13.7			3.0				34.9
Confl. Peds. (#/hr)			5									5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.71	0.71	0.71	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	1
Adj. Flow (vph)	125	1113	52	34	1356	229	35	21	3	168	27	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	125	1165	0	34	1356	229	0	59	0	0	195	66
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)		11			11			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.04	0.88	0.88	0.88	1.00	1.00	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0	0	1	1		1	2	1
Detector Template	Left			Left			Left			Left	Thru	Right
Leading Detector (ft)	80	0		80	0	0	30	20		30	80	30
Trailing Detector (ft)	-10	0		-10	0	0	-10	0		-10	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10	-10	-10	0		-10	-10	-10
Detector 1 Size(ft)	40	40		40	40	40	40	20		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)				40								40
Detector 2 Size(ft)				40								40
Detector 2 Type		Cl+Ex		Cl+Ex								Cl+Ex

Lanes, Volumes, Timings  
20: Crompond Road & Lexington Avenue

2023 No Action  
Weekday PM

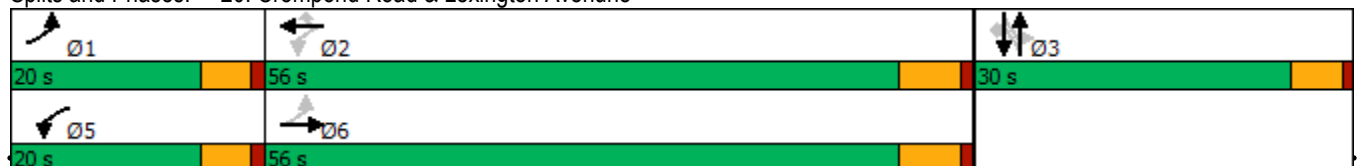


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			3			3	
Permitted Phases	6			2		2	3			3		3
Detector Phase	1	6		5	2	2	3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	8.0	31.0		8.0	16.0	16.0	29.0	29.0		29.0	29.0	29.0
Total Split (s)	20.0	56.0		20.0	56.0	56.0	30.0	30.0		30.0	30.0	30.0
Total Split (%)	18.9%	52.8%		18.9%	52.8%	52.8%	28.3%	28.3%		28.3%	28.3%	28.3%
Maximum Green (s)	15.0	50.0		15.0	50.0	50.0	25.0	25.0		25.0	25.0	25.0
Yellow Time (s)	4.0	5.0		4.0	5.0	5.0	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	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)	5.0	6.0		5.0	6.0	6.0		5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Max		None	Max	Max	None	None		None	None	None
Walk Time (s)		8.0					8.0	8.0		8.0	8.0	8.0
Flash Dont Walk (s)		17.0					16.0	16.0		16.0	16.0	16.0
Pedestrian Calls (#/hr)		0					0	0		0	0	0
Act Effct Green (s)	63.1	57.0		56.7	50.3	50.3		17.1			17.1	17.1
Actuated g/C Ratio	0.69	0.62		0.62	0.55	0.55		0.19			0.19	0.19
v/c Ratio	0.57	1.10		0.20	1.39	0.25		0.23			0.74	0.18
Control Delay	24.4	81.7		8.7	206.1	4.4		32.6			52.7	6.2
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	24.4	81.7		8.7	206.1	4.4		32.6			52.7	6.2
LOS	C	F		A	F	A		C			D	A
Approach Delay		76.1			173.4			32.6			40.9	
Approach LOS		E			F			C			D	

Intersection Summary

Area Type: Other  
 Cycle Length: 106  
 Actuated Cycle Length: 91.3  
 Natural Cycle: 150  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.39  
 Intersection Signal Delay: 121.3      Intersection LOS: F  
 Intersection Capacity Utilization 97.9%      ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 20: Crompond Road & Lexington Avenue





Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑		↔
Traffic Vol, veh/h	635	32	3	697	1	6
Future Vol, veh/h	635	32	3	697	1	6
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	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	94	94	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	698	35	3	741	1	7

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	733	0	1463	716
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	747	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	872	-	142	430
Stage 1	-	-	-	-	484	-
Stage 2	-	-	-	-	468	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	872	-	142	430
Mov Cap-2 Maneuver	-	-	-	-	142	-
Stage 1	-	-	-	-	484	-
Stage 2	-	-	-	-	467	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	430	-	-	872	-
HCM Lane V/C Ratio	0.016	-	-	0.004	-
HCM Control Delay (s)	13.5	-	-	9.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑		↘	↑			↔			↔	
Traffic Vol, veh/h	5	633	24	0	763	4	39	1	0	2	0	12
Future Vol, veh/h	5	633	24	0	763	4	39	1	0	2	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	94	94	94	63	63	63	41	41	41
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	696	26	0	812	4	62	2	0	5	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	816	0	0	722	0	0	1548	1535	709	1534	1546	814
Stage 1	-	-	-	-	-	-	719	719	-	814	814	-
Stage 2	-	-	-	-	-	-	829	816	-	720	732	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	812	-	-	880	-	-	93	116	434	95	114	378
Stage 1	-	-	-	-	-	-	420	433	-	372	391	-
Stage 2	-	-	-	-	-	-	365	391	-	419	427	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	812	-	-	880	-	-	85	115	434	94	113	378
Mov Cap-2 Maneuver	-	-	-	-	-	-	85	115	-	94	113	-
Stage 1	-	-	-	-	-	-	417	430	-	370	391	-
Stage 2	-	-	-	-	-	-	337	391	-	415	424	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			119.8			20.7		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	86	812	-	-	880	-	-	264
HCM Lane V/C Ratio	0.738	0.007	-	-	-	-	-	0.129
HCM Control Delay (s)	119.8	9.5	-	-	0	-	-	20.7
HCM Lane LOS	F	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	3.7	0	-	-	0	-	-	0.4



Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	3	4	1	4	31
Future Vol, veh/h	3	3	4	1	4	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	88	88	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	4	5	1	5	37

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	53	6	0	0	6	0
Stage 1	6	-	-	-	-	-
Stage 2	47	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	955	1077	-	-	1615	-
Stage 1	1017	-	-	-	-	-
Stage 2	975	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	952	1077	-	-	1615	-
Mov Cap-2 Maneuver	952	-	-	-	-	-
Stage 1	1017	-	-	-	-	-
Stage 2	972	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1011	1615
HCM Lane V/C Ratio	-	-	0.008	0.003
HCM Control Delay (s)	-	-	8.6	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	38	140	12	39	156
Future Vol, veh/h	7	38	140	12	39	156
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	41	152	13	42	170

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	413	159	0	0	165
Stage 1	159	-	-	-	-
Stage 2	254	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	595	886	-	-	1413
Stage 1	870	-	-	-	-
Stage 2	788	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	575	886	-	-	1413
Mov Cap-2 Maneuver	575	-	-	-	-
Stage 1	870	-	-	-	-
Stage 2	762	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	1.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	817	1413
HCM Lane V/C Ratio	-	-	0.06	0.03
HCM Control Delay (s)	-	-	9.7	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1



Lanes, Volumes, Timings

2023 No Action

30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6

Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	961	55	50	899	185	56	28	60	441	35	50
Future Volume (vph)	69	961	55	50	899	185	56	28	60	441	35	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	10	11	11	14	14	14	11	11	12
Storage Length (ft)	45		0	80		0	0		0	135		135
Storage Lanes	1		0	1		0	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	1.00				1.00							
Frt		0.992			0.974				0.850			0.850
Flt Protected	0.950			0.950				0.968		0.950	0.959	
Satd. Flow (prot)	1694	3394	0	1652	3318	0	0	1923	1689	1625	1640	1583
Flt Permitted	0.113			0.129				0.647		0.950	0.959	
Satd. Flow (perm)	201	3394	0	224	3318	0	0	1286	1689	1625	1640	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			30				182			182
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1070			371			135				410
Travel Time (s)		18.2			6.3			3.1				9.3
Confl. Peds. (#/hr)	3					3						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	73	1012	58	53	946	195	59	29	63	464	37	53
Shared Lane Traffic (%)										46%		
Lane Group Flow (vph)	73	1070	0	53	1141	0	0	88	63	251	250	53
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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.09	1.04	1.04	0.92	0.92	0.92	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		0	2		0	2	0	2	2	0
Detector Template				Thru			Thru		Thru			Thru
Leading Detector (ft)	83	83		0	83		50	83	0	83	83	0
Trailing Detector (ft)	-5	-5		0	-5		0	-5	0	-5	-5	0
Detector 1 Position(ft)	-5	-5		0	-5		0	-5	0	-5	-5	0
Detector 1 Size(ft)	40	40		0	40		0	40	0	40	40	0
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	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	
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												

Lanes, Volumes, Timings

2023 No Action

30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6

Weekday PM

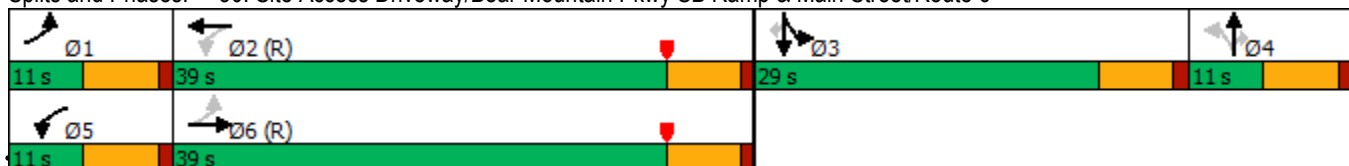


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2			4		3	3	
Permitted Phases	6			2			4		4			3
Detector Phase	1	6		5	2		4	4	4	3	3	3
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	32.0		11.0	32.0		11.0	11.0	11.0	29.0	29.0	29.0
Total Split (s)	11.0	39.0		11.0	39.0		11.0	11.0	11.0	29.0	29.0	29.0
Total Split (%)	12.2%	43.3%		12.2%	43.3%		12.2%	12.2%	12.2%	32.2%	32.2%	32.2%
Maximum Green (s)	5.0	33.0		5.0	33.0		5.0	5.0	5.0	23.0	23.0	23.0
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		Lead	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0		3.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		8.0			8.0					7.0	7.0	7.0
Flash Dont Walk (s)		18.0			18.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		5			5					5	5	5
Act Effct Green (s)	40.8	37.8		39.6	35.6			9.6	9.6	18.0	18.0	18.0
Actuated g/C Ratio	0.45	0.42		0.44	0.40			0.11	0.11	0.20	0.20	0.20
v/c Ratio	0.41	0.75		0.30	0.86			0.64	0.18	0.77	0.76	0.11
Control Delay	20.0	27.5		13.7	27.7			66.2	1.2	49.8	48.9	0.5
Queue Delay	0.0	0.5		0.0	0.5			0.0	0.2	0.7	0.7	0.0
Total Delay	20.0	28.0		13.7	28.1			66.2	1.4	50.5	49.6	0.5
LOS	C	C		B	C			E	A	D	D	A
Approach Delay		27.5			27.5			39.2			45.3	
Approach LOS		C			C			D			D	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.86
Intersection Signal Delay:	31.3
Intersection LOS:	C
Intersection Capacity Utilization:	69.8%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6





Lanes, Volumes, Timings  
 31: Bear Mountain Pkwy NB Ramp/Driveway & Main Street/Route 6

2023 No Action  
 Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖	↕↕		↖	↖			↕↕	
Traffic Volume (vph)	78	1295	89	281	957	64	80	25	30	50	17	98
Future Volume (vph)	78	1295	89	281	957	64	80	25	30	50	17	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	11	12	12	12	12	12
Grade (%)		1%			0%			-4%			-1%	
Storage Length (ft)	0		0	0		0	65		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							0.99
Frt		0.991			0.991			0.918				0.920
Flt Protected		0.997		0.950			0.950					0.985
Satd. Flow (prot)	0	3479	0	1711	3502	0	1745	1664	0	0	1649	0
Flt Permitted		0.801		0.087			0.487					0.877
Satd. Flow (perm)	0	2795	0	157	3502	0	894	1664	0	0	1466	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			15			31				69
Link Speed (mph)		40			40			30				30
Link Distance (ft)		371			729			266				129
Travel Time (s)		6.3			12.4			6.0				2.9
Confl. Peds. (#/hr)	3						3			3		3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	11%	2%	2%	5%
Adj. Flow (vph)	80	1321	91	287	977	65	82	26	31	51	17	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1492	0	287	1042	0	82	57	0	0	168	0
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)		11			11			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.04	1.00	1.00	1.02	0.97	0.97	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0		0	0		0	0		0	0	
Detector Template	Thru	Thru		Thru	Thru		Thru	Thru		Thru	Thru	
Leading Detector (ft)	50	0		0	0		0	0		50	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		4		3	8			2				6
Permitted Phases	4			8			2			6		
Detector Phase	4	4		3	8		2	2		6		6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.0	23.0		10.0	23.0		11.0	11.0		10.0	10.0	
Total Split (s)	47.0	47.0		25.0	72.0		18.0	18.0		18.0	18.0	
Total Split (%)	52.2%	52.2%		27.8%	80.0%		20.0%	20.0%		20.0%	20.0%	
Maximum Green (s)	42.0	42.0		20.0	57.0		13.0	13.0		13.0	13.0	

Lanes, Volumes, Timings  
 31: Bear Mountain Pkwy NB Ramp/Driveway & Main Street/Route 6

2023 No Action  
 Weekday PM

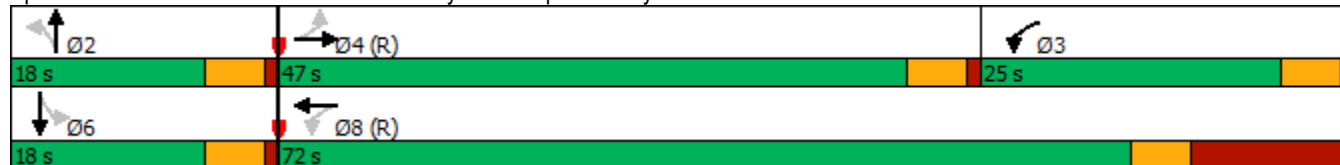


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	11.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0		5.0	15.0		5.0	5.0			5.0	
Lead/Lag	Lead	Lead		Lag								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		Min	C-Min		None	None		None	None	
Act Effct Green (s)		48.8		68.3	58.3		11.7	11.7				11.7
Actuated g/C Ratio		0.54		0.76	0.65		0.13	0.13				0.13
v/c Ratio		0.98		0.78	0.46		0.71	0.23				0.67
Control Delay		38.2		39.4	8.9		68.9	21.6				35.4
Queue Delay		0.0		0.0	0.3		0.0	0.0				0.4
Total Delay		38.2		39.4	9.2		68.9	21.6				35.9
LOS		D		D	A		E	C				D
Approach Delay		38.2			15.7			49.5				35.9
Approach LOS		D			B			D				D

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 43 (48%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.98  
 Intersection Signal Delay: 29.0  
 Intersection LOS: C  
 Intersection Capacity Utilization 106.8%  
 ICU Level of Service G  
 Analysis Period (min) 15

Splits and Phases: 31: Bear Mountain Pkwy NB Ramp/Driveway & Main Street/Route 6

























Synchro Analysis  
2023 With Action Conditions

Lanes, Volumes, Timings  
1: Dayton Lane & Main Street/Route 6

2023 With Action  
Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	452	194	70	387	11	90	6	50	51	36	90
Future Volume (vph)	25	452	194	70	387	11	90	6	50	51	36	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	12	12	10	10	10
Storage Length (ft)	100		0	210		0	85		0	0		80
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.996			0.865				0.850
Flt Protected	0.950			0.950			0.950				0.972	
Satd. Flow (prot)	1711	3223	0	1711	3344	0	1711	1611	0	0	1690	1478
Flt Permitted	0.494			0.365			0.673				0.782	
Satd. Flow (perm)	890	3223	0	657	3344	0	1212	1611	0	0	1360	1478
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		82			4							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		653			1740			256			224	
Travel Time (s)		14.8			39.5			5.8			5.1	
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.82	0.82	0.82	0.66	0.66	0.66
Heavy Vehicles (%)	2%	4%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	27	497	213	74	412	12	110	7	61	77	55	136
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	710	0	74	424	0	110	68	0	0	132	136
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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	2
Detector Template				Left			Left	Thru		Left	Thru	Right
Leading Detector (ft)	80	0		80	0		80	80		80	80	80
Trailing Detector (ft)	-10	0		-10	0		-10	-10		-10	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	-10
Detector 1 Size(ft)	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
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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	40			40			40	40		40	40	40
Detector 2 Size(ft)	40			40			40	40		40	40	40
Detector 2 Type	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
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov



Lanes, Volumes, Timings  
1: Dayton Lane & Main Street/Route 6

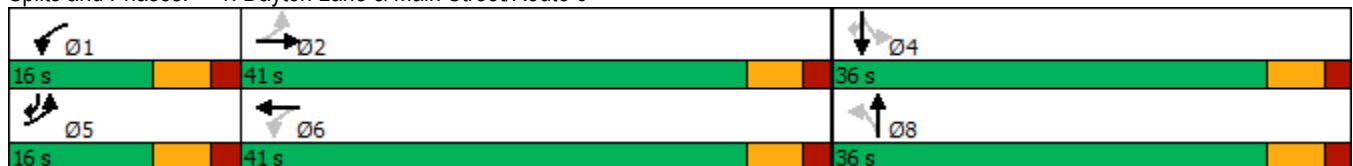
2023 With Action  
Weekday AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		8.0	8.0		8.0	8.0	5.0
Minimum Split (s)	11.0	41.0		11.0	41.0		26.0	26.0		26.0	26.0	11.0
Total Split (s)	16.0	41.0		16.0	41.0		36.0	36.0		36.0	36.0	16.0
Total Split (%)	17.2%	44.1%		17.2%	44.1%		38.7%	38.7%		38.7%	38.7%	17.2%
Maximum Green (s)	10.0	35.0		10.0	35.0		30.0	30.0		30.0	30.0	10.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
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		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Max		None	Max		None	None		None	None	None
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		15.0								16.0	16.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)	42.6	40.1		42.0	36.1		11.6	11.6			11.6	19.5
Actuated g/C Ratio	0.63	0.59		0.62	0.53		0.17	0.17			0.17	0.29
v/c Ratio	0.04	0.37		0.15	0.24		0.53	0.25			0.57	0.32
Control Delay	5.4	10.5		5.8	10.4		37.1	27.9			37.4	19.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	5.4	10.5		5.8	10.4		37.1	27.9			37.4	19.9
LOS	A	B		A	B		D	C			D	B
Approach Delay		10.3			9.7			33.6			28.5	
Approach LOS		B			A			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	93
Actuated Cycle Length:	67.8
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.57
Intersection Signal Delay:	15.5
Intersection LOS:	B
Intersection Capacity Utilization:	49.5%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 1: Dayton Lane & Main Street/Route 6



Lanes, Volumes, Timings  
2: Conklin Avenue & Main Street/Route 6

2023 With Action  
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	474	35	210	473	8	15	6	223	6	2	12
Future Volume (vph)	7	474	35	210	473	8	15	6	223	6	2	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	14	12
Storage Length (ft)	110		0	210		0	0		50	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.990			0.998				0.850		0.919	
Fl <sub>t</sub> Protected	0.950			0.950				0.965			0.985	
Satd. Flow (prot)	1652	3380	0	1770	3401	0	0	1798	1583	0	1799	0
Fl <sub>t</sub> Permitted	0.445			0.434				0.766			0.891	
Satd. Flow (perm)	774	3380	0	808	3401	0	0	1427	1583	0	1627	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			2				237			18
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1740			1071			1934				260
Travel Time (s)		39.5			24.3			44.0				5.9
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.94	0.94	0.94	0.68	0.68	0.68
Heavy Vehicles (%)	2%	6%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	8	527	39	241	544	9	16	6	237	9	3	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	566	0	241	553	0	0	22	237	0	30	0
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			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left		
Leading Detector (ft)	80	80		80	80		80	80	80	80	30	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10	-10	-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10	-10	-10	-10	
Detector 1 Size(ft)	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	
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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)	40	40		40	40		40	40	40	40		
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	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	



Lanes, Volumes, Timings  
2: Conklin Avenue & Main Street/Route 6

2023 With Action  
Weekday AM

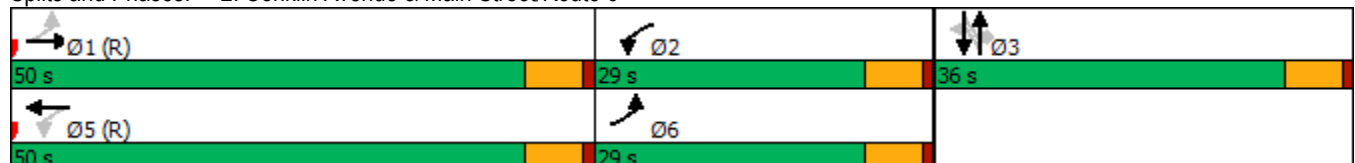


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	6	1		2	5			3				3
Permitted Phases	1			5			3		3	3		
Detector Phase	6	1		2	5		3	3	3	3		3
Switch Phase												
Minimum Initial (s)	2.0	10.0		5.0	10.0		2.0	2.0	2.0	2.0		2.0
Minimum Split (s)	8.0	16.0		11.0	16.0		36.0	36.0	36.0	36.0		36.0
Total Split (s)	29.0	50.0		29.0	50.0		36.0	36.0	36.0	36.0		36.0
Total Split (%)	25.2%	43.5%		25.2%	43.5%		31.3%	31.3%	31.3%	31.3%		31.3%
Maximum Green (s)	23.0	44.0		23.0	44.0		30.0	30.0	30.0	30.0		30.0
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None		None
Walk Time (s)							7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)							23.0	23.0	23.0	23.0		23.0
Pedestrian Calls (#/hr)							0	0	0	0		0
Act Effct Green (s)	89.1	84.3		94.1	93.1			7.7	7.7			7.7
Actuated g/C Ratio	0.77	0.73		0.82	0.81			0.07	0.07			0.07
v/c Ratio	0.01	0.23		0.34	0.20			0.23	0.72			0.24
Control Delay	2.9	5.4		4.4	3.4			54.7	19.6			31.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	2.9	5.4		4.4	3.4			54.7	19.6			31.9
LOS	A	A		A	A			D	B			C
Approach Delay		5.4			3.7			22.6				31.9
Approach LOS		A			A			C				C

Intersection Summary

Area Type: Other  
 Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay: 7.8  
 Intersection LOS: A  
 Intersection Capacity Utilization 47.5%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 2: Conklin Avenue & Main Street/Route 6



Lanes, Volumes, Timings  
3: Lexington Avenue & Route 6/Main Street

2023 With Action  
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	569	162	84	573	39	102	130	185	118	145	100
Future Volume (vph)	74	569	162	84	573	39	102	130	185	118	145	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	350		0	225		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967			0.990			0.912			0.939	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1744	0	1752	1778	0	1752	1682	0	1752	1732	0
Flt Permitted	0.153			0.089			0.352			0.165		
Satd. Flow (perm)	282	1744	0	164	1778	0	649	1682	0	304	1732	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		12			3							
Link Speed (mph)		35			35			30				30
Link Distance (ft)		440			527			466				490
Travel Time (s)		8.6			10.3			10.6				11.1
Peak Hour Factor	0.94	0.94	0.94	0.87	0.87	0.87	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	6%	3%	3%	6%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	79	605	172	97	659	45	113	144	206	131	161	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	777	0	97	704	0	113	350	0	131	272	0
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	1.00	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
Number of Detectors	2	1		2	1		2	2		2	2	
Detector Template	Left			Left			Left	Thru		Left	Thru	
Leading Detector (ft)	80	30		80	30		80	80		80	80	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	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	
Detector 1 Channel												
Detector 1 Extend (s)	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	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	40			40			40	40		40	40	
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		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	





Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	55	91	53	60	240
Future Vol, veh/h	46	55	91	53	60	240
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	89	89	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	65	102	60	63	253

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	511	132	0	0	162
Stage 1	132	-	-	-	-
Stage 2	379	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	523	917	-	-	1417
Stage 1	894	-	-	-	-
Stage 2	692	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	496	917	-	-	1417
Mov Cap-2 Maneuver	496	-	-	-	-
Stage 1	894	-	-	-	-
Stage 2	656	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	1.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	661	1417
HCM Lane V/C Ratio	-	-	0.18	0.045
HCM Control Delay (s)	-	-	11.6	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1



Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	17	127	85	22	264
Future Vol, veh/h	35	17	127	85	22	264
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	93	93	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	19	137	91	26	311

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	546	183	0	0	228
Stage 1	183	-	-	-	-
Stage 2	363	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	499	859	-	-	1340
Stage 1	848	-	-	-	-
Stage 2	704	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	488	859	-	-	1340
Mov Cap-2 Maneuver	488	-	-	-	-
Stage 1	848	-	-	-	-
Stage 2	688	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	568	1340
HCM Lane V/C Ratio	-	-	0.104	0.019
HCM Control Delay (s)	-	-	12.1	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Intersection						
Int Delay, s/veh	96.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	116	645	385	154	185	61
Future Vol, veh/h	116	645	385	154	185	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	96	96	83	83
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	136	759	401	160	223	73

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	561	0	-	0	1512 481
Stage 1	-	-	-	-	481 -
Stage 2	-	-	-	-	1031 -
Critical Hdwy	4.14	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.236	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1000	-	-	-	~ 132 585
Stage 1	-	-	-	-	622 -
Stage 2	-	-	-	-	344 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1000	-	-	-	~ 114 585
Mov Cap-2 Maneuver	-	-	-	-	~ 114 -
Stage 1	-	-	-	-	537 -
Stage 2	-	-	-	-	344 -

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	\$ 564.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1000	-	-	-	142
HCM Lane V/C Ratio	0.136	-	-	-	2.087
HCM Control Delay (s)	9.2	-	-	-	\$ 564.2
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.5	-	-	-	23.9

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



Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	
Traffic Vol, veh/h	817	3	6	528	10	8
Future Vol, veh/h	817	3	6	528	10	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	93	93	39	39
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	918	3	6	568	26	21

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	921	0
Stage 1	-	-	-	920
Stage 2	-	-	-	580
Critical Hdwy	-	-	4.14	6.42
Critical Hdwy Stg 1	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	3.518
Pot Cap-1 Maneuver	-	-	733	134
Stage 1	-	-	-	388
Stage 2	-	-	-	560
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	733	133
Mov Cap-2 Maneuver	-	-	-	133
Stage 1	-	-	-	388
Stage 2	-	-	-	556

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	31.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	181	-	-	733	-
HCM Lane V/C Ratio	0.255	-	-	0.009	-
HCM Control Delay (s)	31.6	-	-	10	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0	-

Lanes, Volumes, Timings  
 8: Cortlandt Medical Dway/NY Presbyterian Driveway & Crompond Road

2023 With Action  
 Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	596	119	188	506	247	28	3	47	0	0	0
Future Volume (vph)	110	596	119	188	506	247	28	3	47	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99			0.98	0.96			
Fr <sub>t</sub>		0.975			0.951				0.850			
Fl <sub>t</sub> Protected	0.950			0.950				0.957				
Satd. Flow (prot)	1736	1770	0	1736	1724	0	0	1783	1583	0	0	0
Fl <sub>t</sub> Permitted	0.321			0.335				0.957				
Satd. Flow (perm)	585	1770	0	609	1724	0	0	1746	1516	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			53				63			
Link Speed (mph)		40			40			10			10	
Link Distance (ft)		198			413			356			188	
Travel Time (s)		3.4			7.0			24.3			12.8	
Confl. Peds. (#/hr)	10		10	10		10	10		10			
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.75	0.75	0.75	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	117	634	127	198	533	260	37	4	63	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	117	761	0	198	793	0	0	41	63	0	0	0
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			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	1.00	1.00	1.00	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
Number of Detectors	2	2		2	2		1	2	1			
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right			
Leading Detector (ft)	80	80		80	80		20	80	20			
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	0			
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	0			
Detector 1 Size(ft)	40	40		40	40		20	40	20			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
Detector 2 Position(ft)	40	40		40	40			40				
Detector 2 Size(ft)	40	40		40	40			40				
Detector 2 Type	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				



Lanes, Volumes, Timings  
 8: Cortlandt Medical Dway/NY Presbyterian Driveway & Crompond Road

2023 With Action  
 Weekday AM

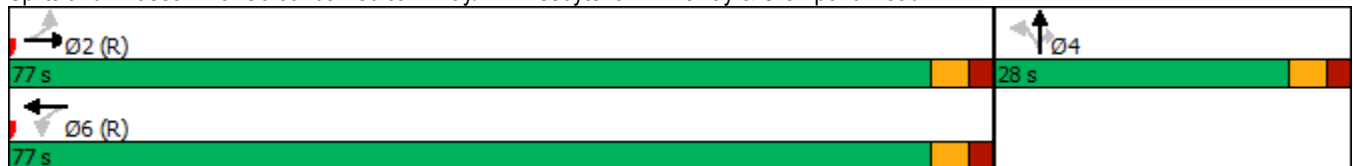


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm			
Protected Phases		2			6			4				
Permitted Phases	2			6			4		4			
Detector Phase	2	2		6	6		4	4	4			
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0			
Minimum Split (s)	32.0	32.0		32.0	32.0		28.0	28.0	28.0			
Total Split (s)	77.0	77.0		77.0	77.0		28.0	28.0	28.0			
Total Split (%)	73.3%	73.3%		73.3%	73.3%		26.7%	26.7%	26.7%			
Maximum Green (s)	72.0	72.0		72.0	72.0		23.0	23.0	23.0			
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0			
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0			
Lost Time Adjust (s)	0.0	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	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0			
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None	None			
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	20.0	20.0		20.0	20.0		16.0	16.0	16.0			
Pedestrian Calls (#/hr)	10	10		10	10		10	10	10			
Act Effct Green (s)	87.3	87.3		87.3	87.3		10.9	10.9	10.9			
Actuated g/C Ratio	0.83	0.83		0.83	0.83		0.10	0.10	0.10			
v/c Ratio	0.24	0.52		0.39	0.55		0.23	0.30	0.30			
Control Delay	5.1	5.8		2.5	2.4		43.4	13.2	13.2			
Queue Delay	0.0	0.2		0.0	0.6		0.0	0.0	0.0			
Total Delay	5.1	5.9		2.5	2.9		43.4	13.2	13.2			
LOS	A	A		A	A		D	B	B			
Approach Delay		5.8			2.9		25.1					
Approach LOS		A			A		C					

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 100 (95%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.55  
 Intersection Signal Delay: 5.4  
 Intersection LOS: A  
 Intersection Capacity Utilization 69.5%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 8: Cortlandt Medical Dway/NY Presbyterian Driveway & Crompond Road



Lanes, Volumes, Timings  
 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road

2023 With Action  
 Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗		↖	↗			↕			↖	↗
Traffic Volume (vph)	0	604	39	56	840	0	60	0	77	63	16	41
Future Volume (vph)	0	604	39	56	840	0	60	0	77	63	16	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	12	12	11
Storage Length (ft)	0		0	200		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										
Frt		0.992						0.924				0.850
Flt Protected				0.950				0.979			0.962	
Satd. Flow (prot)	0	1808	0	1736	1827	0	0	1573	0	0	1792	1531
Flt Permitted				0.205				0.816			0.503	
Satd. Flow (perm)	0	1808	0	375	1827	0	0	1311	0	0	937	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4						135				135
Link Speed (mph)		40			40			30				10
Link Distance (ft)		413			794			1478				156
Travel Time (s)		7.0			13.5			33.6				10.6
Confl. Peds. (#/hr)			10	10								
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.88	0.88	0.88	0.86	0.86	0.86
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	643	41	58	875	0	68	0	88	73	19	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	684	0	58	875	0	0	156	0	0	92	48
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			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	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.00	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		2	2		2	2		2	2	2
Detector Template		Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)		80		80	80		80	80		80	80	80
Trailing Detector (ft)		-10		-10	-10		-10	-10		-10	-10	-10
Detector 1 Position(ft)		-10		-10	-10		-10	-10		-10	-10	-10
Detector 1 Size(ft)		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
Detector 1 Channel												
Detector 1 Extend (s)		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
Detector 1 Delay (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		40		40	40		40	40		40	40	40
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												



Lanes, Volumes, Timings  
 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type		NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2		1	6			4			3	
Permitted Phases				6			4			3		3
Detector Phase		2		1	6		4	4		3	3	3
Switch Phase												
Minimum Initial (s)		10.0		5.0	10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)		32.0		10.0	16.0		12.0	12.0		12.0	12.0	12.0
Total Split (s)		50.0		15.0	65.0		20.0	20.0		20.0	20.0	20.0
Total Split (%)		47.6%		14.3%	61.9%		19.0%	19.0%		19.0%	19.0%	19.0%
Maximum Green (s)		44.0		10.0	59.0		15.0	15.0		15.0	15.0	15.0
Yellow Time (s)		4.0		3.0	4.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)		2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)		6.0		5.0	6.0			5.0			5.0	5.0
Lead/Lag		Lag		Lead			Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?		Yes		Yes			Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode		C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0										
Flash Dont Walk (s)		19.0										
Pedestrian Calls (#/hr)		10										
Act Effct Green (s)		56.1		67.0	66.0			9.5			13.6	13.6
Actuated g/C Ratio		0.53		0.64	0.63			0.09			0.13	0.13
v/c Ratio		0.71		0.18	0.76			0.65			0.76	0.15
Control Delay		21.9		14.1	29.7			23.7			80.9	1.0
Queue Delay		0.7		0.0	0.7			0.0			0.0	0.0
Total Delay		22.5		14.1	30.4			23.7			80.9	1.0
LOS		C		B	C			C			F	A
Approach Delay		22.5			29.3			23.7			53.5	
Approach LOS		C			C			C			D	

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.76  
 Intersection Signal Delay: 28.2      Intersection LOS: C  
 Intersection Capacity Utilization 71.4%      ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road



Lanes, Volumes, Timings  
10: Crompond Road & Conklin Avenue

2023 With Action  
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	195	532	17	19	634	22	33	9	37	76	5	229
Future Volume (vph)	195	532	17	19	634	22	33	9	37	76	5	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	125		0	0		0	0		0	0		125
Storage Lanes	1		0	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	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.996			0.880				0.853
Flt Protected	0.950				0.999		0.950			0.950		
Satd. Flow (prot)	1678	1821	0	0	1819	0	1770	1639	0	1711	1589	0
Flt Permitted	0.294				0.978		0.286			0.724		
Satd. Flow (perm)	519	1821	0	0	1780	0	533	1639	0	1304	1589	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			2			40				290
Link Speed (mph)		40			40			10				30
Link Distance (ft)		794			962			210				1934
Travel Time (s)		13.5			16.4			14.3				44.0
Peak Hour Factor	0.89	0.89	0.92	0.92	0.82	0.82	0.92	0.92	0.92	0.79	0.92	0.79
Heavy Vehicles (%)	4%	4%	2%	2%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	219	598	18	21	773	27	36	10	40	96	5	290
Shared Lane Traffic (%)												
Lane Group Flow (vph)	219	616	0	0	821	0	36	50	0	96	295	0
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	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	80	80		80	80		80	80		80	80	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		90	40	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)	40	40		40	40		40	40				40
Detector 2 Size(ft)	40	40		40	40		40	40				40
Detector 2 Type	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
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	



Lanes, Volumes, Timings  
10: Crompond Road & Conklin Avenue

2023 With Action  
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Protected Phases	5	2			6			8				4	
Permitted Phases	2			6			8			4			
Detector Phase	5	2		6	6		8	8		4		4	
Switch Phase													
Minimum Initial (s)	5.0	10.0		10.0	10.0		10.0	10.0		10.0		10.0	
Minimum Split (s)	10.0	16.0		16.0	16.0		15.0	15.0		15.0		15.0	
Total Split (s)	20.0	70.0		50.0	50.0		35.0	35.0		35.0		35.0	
Total Split (%)	19.0%	66.7%		47.6%	47.6%		33.3%	33.3%		33.3%		33.3%	
Maximum Green (s)	15.0	64.0		44.0	44.0		30.0	30.0		30.0		30.0	
Yellow Time (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0		3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0		2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)	5.0	6.0			6.0		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		3.0		3.0	
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None		None	
Act Effct Green (s)	81.0	80.0			65.6		14.0	14.0		14.0		14.0	
Actuated g/C Ratio	0.77	0.76			0.62		0.13	0.13		0.13		0.13	
v/c Ratio	0.43	0.44			0.74		0.51	0.20		0.55		0.64	
Control Delay	3.8	3.8			20.6		66.1	17.2		54.0		11.8	
Queue Delay	0.0	0.0			0.0		1.3	0.0		0.0		0.6	
Total Delay	3.8	3.8			20.6		67.3	17.2		54.0		12.4	
LOS	A	A			C		E	B		D		B	
Approach Delay		3.8			20.6			38.2				22.6	
Approach LOS		A			C			D				C	

Intersection Summary

Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	105
Offset:	46 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.74
Intersection Signal Delay:	15.1
Intersection LOS:	B
Intersection Capacity Utilization	105.9%
ICU Level of Service	G
Analysis Period (min)	15

Splits and Phases: 10: Crompond Road & Conklin Avenue



Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	583	8	2	614	22	11
Future Vol, veh/h	583	8	2	614	22	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, %	0	-	-	0	0	-
Peak Hour Factor	90	90	83	83	78	78
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	648	9	2	740	28	14

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	657	0	1397 653
Stage 1	-	-	-	-	653 -
Stage 2	-	-	-	-	744 -
Critical Hdwy	-	-	4.14	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.236	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	921	-	155 467
Stage 1	-	-	-	-	518 -
Stage 2	-	-	-	-	470 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	921	-	154 467
Mov Cap-2 Maneuver	-	-	-	-	154 -
Stage 1	-	-	-	-	518 -
Stage 2	-	-	-	-	468 -

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	198	-	-	921	-
HCM Lane V/C Ratio	0.214	-	-	0.003	-
HCM Control Delay (s)	28.1	-	-	8.9	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0	-



Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	575	0	10	606	0	4	0	30	0	0	11
Future Vol, veh/h	0	575	0	10	606	0	4	0	30	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	95	95	95	67	67	67	63	63	63
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	685	0	11	638	0	6	0	45	0	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	638	0	0	685	0	0	1354	1345	685	1368	1345	638
Stage 1	-	-	-	-	-	-	685	685	-	660	660	-
Stage 2	-	-	-	-	-	-	669	660	-	708	685	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	936	-	-	899	-	-	127	151	448	124	151	477
Stage 1	-	-	-	-	-	-	438	448	-	452	460	-
Stage 2	-	-	-	-	-	-	447	460	-	426	448	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	936	-	-	899	-	-	121	148	448	110	148	477
Mov Cap-2 Maneuver	-	-	-	-	-	-	121	148	-	110	148	-
Stage 1	-	-	-	-	-	-	438	448	-	452	451	-
Stage 2	-	-	-	-	-	-	422	451	-	383	448	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			17.4			12.8		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	340	936	-	-	899	-	-	477
HCM Lane V/C Ratio	0.149	-	-	-	0.012	-	-	0.037
HCM Control Delay (s)	17.4	0	-	-	9.1	0	-	12.8
HCM Lane LOS	C	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	583	0	0	599	8	0	0	0	58	0	21
Future Vol, veh/h	9	583	0	0	599	8	0	0	0	58	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	96	96	96	92	92	92	79	79	79
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	10	670	0	0	624	8	0	0	0	73	0	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	632	0	0	670	0	0	1332	1322	670	1318	1318	628
Stage 1	-	-	-	-	-	-	690	690	-	628	628	-
Stage 2	-	-	-	-	-	-	642	632	-	690	690	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	941	-	-	911	-	-	131	156	457	134	157	483
Stage 1	-	-	-	-	-	-	435	446	-	471	476	-
Stage 2	-	-	-	-	-	-	463	474	-	435	446	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	941	-	-	911	-	-	122	153	457	132	154	483
Mov Cap-2 Maneuver	-	-	-	-	-	-	122	153	-	132	154	-
Stage 1	-	-	-	-	-	-	428	438	-	463	476	-
Stage 2	-	-	-	-	-	-	438	474	-	428	438	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	56.3
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	941	-	-	911	-	-	164
HCM Lane V/C Ratio	-	0.011	-	-	-	-	-	0.61
HCM Control Delay (s)	0	8.9	0	-	0	-	-	56.3
HCM Lane LOS	A	A	A	-	A	-	-	F
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	3.3



Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	636	5	2	608	0	10	0	7	0	0	0
Future Vol, veh/h	0	636	5	2	608	0	10	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	95	95	95	67	67	67	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	677	5	2	640	0	15	0	10	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	640	0	0	682	0	0	1324	1324	680	1329	1326	640
Stage 1	-	-	-	-	-	-	680	680	-	644	644	-
Stage 2	-	-	-	-	-	-	644	644	-	685	682	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	935	-	-	901	-	-	133	156	451	132	156	475
Stage 1	-	-	-	-	-	-	441	451	-	461	468	-
Stage 2	-	-	-	-	-	-	461	468	-	438	450	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	935	-	-	901	-	-	133	156	451	129	156	475
Mov Cap-2 Maneuver	-	-	-	-	-	-	133	156	-	129	156	-
Stage 1	-	-	-	-	-	-	441	451	-	461	467	-
Stage 2	-	-	-	-	-	-	460	467	-	428	450	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			27.3			0		
HCM LOS							D			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	187	935	-	-	901	-	-	-
HCM Lane V/C Ratio	0.136	-	-	-	0.002	-	-	-
HCM Control Delay (s)	27.3	0	-	-	9	0	-	0
HCM Lane LOS	D	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	647	4	5	612	3	7
Future Vol, veh/h	647	4	5	612	3	7
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	91	91	86	86	63	63
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	711	4	6	712	5	11

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	715	0	1437
Stage 1	-	-	-	-	713
Stage 2	-	-	-	-	724
Critical Hdwy	-	-	4.14	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-	3.518
Pot Cap-1 Maneuver	-	-	876	-	432
Stage 1	-	-	-	-	486
Stage 2	-	-	-	-	480
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	876	-	432
Mov Cap-2 Maneuver	-	-	-	-	145
Stage 1	-	-	-	-	486
Stage 2	-	-	-	-	475

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	19.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	271	-	-	876	-
HCM Lane V/C Ratio	0.059	-	-	0.007	-
HCM Control Delay (s)	19.1	-	-	9.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-



Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	652	2	4	613	4	3
Future Vol, veh/h	652	2	4	613	4	3
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	91	91	84	84	58	58
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	716	2	5	730	7	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	718	0	1457 717
Stage 1	-	-	-	-	717 -
Stage 2	-	-	-	-	740 -
Critical Hdwy	-	-	4.14	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.236	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	874	-	143 430
Stage 1	-	-	-	-	484 -
Stage 2	-	-	-	-	472 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	874	-	142 430
Mov Cap-2 Maneuver	-	-	-	-	142 -
Stage 1	-	-	-	-	484 -
Stage 2	-	-	-	-	467 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	24.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	199	-	-	874	-
HCM Lane V/C Ratio	0.061	-	-	0.005	-
HCM Control Delay (s)	24.3	-	-	9.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↕	
Traffic Vol, veh/h	14	641	586	22	4	31
Future Vol, veh/h	14	641	586	22	4	31
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	95	95	90	90	72	72
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	15	675	651	24	6	43

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	675	0	0	1368	663
Stage 1	-	-	-	663	-
Stage 2	-	-	-	705	-
Critical Hdwy	4.14	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	3.518	3.318
Pot Cap-1 Maneuver	907	-	-	162	461
Stage 1	-	-	-	512	-
Stage 2	-	-	-	490	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	907	-	-	158	461
Mov Cap-2 Maneuver	-	-	-	158	-
Stage 1	-	-	-	499	-
Stage 2	-	-	-	490	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	15.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	907	-	-	-	378
HCM Lane V/C Ratio	0.016	-	-	-	0.129
HCM Control Delay (s)	9	0	-	-	15.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4



Lanes, Volumes, Timings  
18: Crompond Road & Bear Mtn. Pkwy

2023 With Action  
Weekday AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Lane Configurations		↕	↕	↗	↘					
Traffic Volume (vph)	32	613	596	492	808	12				
Future Volume (vph)	32	613	596	492	808	12				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	13	13	12	12	13	12				
Storage Length (ft)	0			160	0	0				
Storage Lanes	0			1	1	0				
Taper Length (ft)	25				25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Fr <sub>t</sub>				0.850	0.998					
Fl <sub>t</sub> Protected		0.998			0.953					
Satd. Flow (prot)	0	1886	1827	1583	1831	0				
Fl <sub>t</sub> Permitted		0.670			0.953					
Satd. Flow (perm)	0	1266	1827	1583	1831	0				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				339	1					
Link Speed (mph)		45	45		45					
Link Distance (ft)		1145	665		990					
Travel Time (s)		17.3	10.1		15.0					
Peak Hour Factor	0.94	0.94	0.95	0.95	0.90	0.90				
Heavy Vehicles (%)	2%	4%	4%	2%	2%	2%				
Adj. Flow (vph)	34	652	627	518	898	13				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	686	627	518	911	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Left	Left	Right	Left	Right				
Median Width(ft)		11	11		23					
Link Offset(ft)		0	0		0					
Crosswalk Width(ft)		16	16		16					
Two way Left Turn Lane										
Headway Factor	0.96	0.96	1.00	1.00	0.96	1.00				
Turning Speed (mph)	15			9	15	9				
Number of Detectors	2	0	0	0	2					
Detector Template	Left				Thru					
Leading Detector (ft)	80	0	0	0	80					
Trailing Detector (ft)	-10	0	0	0	-10					
Detector 1 Position(ft)	-10	-10	-10	-10	-10					
Detector 1 Size(ft)	40	40	40	40	40					
Detector 1 Type	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					
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0					
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0					
Detector 2 Position(ft)	40				40					
Detector 2 Size(ft)	40				40					
Detector 2 Type	Cl+Ex				Cl+Ex					
Detector 2 Channel										
Detector 2 Extend (s)	0.0				0.0					
Turn Type	Perm	NA	NA	custom	Prot					

Lanes, Volumes, Timings  
 18: Crompond Road & Bear Mtn. Pkwy

2023 With Action  
 Weekday AM

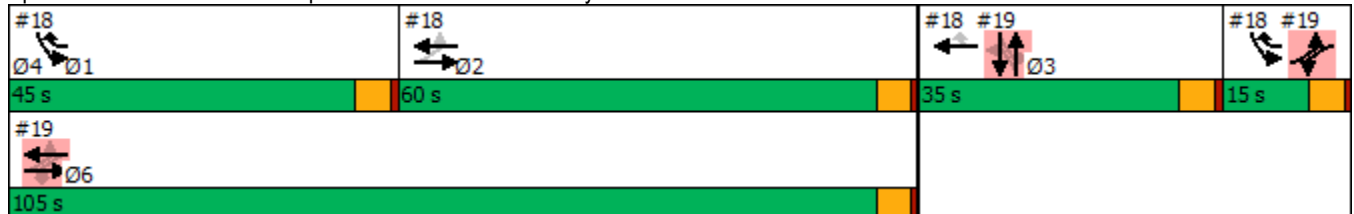


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Protected Phases		2	2 3	1 4	1 4		1	3	4	6
Permitted Phases	2			3						
Detector Phase	2	2	2 3	1 4	1 4					
Switch Phase										
Minimum Initial (s)	3.0	3.0					3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	8.0					13.0	21.0	8.0	8.0
Total Split (s)	60.0	60.0					45.0	35.0	15.0	105.0
Total Split (%)	38.7%	38.7%					29%	23%	10%	68%
Maximum Green (s)	55.0	55.0					40.0	30.0	10.0	100.0
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								
Total Lost Time (s)		5.0								
Lead/Lag	Lag	Lag					Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes					Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0					2.0	2.0	2.0	2.0
Recall Mode	Max	Max					None	None	None	Max
Act Effct Green (s)		55.0	90.0	90.0	55.0					
Actuated g/C Ratio		0.35	0.58	0.58	0.35					
v/c Ratio		1.53	0.59	0.49	1.40					
Control Delay		283.6	18.9	8.9	227.6					
Queue Delay		0.0	3.9	0.6	3.8					
Total Delay		283.6	22.8	9.5	231.4					
LOS		F	C	A	F					
Approach Delay		283.6	16.8		231.4					
Approach LOS		F	B		F					

Intersection Summary

Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	155
Natural Cycle:	130
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.98
Intersection Signal Delay:	154.8
Intersection LOS:	F
Intersection Capacity Utilization	112.2%
ICU Level of Service	H
Analysis Period (min)	15

Splits and Phases: 18: Crompond Road & Bear Mtn. Pkwy





Lanes, Volumes, Timings  
 19: Croton Avenue/Maple Row & Crompond Road

2023 With Action  
 Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	1136	238	147	812	17	184	36	108	38	128	92
Future Volume (vph)	47	1136	238	147	812	17	184	36	108	38	128	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	12	12	10	12	12	12	12
Storage Length (ft)	125		75	100		0	175		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	50			75			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>			0.850		0.997			0.887			0.952	
Fl <sub>t</sub> Protected	0.950			0.950			0.950				0.993	
Satd. Flow (prot)	1678	1766	1501	1678	1761	0	1752	1527	0	0	1761	0
Fl <sub>t</sub> Permitted	0.165			0.040			0.279				0.824	
Satd. Flow (perm)	291	1766	1501	71	1761	0	515	1527	0	0	1461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			55		1			87			16	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		665			3717			466			589	
Travel Time (s)		10.1			56.3			10.6			13.4	
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.94	0.94	0.94	0.87	0.87	0.87
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	52	1248	262	160	883	18	196	38	115	44	147	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	1248	262	160	901	0	196	153	0	0	297	0
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)		11			11			12			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.09	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2		2	2	
Detector Template	Left			Left			Left	Thru		Left	Thru	
Leading Detector (ft)	80	0	0	80	0		80	80		80	80	
Trailing Detector (ft)	-10	0	0	-10	0		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10	-10	-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	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	
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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)	40			40			40	40		40	40	
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	Perm	pm+pt	NA		Perm	NA		Perm	NA	

Lane Group	Ø1	Ø2
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		



Lanes, Volumes, Timings  
 19: Croton Avenue/Maple Row & Crompond Road

2023 With Action  
 Weekday AM

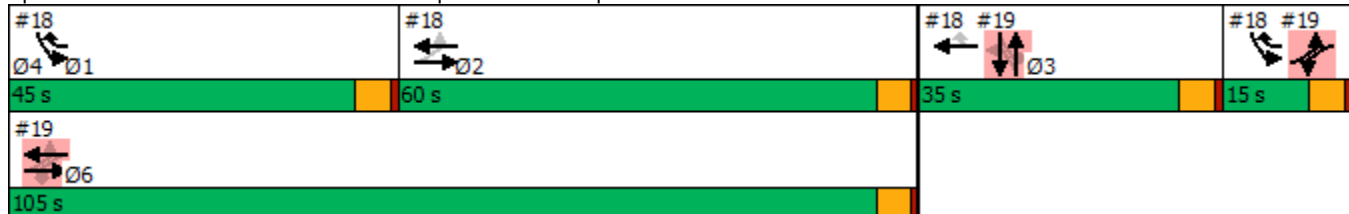


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	6		4	6			3			3	
Permitted Phases	6		6	6			3			3		
Detector Phase	4	6	6	4	6		3	3		3	3	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	8.0	8.0	8.0	8.0	8.0		21.0	21.0		21.0	21.0	
Total Split (s)	15.0	105.0	105.0	15.0	105.0		35.0	35.0		35.0	35.0	
Total Split (%)	9.7%	67.7%	67.7%	9.7%	67.7%		22.6%	22.6%		22.6%	22.6%	
Maximum Green (s)	10.0	100.0	100.0	10.0	100.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0	4.0	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	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)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Lead/Lag	Lag			Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes			Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Max	Max	None	Max		None	None		None	None	
Act Effct Green (s)	110.0	100.0	100.0	110.0	100.0		30.0	30.0			30.0	
Actuated g/C Ratio	0.71	0.65	0.65	0.71	0.65		0.19	0.19			0.19	
v/c Ratio	0.18	1.10	0.27	1.04	0.79		1.98	0.42			1.01	
Control Delay	3.1	61.5	2.2	124.6	26.5		505.9	27.7			111.6	
Queue Delay	0.0	3.3	0.0	0.0	0.1		0.0	0.0			0.0	
Total Delay	3.1	64.7	2.2	124.6	26.7		505.9	27.7			111.6	
LOS	A	E	A	F	C		F	C			F	
Approach Delay		52.2			41.5			296.3			111.6	
Approach LOS		D			D			F			F	

Intersection Summary

Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	155
Natural Cycle:	130
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.98
Intersection Signal Delay:	80.2
Intersection LOS:	F
Intersection Capacity Utilization:	109.2%
ICU Level of Service:	H
Analysis Period (min):	15

Splits and Phases: 19: Croton Avenue/Maple Row & Crompond Road



Lane Group	Ø1	Ø2
Protected Phases	1	2
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	3.0	3.0
Minimum Split (s)	13.0	8.0
Total Split (s)	45.0	60.0
Total Split (%)	29%	39%
Maximum Green (s)	40.0	55.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	2.0
Recall Mode	None	Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		



Lanes, Volumes, Timings  
20: Crompond Road & Lexington Avenue

2023 With Action  
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	1117	60	17	866	93	30	7	1	163	28	90
Future Volume (vph)	51	1117	60	17	866	93	30	7	1	163	28	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	11	15	15	15	12	12	14
Storage Length (ft)	75		0	70		390	0		0	0		50
Storage Lanes	1		0	1		1	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										0.97
Frt		0.992				0.850		0.997				0.850
Flt Protected	0.950			0.950				0.962			0.959	
Satd. Flow (prot)	1678	1689	0	1678	1766	1501	0	1965	0	0	1769	1666
Flt Permitted	0.073			0.076				0.622			0.723	
Satd. Flow (perm)	129	1689	0	134	1766	1501	0	1271	0	0	1334	1614
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				104		1				82
Link Speed (mph)		45			45			30				30
Link Distance (ft)		3717			904			130				1536
Travel Time (s)		56.3			13.7			3.0				34.9
Confl. Peds. (#/hr)			5									5
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.78	0.78	0.78	0.90	0.90	0.90
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	1
Adj. Flow (vph)	57	1241	67	19	973	104	38	9	1	181	31	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	1308	0	19	973	104	0	48	0	0	212	100
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)		11			11			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.04	0.88	0.88	0.88	1.00	1.00	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0	0	2	1		2	2	1
Detector Template	Left			Left			Left			Left	Thru	
Leading Detector (ft)	80	0		80	0	0	80	20		80	80	30
Trailing Detector (ft)	-10	0		-10	0	0	-10	0		-10	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10	-10	-10	0		-10	-10	-10
Detector 1 Size(ft)	40	40		40	40	40	40	20		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)	40			40			40			40	40	
Detector 2 Size(ft)	40			40			40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	

Lanes, Volumes, Timings  
20: Crompond Road & Lexington Avenue

2023 With Action  
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			3			3	
Permitted Phases	6			2		2	3			3		3
Detector Phase	1	6		5	2	2	3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	8.0	31.0		8.0	16.0	16.0	29.0	29.0		29.0	29.0	29.0
Total Split (s)	20.0	56.0		20.0	56.0	56.0	30.0	30.0		30.0	30.0	30.0
Total Split (%)	18.9%	52.8%		18.9%	52.8%	52.8%	28.3%	28.3%		28.3%	28.3%	28.3%
Maximum Green (s)	15.0	50.0		15.0	50.0	50.0	25.0	25.0		25.0	25.0	25.0
Yellow Time (s)	4.0	5.0		4.0	5.0	5.0	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	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)	5.0	6.0		5.0	6.0	6.0		5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Max		None	Max	Max	None	None		None	None	None
Walk Time (s)		8.0					8.0	8.0		8.0	8.0	8.0
Flash Dont Walk (s)		17.0					16.0	16.0		16.0	16.0	16.0
Pedestrian Calls (#/hr)		0					0	0		0	0	0
Act Effct Green (s)	58.8	55.3		55.6	50.6	50.6		18.0			18.0	18.0
Actuated g/C Ratio	0.67	0.63		0.63	0.57	0.57		0.20			0.20	0.20
v/c Ratio	0.30	1.24		0.11	0.96	0.11		0.18			0.78	0.25
Control Delay	10.2	135.3		7.4	42.5	2.9		30.5			53.5	11.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	10.2	135.3		7.4	42.5	2.9		30.5			53.5	11.3
LOS	B	F		A	D	A		C			D	B
Approach Delay		130.1			38.1			30.5			40.0	
Approach LOS		F			D			C			D	

Intersection Summary

Area Type: Other  
 Cycle Length: 106  
 Actuated Cycle Length: 88.3  
 Natural Cycle: 150  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.24  
 Intersection Signal Delay: 82.7  
 Intersection Capacity Utilization 84.6%  
 Analysis Period (min) 15  
 Intersection LOS: F  
 ICU Level of Service E

Splits and Phases: 20: Crompond Road & Lexington Avenue





Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑		↔
Traffic Vol, veh/h	551	57	4	415	4	7
Future Vol, veh/h	551	57	4	415	4	7
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	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	94	94	56	56
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	599	62	4	441	7	13

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	661	0	1079 630
Stage 1	-	-	-	-	630 -
Stage 2	-	-	-	-	449 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	927	-	242 482
Stage 1	-	-	-	-	531 -
Stage 2	-	-	-	-	643 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	927	-	241 482
Mov Cap-2 Maneuver	-	-	-	-	241 -
Stage 1	-	-	-	-	531 -
Stage 2	-	-	-	-	640 -

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)	482	-	-	927	-
HCM Lane V/C Ratio	0.026	-	-	0.005	-
HCM Control Delay (s)	12.7	-	-	8.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	12	803	10	1	520	3	27	1	1	16	5	16
Future Vol, veh/h	12	803	10	1	520	3	27	1	1	16	5	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	59	59	59	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	873	11	1	565	3	46	2	2	25	8	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	568	0	0	884	0	0	1490	1475	879	1476	1479	567
Stage 1	-	-	-	-	-	-	905	905	-	569	569	-
Stage 2	-	-	-	-	-	-	585	570	-	907	910	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1004	-	-	765	-	-	102	126	347	104	126	523
Stage 1	-	-	-	-	-	-	331	355	-	507	506	-
Stage 2	-	-	-	-	-	-	497	505	-	330	353	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1004	-	-	765	-	-	92	124	347	101	124	523
Mov Cap-2 Maneuver	-	-	-	-	-	-	92	124	-	101	124	-
Stage 1	-	-	-	-	-	-	327	350	-	500	505	-
Stage 2	-	-	-	-	-	-	466	504	-	323	348	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			77.9			39.1		
HCM LOS							F			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	95	1004	-	-	765	-	-	161
HCM Lane V/C Ratio	0.517	0.013	-	-	0.001	-	-	0.354
HCM Control Delay (s)	77.9	8.6	-	-	9.7	-	-	39.1
HCM Lane LOS	F	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	2.3	0	-	-	0	-	-	1.5



Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	5	4	7	0	4	57
Future Vol, veh/h	5	4	7	0	4	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	92	92	64	64
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	5	8	0	6	89

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	109	8	0	0	8
Stage 1	8	-	-	-	-
Stage 2	101	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	888	1074	-	-	1612
Stage 1	1015	-	-	-	-
Stage 2	923	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	884	1074	-	-	1612
Mov Cap-2 Maneuver	884	-	-	-	-
Stage 1	1015	-	-	-	-
Stage 2	919	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	959	1612
HCM Lane V/C Ratio	-	-	0.013	0.004
HCM Control Delay (s)	-	-	8.8	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	34	104	6	12	99
Future Vol, veh/h	3	34	104	6	12	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	37	113	7	13	108

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	251	117	0	0	120	0
Stage 1	117	-	-	-	-	-
Stage 2	134	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	738	935	-	-	1468	-
Stage 1	908	-	-	-	-	-
Stage 2	892	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	731	935	-	-	1468	-
Mov Cap-2 Maneuver	731	-	-	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	884	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	914	1468
HCM Lane V/C Ratio	-	-	0.044	0.009
HCM Control Delay (s)	-	-	9.1	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

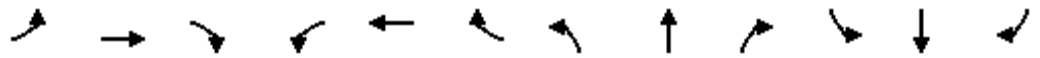


Lanes, Volumes, Timings

2023 With Action

30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6

Weekday AM



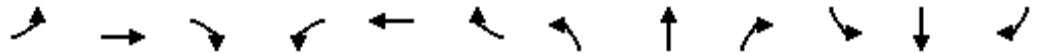
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	624	51	45	632	177	51	25	51	333	33	110
Future Volume (vph)	86	624	51	45	632	177	51	25	51	333	33	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	10	11	11	14	14	14	11	11	12
Storage Length (ft)	45		0	80		0	0		0	135		135
Storage Lanes	1		0	1		0	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	1.00				1.00							
Frt		0.989			0.967				0.850			0.850
Flt Protected	0.950			0.950				0.968		0.950	0.961	
Satd. Flow (prot)	1678	3265	0	1652	3223	0	0	1923	1689	1609	1631	1583
Flt Permitted	0.188			0.286				0.673		0.950	0.961	
Satd. Flow (perm)	332	3265	0	497	3223	0	0	1337	1689	1609	1631	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			45				182			182
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1070			371			135				410
Travel Time (s)		18.2			6.3			3.1				9.3
Confl. Peds. (#/hr)	1						1					
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	6%	2%	2%	4%	5%	2%	2%	2%	3%	2%	2%
Adj. Flow (vph)	96	693	57	50	702	197	57	28	57	370	37	122
Shared Lane Traffic (%)										45%		
Lane Group Flow (vph)	96	750	0	50	899	0	0	85	57	203	204	122
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			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.09	1.04	1.04	0.92	0.92	0.92	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		0	2		0	2	0	2	2	0
Detector Template				Thru			Thru		Thru			Thru
Leading Detector (ft)	83	83		0	83		50	83	0	83	83	0
Trailing Detector (ft)	-5	-5		0	-5		0	-5	0	-5	-5	0
Detector 1 Position(ft)	-5	-5		0	-5		0	-5	0	-5	-5	0
Detector 1 Size(ft)	40	40		0	40		0	40	0	40	40	0
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	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	
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												

Lanes, Volumes, Timings

2023 With Action

30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6

Weekday AM

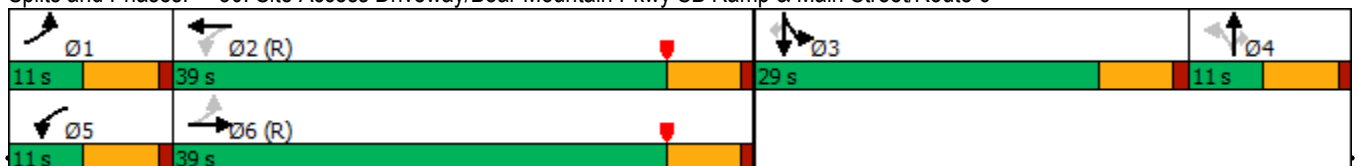


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2			4		3	3	
Permitted Phases	6			2			4		4			3
Detector Phase	1	6		5	2		4	4	4	3	3	3
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	32.0		11.0	32.0		11.0	11.0	11.0	29.0	29.0	29.0
Total Split (s)	11.0	39.0		11.0	39.0		11.0	11.0	11.0	29.0	29.0	29.0
Total Split (%)	12.2%	43.3%		12.2%	43.3%		12.2%	12.2%	12.2%	32.2%	32.2%	32.2%
Maximum Green (s)	5.0	33.0		5.0	33.0		5.0	5.0	5.0	23.0	23.0	23.0
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		Lead	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		3.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		8.0			8.0					7.0	7.0	7.0
Flash Dont Walk (s)		18.0			18.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		5			5					5	5	5
Act Effct Green (s)	41.9	38.9		40.7	36.4			10.4	10.4	16.1	16.1	16.1
Actuated g/C Ratio	0.47	0.43		0.45	0.40			0.12	0.12	0.18	0.18	0.18
v/c Ratio	0.41	0.53		0.17	0.68			0.55	0.16	0.70	0.70	0.28
Control Delay	18.3	21.8		15.9	25.3			56.2	1.0	47.3	46.8	2.9
Queue Delay	0.0	0.0		0.0	0.6			0.0	0.0	0.4	0.4	0.0
Total Delay	18.3	21.8		15.9	25.9			56.2	1.0	47.7	47.2	2.9
LOS	B	C		B	C			E	A	D	D	A
Approach Delay		21.4			25.4			34.1			37.2	
Approach LOS		C			C			C			D	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.70
Intersection Signal Delay:	27.0
Intersection LOS:	C
Intersection Capacity Utilization:	59.7%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6





Lanes, Volumes, Timings  
31: Bear Mountain Pkwy NB Ramp/Driveway & Main Street/Route 6

2023 With Action  
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖	↕↕		↖	↖			↕↕	
Traffic Volume (vph)	60	880	68	201	733	60	40	24	27	45	15	82
Future Volume (vph)	60	880	68	201	733	60	40	24	27	45	15	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	11	12	12	12	12	12
Grade (%)		1%			0%			-4%			-1%	
Storage Length (ft)	0		0	0		0	65		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							0.99
Frt		0.990			0.989			0.921				0.922
Flt Protected		0.997		0.950			0.950					0.984
Satd. Flow (prot)	0	3354	0	1711	3433	0	1745	1732	0	0	1686	0
Flt Permitted		0.839		0.225			0.506				0.873	
Satd. Flow (perm)	0	2823	0	405	3433	0	929	1732	0	0	1495	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			17			29				75
Link Speed (mph)		40			40			30				30
Link Distance (ft)		371			729			266				129
Travel Time (s)		6.3			12.4			6.0				2.9
Confl. Peds. (#/hr)	1						1				1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	6%	5%	2%	4%	2%	2%	2%	4%	2%	2%	2%
Adj. Flow (vph)	64	936	72	214	780	64	43	26	29	48	16	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1072	0	214	844	0	43	55	0	0	151	0
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)		11			11			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.04	1.00	1.00	1.02	0.97	0.97	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0		0	0		0	0		0	0	
Detector Template	Thru	Thru		Thru	Thru		Thru	Thru		Thru	Thru	
Leading Detector (ft)	50	0		0	0		0	0		50	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		4		3	8			2				6
Permitted Phases	4			8			2			6		
Detector Phase	4	4		3	8		2	2		6		6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.0	23.0		10.0	23.0		11.0	11.0		11.0	11.0	
Total Split (s)	45.0	45.0		15.0	60.0		30.0	30.0		30.0	30.0	
Total Split (%)	50.0%	50.0%		16.7%	66.7%		33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	40.0	40.0		10.0	55.0		25.0	25.0		25.0	25.0	

Lanes, Volumes, Timings  
 31: Bear Mountain Pkwy NB Ramp/Driveway & Main Street/Route 6

2023 With Action  
 Weekday AM

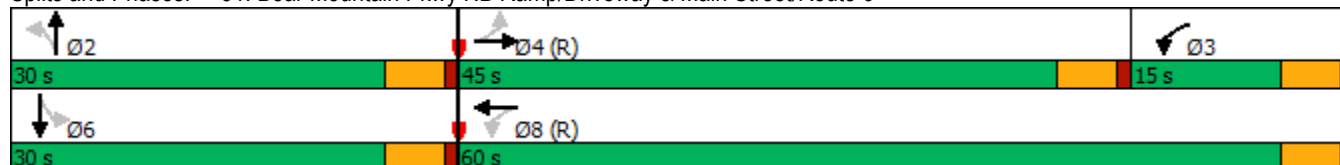


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0		5.0	5.0		5.0	5.0			5.0	
Lead/Lag	Lead	Lead		Lag								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		Min	C-Min		None	None		None	None	
Act Effct Green (s)		57.7		69.7	69.7		10.3	10.3			10.3	
Actuated g/C Ratio		0.64		0.77	0.77		0.11	0.11			0.11	
v/c Ratio		0.59		0.52	0.32		0.41	0.25			0.64	
Control Delay		7.0		13.1	3.7		46.6	22.2			31.6	
Queue Delay		0.3		0.0	0.0		0.3	0.0			0.4	
Total Delay		7.3		13.1	3.7		46.9	22.2			32.0	
LOS		A		B	A		D	C			C	
Approach Delay		7.3			5.6			33.0			32.0	
Approach LOS		A			A			C			C	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 9.1  
 Intersection LOS: A  
 Intersection Capacity Utilization 78.0%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 31: Bear Mountain Pkwy NB Ramp/Driveway & Main Street/Route 6





Lanes, Volumes, Timings  
1: Dayton Lane & Main Street/Route 6

2023 With Action  
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	693	173	152	573	33	350	1	56	29	1	44
Future Volume (vph)	45	693	173	152	573	33	350	1	56	29	1	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	12	12	10	10	10
Storage Length (ft)	100		0	210		0	85		0	0		80
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.970			0.992			0.852				0.850
Flt Protected	0.950			0.950			0.950				0.954	
Satd. Flow (prot)	1711	3267	0	1711	3332	0	1711	1587	0	0	1659	1478
Flt Permitted	0.396			0.189			0.737				0.772	
Satd. Flow (perm)	713	3267	0	340	3332	0	1327	1587	0	0	1342	1478
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		38			7							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		653			1740			256				224
Travel Time (s)		14.8			39.5			5.8				5.1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.95	0.95	0.95	0.96	0.96	0.96
Heavy Vehicles (%)	2%	4%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	46	707	177	155	585	34	368	1	59	30	1	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	884	0	155	619	0	368	60	0	0	31	46
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)		11			11			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		1	2	2
Detector Template								Thru		Left		Thru
Leading Detector (ft)	80	0		80	0		80	80		30		80
Trailing Detector (ft)	-10	0		-10	0		-10	-10		-10		-10
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10		-10
Detector 1 Size(ft)	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
Detector 1 Channel												
Detector 1 Extend (s)	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
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Detector 2 Position(ft)	40			40			40	40				40
Detector 2 Size(ft)	40			40			40	40				40
Detector 2 Type	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
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm		NA

Lanes, Volumes, Timings  
1: Dayton Lane & Main Street/Route 6

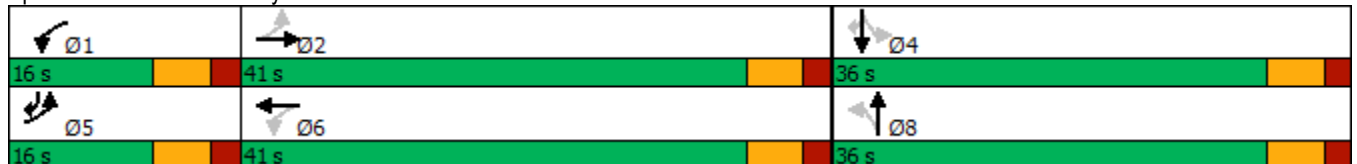
2023 With Action  
Weekday PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		8.0	8.0		8.0	8.0	5.0
Minimum Split (s)	11.0	41.0		11.0	41.0		26.0	26.0		26.0	26.0	11.0
Total Split (s)	16.0	41.0		16.0	41.0		36.0	36.0		36.0	36.0	16.0
Total Split (%)	17.2%	44.1%		17.2%	44.1%		38.7%	38.7%		38.7%	38.7%	17.2%
Maximum Green (s)	10.0	35.0		10.0	35.0		30.0	30.0		30.0	30.0	10.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
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		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	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
Recall Mode	None	Max		None	Max		None	None		None	None	None
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		15.0								16.0	16.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)	42.0	35.1		47.3	39.8		27.5	27.5		27.5	27.5	40.4
Actuated g/C Ratio	0.47	0.39		0.53	0.44		0.31	0.31		0.31	0.31	0.45
v/c Ratio	0.11	0.68		0.49	0.42		0.90	0.12		0.08	0.07	0.07
Control Delay	10.8	25.4		15.9	19.5		57.5	23.1		22.6	14.0	14.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	10.8	25.4		15.9	19.5		57.5	23.1		22.6	14.0	14.0
LOS	B	C		B	B		E	C		C	B	B
Approach Delay		24.7			18.8			52.7			17.4	
Approach LOS		C			B			D			B	

Intersection Summary

Area Type:	Other
Cycle Length:	93
Actuated Cycle Length:	89.6
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.90
Intersection Signal Delay:	27.8
Intersection LOS:	C
Intersection Capacity Utilization	74.2%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 1: Dayton Lane & Main Street/Route 6





Lanes, Volumes, Timings  
2: Conklin Avenue & Main Street/Route 6

2023 With Action  
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	663	40	210	643	10	24	11	280	17	10	24
Future Volume (vph)	10	663	40	210	643	10	24	11	280	17	10	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12	12	12	12	12	12	12
Storage Length (ft)	110		0	210		0	0		50	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.998				0.850		0.937	
Flt Protected	0.950			0.950				0.967			0.984	
Satd. Flow (prot)	1652	3382	0	1652	3401	0	0	1801	1583	0	1717	0
Flt Permitted	0.372			0.317				0.826			0.872	
Satd. Flow (perm)	647	3382	0	551	3401	0	0	1539	1583	0	1522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			2				333			28
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1740			1071			1948			260	
Travel Time (s)		39.5			24.3			44.3			5.9	
Peak Hour Factor	0.86	0.86	0.86	0.92	0.92	0.92	0.84	0.84	0.84	0.86	0.86	0.86
Heavy Vehicles (%)	2%	6%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	12	771	47	228	699	11	29	13	333	20	12	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	818	0	228	710	0	0	42	333	0	60	0
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)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.09	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
Number of Detectors	2	2		2	2		1	2	2	1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left		
Leading Detector (ft)	80	80		80	80		30	80	80	30	30	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10	-10	-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10	-10	-10	-10	
Detector 1 Size(ft)	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	
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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)	40	40		40	40			40	40			
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		pm+pt	NA		Perm	NA	Perm	Perm	NA	

Lanes, Volumes, Timings  
2: Conklin Avenue & Main Street/Route 6

2023 With Action  
Weekday PM

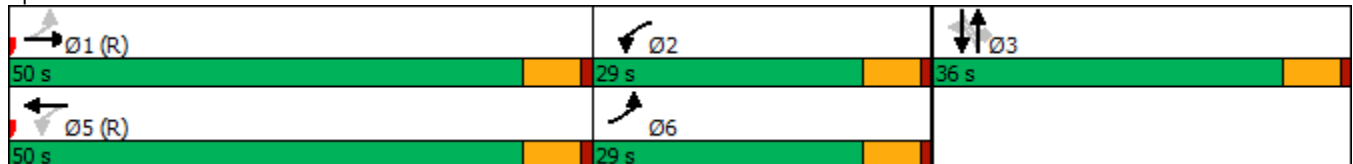


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	6	1		2	5			3				3
Permitted Phases	1			5			3		3	3		
Detector Phase	6	1		2	5		3	3	3	3		3
Switch Phase												
Minimum Initial (s)	2.0	10.0		5.0	10.0		2.0	2.0	2.0	2.0		2.0
Minimum Split (s)	8.0	16.0		11.0	16.0		36.0	36.0	36.0	36.0		36.0
Total Split (s)	29.0	50.0		29.0	50.0		36.0	36.0	36.0	36.0		36.0
Total Split (%)	25.2%	43.5%		25.2%	43.5%		31.3%	31.3%	31.3%	31.3%		31.3%
Maximum Green (s)	23.0	44.0		23.0	44.0		30.0	30.0	30.0	30.0		30.0
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None		None
Walk Time (s)							7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)							23.0	23.0	23.0	23.0		23.0
Pedestrian Calls (#/hr)							0	0	0	0		0
Act Effct Green (s)	87.2	81.1		92.2	89.5			9.2	9.2			9.2
Actuated g/C Ratio	0.76	0.71		0.80	0.78			0.08	0.08			0.08
v/c Ratio	0.02	0.34		0.45	0.27			0.34	0.77			0.41
Control Delay	4.0	8.0		7.9	5.7			55.5	17.7			37.2
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	4.0	8.0		7.9	5.7			55.5	17.7			37.2
LOS	A	A		A	A			E	B			D
Approach Delay		8.0			6.2			21.9				37.2
Approach LOS		A			A			C				D

Intersection Summary

Area Type: Other  
 Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 10.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 55.8%  
 ICU Level of Service B  
 Analysis Period (min) 15






















Splits and Phases: 2: Conklin Avenue & Main Street/Route 6





Lanes, Volumes, Timings  
3: Lexington Avenue & Route 6/Main Street

2023 With Action  
Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	772	216	62	937	70	225	117	133	78	98	170
Future Volume (vph)	185	772	216	62	937	70	225	117	133	78	98	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	350		0	225		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967			0.990			0.920			0.905	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1744	0	1752	1778	0	1752	1697	0	1752	1669	0
Flt Permitted	0.047			0.050			0.162			0.383		
Satd. Flow (perm)	87	1744	0	92	1778	0	299	1697	0	707	1669	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		12			3							
Link Speed (mph)		35			35			30				30
Link Distance (ft)		440			527			466				490
Travel Time (s)		8.6			10.3			10.6				11.1
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.98	0.98	0.98	0.91	0.91	0.91
Heavy Vehicles (%)	3%	6%	3%	3%	6%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	195	813	227	65	976	73	230	119	136	86	108	187
Shared Lane Traffic (%)												
Lane Group Flow (vph)	195	1040	0	65	1049	0	230	255	0	86	295	0
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	1.00	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
Number of Detectors	2	1		2	1		2	2		2	2	
Detector Template	Left			Left			Left	Thru		Left	Thru	
Leading Detector (ft)	80	30		80	30		80	80		80	80	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	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	
Detector 1 Channel												
Detector 1 Extend (s)	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	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	40			40			40	40		40	40	
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		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	

Lanes, Volumes, Timings  
3: Lexington Avenue & Route 6/Main Street

2023 With Action  
Weekday PM

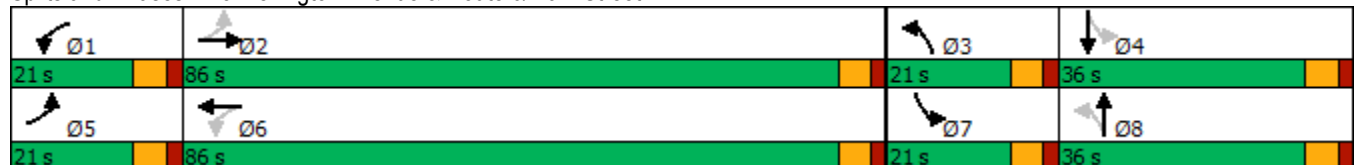


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	35.0		9.0	40.0		9.0	29.0		9.0	9.0	
Total Split (s)	21.0	86.0		21.0	86.0		21.0	36.0		21.0	36.0	
Total Split (%)	12.8%	52.4%		12.8%	52.4%		12.8%	22.0%		12.8%	22.0%	
Maximum Green (s)	15.0	80.0		15.0	80.0		15.0	30.0		15.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
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		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		0			0			0				
Act Effct Green (s)	100.6	87.4		87.6	80.0		48.8	34.3		40.4	29.9	
Actuated g/C Ratio	0.61	0.53		0.53	0.49		0.30	0.21		0.25	0.18	
v/c Ratio	0.95	1.11		0.52	1.21		1.04	0.72		0.36	0.97	
Control Delay	97.8	100.9		36.5	141.1		116.0	72.9		45.8	109.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	97.8	100.9		36.5	141.1		116.0	72.9		45.8	109.8	
LOS	F	F		D	F		F	E		D	F	
Approach Delay		100.4			135.0			93.4			95.4	
Approach LOS		F			F			F			F	

Intersection Summary

Area Type:	Other
Cycle Length:	164
Actuated Cycle Length:	163.8
Natural Cycle:	150
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.21
Intersection Signal Delay:	110.7
Intersection LOS:	F
Intersection Capacity Utilization:	111.9%
ICU Level of Service:	H
Analysis Period (min):	15

Splits and Phases: 3: Lexington Avenue & Route 6/Main Street





Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	41	91	316	64	67	259
Future Vol, veh/h	41	91	316	64	67	259
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	78	78	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	98	405	82	69	267

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	851	446	0	0	487
Stage 1	446	-	-	-	-
Stage 2	405	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	330	612	-	-	1076
Stage 1	645	-	-	-	-
Stage 2	673	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	305	612	-	-	1076
Mov Cap-2 Maneuver	305	-	-	-	-
Stage 1	645	-	-	-	-
Stage 2	623	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.1	0	1.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	466	1076
HCM Lane V/C Ratio	-	-	0.305	0.064
HCM Control Delay (s)	-	-	16.1	8.6
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.3	0.2

Intersection						
Int Delay, s/veh	28.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	172	79	341	197	107	194
Future Vol, veh/h	172	79	341	197	107	194
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	78	78	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	189	87	437	253	135	246

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1080	564	0	0	690
Stage 1	564	-	-	-	-
Stage 2	516	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	241	525	-	-	905
Stage 1	569	-	-	-	-
Stage 2	599	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	199	525	-	-	905
Mov Cap-2 Maneuver	199	-	-	-	-
Stage 1	569	-	-	-	-
Stage 2	495	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	135.4	0	3.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	247	905
HCM Lane V/C Ratio	-	-	1.117	0.15
HCM Control Delay (s)	-	-	135.4	9.7
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	12.1	0.5



**Intersection**

Int Delay, s/veh 175.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	135	500	577	388	198	184
Future Vol, veh/h	135	500	577	388	198	184
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	93	93	97	97
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	144	532	620	417	204	190

**Major/Minor**

	Major1	Major2	Minor2		
Conflicting Flow All	1037	0	0	1649	829
Stage 1	-	-	-	829	-
Stage 2	-	-	-	820	-
Critical Hdwy	4.14	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	3.518	3.318
Pot Cap-1 Maneuver	663	-	-	~ 109	370
Stage 1	-	-	-	429	-
Stage 2	-	-	-	433	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	663	-	-	~ 85	370
Mov Cap-2 Maneuver	-	-	-	~ 85	-
Stage 1	-	-	-	336	-
Stage 2	-	-	-	433	-

**Approach**

	EB	WB	SB
HCM Control Delay, s	2.5	0	\$ 933.2
HCM LOS			F

**Minor Lane/Major Mvmt**

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	663	-	-	-	135
HCM Lane V/C Ratio	0.217	-	-	-	2.917
HCM Control Delay (s)	11.9	-	-	-	\$ 933.2
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.8	-	-	-	36.4

**Notes**

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

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	690	5	2	958	1	2
Future Vol, veh/h	690	5	2	958	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	92	92	75	75
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	711	5	2	1041	1	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	716	0	1759 714
Stage 1	-	-	-	-	714 -
Stage 2	-	-	-	-	1045 -
Critical Hdwy	-	-	4.14	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.236	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	875	-	93 431
Stage 1	-	-	-	-	485 -
Stage 2	-	-	-	-	339 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	875	-	93 431
Mov Cap-2 Maneuver	-	-	-	-	93 -
Stage 1	-	-	-	-	485 -
Stage 2	-	-	-	-	338 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	23.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	195	-	-	875	-
HCM Lane V/C Ratio	0.021	-	-	0.002	-
HCM Control Delay (s)	23.8	-	-	9.1	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Lanes, Volumes, Timings  
 8: Cortlandt Medical Dway/NY Presbyterian Driveway & Crompond Road

2023 With Action  
 Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	586	62	96	801	75	159	5	267	0	0	0
Future Volume (vph)	44	586	62	96	801	75	159	5	267	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.99	1.00			0.98	0.96			
Fr <sub>t</sub>		0.986			0.987				0.850			
Fl <sub>t</sub> Protected	0.950			0.950				0.954				
Satd. Flow (prot)	1736	1795	0	1736	1800	0	0	1777	1583	0	0	0
Fl <sub>t</sub> Permitted	0.213			0.354				0.954				
Satd. Flow (perm)	389	1795	0	643	1800	0	0	1738	1516	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			10				281			
Link Speed (mph)		40			40			10			10	
Link Distance (ft)		198			413			356			188	
Travel Time (s)		3.4			7.0			24.3			12.8	
Confl. Peds. (#/hr)	10		10	10		10	10		10			
Peak Hour Factor	0.98	0.98	0.98	0.93	0.93	0.93	0.95	0.95	0.95	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	45	598	63	103	861	81	167	5	281	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	661	0	103	942	0	0	172	281	0	0	0
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			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	1.00	1.00	1.00	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
Number of Detectors	2	2		2	2		1	2	1			
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right			
Leading Detector (ft)	80	80		80	80		20	80	20			
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	0			
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	0			
Detector 1 Size(ft)	40	40		40	40		20	40	20			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
Detector 2 Position(ft)	40	40		40	40			40				
Detector 2 Size(ft)	40	40		40	40			40				
Detector 2 Type	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				

Lanes, Volumes, Timings  
 8: Cortlandt Medical Dway/NY Presbyterian Driveway & Crompond Road

2023 With Action  
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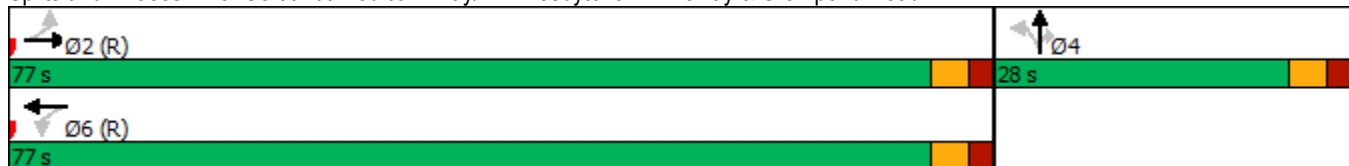


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm			
Protected Phases		2			6			4				
Permitted Phases	2			6			4		4			
Detector Phase	2	2		6	6		4	4	4			
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0			
Minimum Split (s)	32.0	32.0		32.0	32.0		28.0	28.0	28.0			
Total Split (s)	77.0	77.0		77.0	77.0		28.0	28.0	28.0			
Total Split (%)	73.3%	73.3%		73.3%	73.3%		26.7%	26.7%	26.7%			
Maximum Green (s)	72.0	72.0		72.0	72.0		23.0	23.0	23.0			
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0			
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0			
Lost Time Adjust (s)	0.0	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	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0			
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None	None			
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	20.0	20.0		20.0	20.0		16.0	16.0	16.0			
Pedestrian Calls (#/hr)	10	10		10	10		10	10	10			
Act Effct Green (s)	77.2	77.2		77.2	77.2			17.8	17.8			
Actuated g/C Ratio	0.74	0.74		0.74	0.74			0.17	0.17			
v/c Ratio	0.16	0.50		0.22	0.71			0.59	0.57			
Control Delay	6.9	8.0		2.4	7.2			47.5	9.3			
Queue Delay	0.0	1.0		0.0	1.3			0.0	1.3			
Total Delay	6.9	9.0		2.4	8.5			47.5	10.6			
LOS	A	A		A	A			D	B			
Approach Delay		8.9			7.9			24.6				
Approach LOS		A			A			C				

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 100 (95%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.71  
 Intersection Signal Delay: 11.6  
 Intersection LOS: B  
 Intersection Capacity Utilization 74.6%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 8: Cortlandt Medical Dway/NY Presbyterian Driveway & Crompond Road





Lanes, Volumes, Timings  
 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road

2023 With Action  
 Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗		↖	↖			↕			↗	↗
Traffic Volume (vph)	0	786	67	120	767	0	86	0	101	154	23	119
Future Volume (vph)	0	786	67	120	767	0	86	0	101	154	23	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	12	12	11
Storage Length (ft)	0		0	200		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										
Frt		0.989						0.927				0.850
Flt Protected				0.950				0.977			0.958	
Satd. Flow (prot)	0	1801	0	1736	1827	0	0	1575	0	0	1785	1531
Flt Permitted				0.077				0.760			0.500	
Satd. Flow (perm)	0	1801	0	141	1827	0	0	1225	0	0	931	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5						135				135
Link Speed (mph)		40			40			30				10
Link Distance (ft)		413			792			1474				156
Travel Time (s)		7.0			13.5			33.5				10.6
Confl. Peds. (#/hr)			10	10								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.77	0.77	0.77	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	854	73	130	834	0	112	0	131	167	25	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	927	0	130	834	0	0	243	0	0	192	129
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			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	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.00	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		2	2		1	2		1	2	2
Detector Template		Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)		80		80	80		30	80		30	80	80
Trailing Detector (ft)		-10		-10	-10		-10	-10		-10	-10	-10
Detector 1 Position(ft)		-10		-10	-10		-10	-10		-10	-10	-10
Detector 1 Size(ft)		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
Detector 1 Channel												
Detector 1 Extend (s)		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
Detector 1 Delay (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		40		40	40			40			40	40
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												

Lanes, Volumes, Timings  
 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road

2023 With Action  
 Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0		0.0	0.0			0.0			0.0	0.0
Turn Type		NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2		1	6			4			3	
Permitted Phases				6			4			3		3
Detector Phase		2		1	6		4	4		3	3	3
Switch Phase												
Minimum Initial (s)		10.0		5.0	10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)		32.0		10.0	16.0		12.0	12.0		12.0	12.0	12.0
Total Split (s)		50.0		15.0	65.0		20.0	20.0		20.0	20.0	20.0
Total Split (%)		47.6%		14.3%	61.9%		19.0%	19.0%		19.0%	19.0%	19.0%
Maximum Green (s)		44.0		10.0	59.0		15.0	15.0		15.0	15.0	15.0
Yellow Time (s)		4.0		3.0	4.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)		2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)		6.0		5.0	6.0			5.0			5.0	5.0
Lead/Lag		Lag		Lead			Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?		Yes		Yes			Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode		C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0										
Flash Dont Walk (s)		19.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)		47.0		61.7	60.7			13.3			15.0	15.0
Actuated g/C Ratio		0.45		0.59	0.58			0.13			0.14	0.14
v/c Ratio		1.15		0.60	0.79			0.89			1.44	0.39
Control Delay		106.2		23.7	33.7			53.5			271.5	10.1
Queue Delay		0.0		0.0	1.5			1.2			0.0	0.1
Total Delay		106.2		23.7	35.3			54.7			271.5	10.2
LOS		F		C	D			D			F	B
Approach Delay		106.2			33.7			54.7			166.5	
Approach LOS		F			C			D			F	

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.44  
 Intersection Signal Delay: 80.5  
 Intersection LOS: F  
 Intersection Capacity Utilization 83.1%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road





Lanes, Volumes, Timings  
10: Crompond Road & Conklin Avenue

2023 With Action  
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	258	733	50	56	690	59	44	11	48	75	13	158
Future Volume (vph)	258	733	50	56	690	59	44	11	48	75	13	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	125		0	0		0	0		0	0		125
Storage Lanes	1		0	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	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.990			0.878			0.860	
Flt Protected	0.950				0.997		0.950			0.950		
Satd. Flow (prot)	1678	1811	0	0	1806	0	1770	1635	0	1711	1602	0
Flt Permitted	0.268				0.897		0.357			0.715		
Satd. Flow (perm)	473	1811	0	0	1624	0	665	1635	0	1287	1602	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			5			52				186
Link Speed (mph)		40			40			30				10
Link Distance (ft)		792			962			211				1948
Travel Time (s)		13.5			16.4			4.8				132.8
Peak Hour Factor	0.95	0.95	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.85	0.92	0.85
Heavy Vehicles (%)	4%	4%	2%	2%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	272	772	54	61	767	66	48	12	52	88	14	186
Shared Lane Traffic (%)												
Lane Group Flow (vph)	272	826	0	0	894	0	48	64	0	88	200	0
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	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	80	80		80	80		80	80		80	80	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	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	
Detector 1 Channel												
Detector 1 Extend (s)	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	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	40	40		40	40		40	40		40	40	
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	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	

Lanes, Volumes, Timings  
10: Crompond Road & Conklin Avenue

2023 With Action  
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Protected Phases	5	2			6			8				4	
Permitted Phases	2			6			8			4			
Detector Phase	5	2		6	6		8	8		4		4	
Switch Phase													
Minimum Initial (s)	5.0	10.0		10.0	10.0		10.0	10.0		10.0		10.0	
Minimum Split (s)	10.0	16.0		16.0	16.0		15.0	15.0		15.0		15.0	
Total Split (s)	20.0	70.0		50.0	50.0		35.0	35.0		35.0		35.0	
Total Split (%)	19.0%	66.7%		47.6%	47.6%		33.3%	33.3%		33.3%		33.3%	
Maximum Green (s)	15.0	64.0		44.0	44.0		30.0	30.0		30.0		30.0	
Yellow Time (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0		3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0		2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)	5.0	6.0			6.0		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		3.0		3.0	
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None		None	
Act Effct Green (s)	80.5	79.5			63.0		14.5	14.5		14.5		14.5	
Actuated g/C Ratio	0.77	0.76			0.60		0.14	0.14		0.14		0.14	
v/c Ratio	0.55	0.60			0.92		0.53	0.24		0.50		0.53	
Control Delay	2.7	2.6			36.3		61.3	15.8		50.5		12.3	
Queue Delay	0.0	1.0			0.0		1.0	0.0		0.0		0.4	
Total Delay	2.7	3.5			36.3		62.3	15.8		50.5		12.7	
LOS	A	A			D		E	B		D		B	
Approach Delay		3.3			36.3			35.8				24.2	
Approach LOS		A			D			D				C	

Intersection Summary

Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	105
Offset:	46 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.92
Intersection Signal Delay:	19.7
Intersection LOS:	B
Intersection Capacity Utilization	121.7%
ICU Level of Service	H
Analysis Period (min)	15

Splits and Phases: 10: Crompond Road & Conklin Avenue





Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	849	15	29	812	7	12
Future Vol, veh/h	849	15	29	812	7	12
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	95	95	92	92	67	67
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	894	16	32	883	10	18

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	910	0	1849 902
Stage 1	-	-	-	-	902 -
Stage 2	-	-	-	-	947 -
Critical Hdwy	-	-	4.14	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.236	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	740	-	82 336
Stage 1	-	-	-	-	396 -
Stage 2	-	-	-	-	377 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	740	-	75 336
Mov Cap-2 Maneuver	-	-	-	-	75 -
Stage 1	-	-	-	-	396 -
Stage 2	-	-	-	-	345 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	35.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	147	-	-	740	-
HCM Lane V/C Ratio	0.193	-	-	0.043	-
HCM Control Delay (s)	35.3	-	-	10.1	0
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	763	10	23	798	0	32	0	91	0	0	0
Future Vol, veh/h	12	763	10	23	798	0	32	0	91	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	93	93	93	91	91	91	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	13	812	11	25	858	0	35	0	100	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	858	0	0	823	0	0	1752	1752	818	1802	1757	858
Stage 1	-	-	-	-	-	-	844	844	-	908	908	-
Stage 2	-	-	-	-	-	-	908	908	-	894	849	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	774	-	-	798	-	-	67	85	376	62	85	357
Stage 1	-	-	-	-	-	-	358	379	-	330	354	-
Stage 2	-	-	-	-	-	-	330	354	-	336	377	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	774	-	-	798	-	-	62	77	376	42	77	357
Mov Cap-2 Maneuver	-	-	-	-	-	-	62	77	-	42	77	-
Stage 1	-	-	-	-	-	-	347	367	-	320	333	-
Stage 2	-	-	-	-	-	-	310	333	-	239	365	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			88.6			0		
HCM LOS							F			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	162	774	-	-	798	-	-	-
HCM Lane V/C Ratio	0.834	0.016	-	-	0.031	-	-	-
HCM Control Delay (s)	88.6	9.7	0	-	9.7	0	-	0
HCM Lane LOS	F	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	5.6	0.1	-	-	0.1	-	-	-



Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	819	0	0	769	2	0	0	0	1	0	34
Future Vol, veh/h	30	819	0	0	769	2	0	0	0	1	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	97	97	97	92	92	92	86	86	86
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	32	881	0	0	793	2	0	0	0	1	0	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	795	0	0	881	0	0	1759	1740	881	1739	1739	794
Stage 1	-	-	-	-	-	-	945	945	-	794	794	-
Stage 2	-	-	-	-	-	-	814	795	-	945	945	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	818	-	-	759	-	-	66	87	346	68	87	388
Stage 1	-	-	-	-	-	-	314	340	-	381	400	-
Stage 2	-	-	-	-	-	-	372	399	-	314	340	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	818	-	-	759	-	-	56	80	346	64	80	388
Mov Cap-2 Maneuver	-	-	-	-	-	-	56	80	-	64	80	-
Stage 1	-	-	-	-	-	-	290	314	-	352	400	-
Stage 2	-	-	-	-	-	-	334	399	-	290	314	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	0	17.1
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	818	-	-	759	-	-	339
HCM Lane V/C Ratio	-	0.039	-	-	-	-	-	0.12
HCM Control Delay (s)	0	9.6	0	-	0	-	-	17.1
HCM Lane LOS	A	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.4

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	815	5	2	770	0	1	0	3	0	0	0
Future Vol, veh/h	0	815	5	2	770	0	1	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	50	50	50	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	849	5	2	802	0	2	0	6	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	802	0	0	854	0	0	1658	1658	852	1661	1660	802
Stage 1	-	-	-	-	-	-	852	852	-	806	806	-
Stage 2	-	-	-	-	-	-	806	806	-	855	854	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	813	-	-	777	-	-	78	98	359	77	97	384
Stage 1	-	-	-	-	-	-	354	376	-	376	395	-
Stage 2	-	-	-	-	-	-	376	395	-	353	375	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	813	-	-	777	-	-	78	98	359	75	97	384
Mov Cap-2 Maneuver	-	-	-	-	-	-	78	98	-	75	97	-
Stage 1	-	-	-	-	-	-	354	376	-	376	393	-
Stage 2	-	-	-	-	-	-	374	393	-	347	375	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			24.9			0		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	189	813	-	-	777	-	-	-
HCM Lane V/C Ratio	0.042	-	-	-	0.003	-	-	-
HCM Control Delay (s)	24.9	0	-	-	9.6	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-



Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	815	3	6	769	3	5
Future Vol, veh/h	815	3	6	769	3	5
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	91	91	93	93	50	50
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	896	3	6	827	6	10

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	899	0	1737
Stage 1	-	-	-	-	898
Stage 2	-	-	-	-	839
Critical Hdwy	-	-	4.14	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-	3.518
Pot Cap-1 Maneuver	-	-	747	-	96
Stage 1	-	-	-	-	398
Stage 2	-	-	-	-	424
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	747	-	95
Mov Cap-2 Maneuver	-	-	-	-	95
Stage 1	-	-	-	-	398
Stage 2	-	-	-	-	418

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	27.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	173	-	-	747	-
HCM Lane V/C Ratio	0.092	-	-	0.009	-
HCM Control Delay (s)	27.9	-	-	9.9	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	816	4	7	772	3	5
Future Vol, veh/h	816	4	7	772	3	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	67	67
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	887	4	8	839	4	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	891	0	1744 889
Stage 1	-	-	-	-	889 -
Stage 2	-	-	-	-	855 -
Critical Hdwy	-	-	4.14	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.236	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	752	-	95 342
Stage 1	-	-	-	-	402 -
Stage 2	-	-	-	-	417 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	752	-	93 342
Mov Cap-2 Maneuver	-	-	-	-	93 -
Stage 1	-	-	-	-	402 -
Stage 2	-	-	-	-	409 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	27.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	171	-	-	752	-
HCM Lane V/C Ratio	0.07	-	-	0.01	-
HCM Control Delay (s)	27.6	-	-	9.8	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-



Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↕	
Traffic Vol, veh/h	42	779	763	5	3	16
Future Vol, veh/h	42	779	763	5	3	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	92	92	65	65
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	48	885	829	5	5	25

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	834	0	0	1813	832
Stage 1	-	-	-	832	-
Stage 2	-	-	-	981	-
Critical Hdwy	4.14	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	3.518	3.318
Pot Cap-1 Maneuver	791	-	-	86	369
Stage 1	-	-	-	427	-
Stage 2	-	-	-	363	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	791	-	-	76	369
Mov Cap-2 Maneuver	-	-	-	76	-
Stage 1	-	-	-	376	-
Stage 2	-	-	-	363	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	23
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	791	-	-	-	229
HCM Lane V/C Ratio	0.06	-	-	-	0.128
HCM Control Delay (s)	9.8	0	-	-	23
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

Lanes, Volumes, Timings  
 18: Crompond Road & Bear Mountain Parkway

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Lane Configurations		↕	↑	↗	↘					
Traffic Volume (vph)	39	743	736	733	605	32				
Future Volume (vph)	39	743	736	733	605	32				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	13	13	12	12	13	12				
Storage Length (ft)	0			160	0	0				
Storage Lanes	0			1	1	0				
Taper Length (ft)	25				25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Fr <sub>t</sub>				0.850	0.993					
Fl <sub>t</sub> Protected		0.998			0.955					
Satd. Flow (prot)	0	1886	1827	1583	1825	0				
Fl <sub>t</sub> Permitted		0.439			0.955					
Satd. Flow (perm)	0	830	1827	1583	1825	0				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				408	2					
Link Speed (mph)		45	45		45					
Link Distance (ft)		1145	665		990					
Travel Time (s)		17.3	10.1		15.0					
Peak Hour Factor	0.95	0.95	0.99	0.99	0.98	0.98				
Heavy Vehicles (%)	2%	4%	4%	2%	2%	2%				
Adj. Flow (vph)	41	782	743	740	617	33				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	823	743	740	650	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Left	Left	Right	Left	Right				
Median Width(ft)		11	11		23					
Link Offset(ft)		0	0		0					
Crosswalk Width(ft)		16	16		16					
Two way Left Turn Lane										
Headway Factor	0.96	0.96	1.00	1.00	0.96	1.00				
Turning Speed (mph)	15			9	15	9				
Number of Detectors	1	0	0	0	2					
Detector Template	Left				Thru					
Leading Detector (ft)	30	0	0	0	80					
Trailing Detector (ft)	-10	0	0	0	-10					
Detector 1 Position(ft)	-10	-10	-10	-10	-10					
Detector 1 Size(ft)	40	40	40	40	40					
Detector 1 Type	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					
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0					
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0					
Detector 2 Position(ft)					40					
Detector 2 Size(ft)					40					
Detector 2 Type					Cl+Ex					
Detector 2 Channel										
Detector 2 Extend (s)					0.0					
Turn Type	Perm	NA	NA	custom	Prot					



Lanes, Volumes, Timings  
 18: Crompond Road & Bear Mountain Parkway

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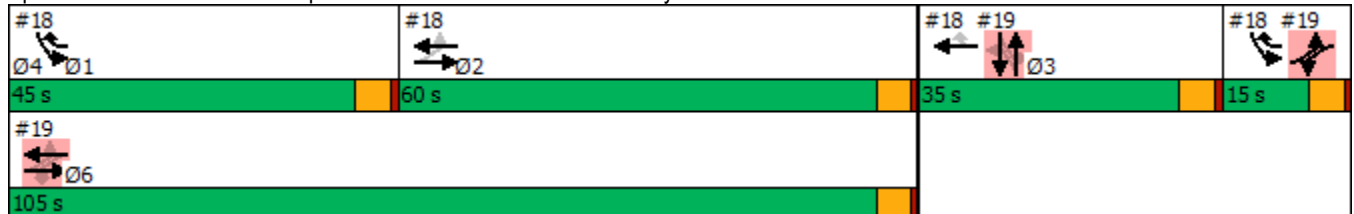


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Protected Phases		2	2 3	1 4	1 4		1	3	4	6
Permitted Phases	2			3						
Detector Phase	2	2	2 3	1 4	1 4					
Switch Phase										
Minimum Initial (s)	3.0	3.0					3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	8.0					13.0	21.0	8.0	8.0
Total Split (s)	60.0	60.0					45.0	35.0	15.0	105.0
Total Split (%)	38.7%	38.7%					29%	23%	10%	68%
Maximum Green (s)	55.0	55.0					40.0	30.0	10.0	100.0
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								
Total Lost Time (s)		5.0								
Lead/Lag	Lag	Lag					Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes					Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0					2.0	2.0	2.0	2.0
Recall Mode	Max	Max					None	None	None	Max
Act Effct Green (s)		55.0	90.0	90.0	55.0					
Actuated g/C Ratio		0.35	0.58	0.58	0.35					
v/c Ratio		2.80	0.70	0.68	1.00					
Control Delay		839.3	16.5	16.4	85.1					
Queue Delay		0.0	23.3	2.4	34.3					
Total Delay		839.3	39.9	18.9	119.5					
LOS		F	D	B	F					
Approach Delay		839.3	29.4		119.5					
Approach LOS		F	C		F					

Intersection Summary

Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	155
Natural Cycle:	150
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	2.80
Intersection Signal Delay:	274.7
Intersection LOS:	F
Intersection Capacity Utilization:	114.7%
ICU Level of Service:	H
Analysis Period (min):	15

Splits and Phases: 18: Crompond Road & Bear Mountain Parkway



Lanes, Volumes, Timings  
19: Croton Avenue/Maple Row & Crompond Road

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	1106	183	125	1222	66	193	47	92	54	40	54
Future Volume (vph)	50	1106	183	125	1222	66	193	47	92	54	40	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	12	12	10	12	12	12	12
Storage Length (ft)	125		75	100		0	175		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	50			75			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.992			0.901			0.951	
Flt Protected	0.950			0.950			0.950				0.982	
Satd. Flow (prot)	1678	1766	1501	1678	1752	0	1752	1551	0	0	1740	0
Flt Permitted	0.040			0.040			0.526				0.676	
Satd. Flow (perm)	71	1766	1501	71	1752	0	970	1551	0	0	1198	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			49		4			56			17	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		665			3721			466			589	
Travel Time (s)		10.1			56.4			10.6			13.4	
Peak Hour Factor	0.96	0.96	0.96	0.99	0.99	0.99	0.94	0.94	0.94	0.83	0.83	0.83
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	52	1152	191	126	1234	67	205	50	98	65	48	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	1152	191	126	1301	0	205	148	0	0	178	0
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)		11			11			12			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.09	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2		1	2	
Detector Template	Left			Left			Left	Thru		Left	Thru	
Leading Detector (ft)	80	0	0	80	0		80	80		30	80	
Trailing Detector (ft)	-10	0	0	-10	0		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10	-10	-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	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	
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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)	40			40			40	40			40	
Detector 2 Size(ft)	40			40			40	40			40	
Detector 2 Type	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	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	



Lane Group	Ø1	Ø2
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		

Lanes, Volumes, Timings  
 19: Croton Avenue/Maple Row & Crompond Road

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 Weekday PM

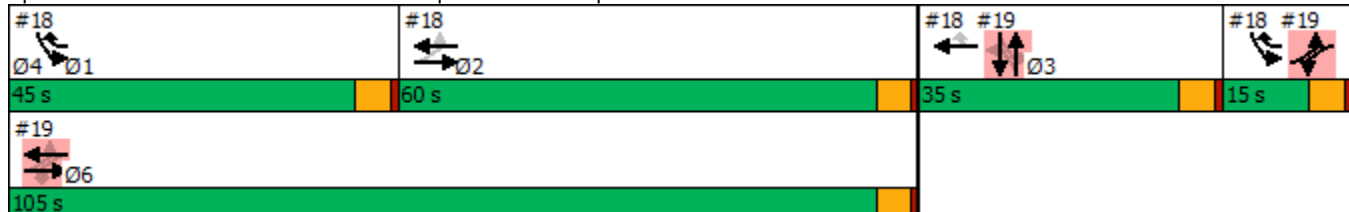


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	6		4	6			3			3	
Permitted Phases	6		6	6			3			3		
Detector Phase	4	6	6	4	6		3	3		3	3	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	8.0	8.0	8.0	8.0	8.0		21.0	21.0		21.0	21.0	
Total Split (s)	15.0	105.0	105.0	15.0	105.0		35.0	35.0		35.0	35.0	
Total Split (%)	9.7%	67.7%	67.7%	9.7%	67.7%		22.6%	22.6%		22.6%	22.6%	
Maximum Green (s)	10.0	100.0	100.0	10.0	100.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0	4.0	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	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)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Lead/Lag	Lag			Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes			Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Max	Max	None	Max		None	None		None	None	
Act Effct Green (s)	110.0	100.0	100.0	110.0	100.0		30.0	30.0			30.0	
Actuated g/C Ratio	0.71	0.65	0.65	0.71	0.65		0.19	0.19			0.19	
v/c Ratio	0.34	1.01	0.19	0.82	1.15		1.10	0.43			0.73	
Control Delay	25.8	24.4	2.9	74.0	105.6		149.7	38.0			70.8	
Queue Delay	0.0	34.4	0.0	0.0	0.2		0.0	0.0			0.0	
Total Delay	25.8	58.8	2.9	74.0	105.8		149.7	38.0			70.8	
LOS	C	E	A	E	F		F	D			E	
Approach Delay		49.9			103.0			102.9			70.8	
Approach LOS		D			F			F			E	

Intersection Summary

Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	155
Natural Cycle:	150
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	2.80
Intersection Signal Delay:	79.2
Intersection LOS:	E
Intersection Capacity Utilization:	107.4%
ICU Level of Service:	G
Analysis Period (min):	15

Splits and Phases: 19: Croton Avenue/Maple Row & Crompond Road





Lane Group	Ø1	Ø2
Protected Phases	1	2
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	3.0	3.0
Minimum Split (s)	13.0	8.0
Total Split (s)	45.0	60.0
Total Split (%)	29%	39%
Maximum Green (s)	40.0	55.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	2.0
Recall Mode	None	Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

Lanes, Volumes, Timings  
20: Crompond Road & Lexington Avenue

2023 With Action  
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	1118	56	30	1277	204	30	15	2	155	25	73
Future Volume (vph)	130	1118	56	30	1277	204	30	15	2	155	25	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	11	15	15	15	12	12	14
Storage Length (ft)	75		0	70		390	0		0	0		50
Storage Lanes	1		0	1		1	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										0.97
Frt		0.993				0.850		0.994				0.850
Flt Protected	0.950			0.950				0.969			0.959	
Satd. Flow (prot)	1678	1691	0	1678	1766	1501	0	1974	0	0	1769	1666
Flt Permitted	0.069			0.076				0.630			0.753	
Satd. Flow (perm)	122	1691	0	134	1766	1501	0	1283	0	0	1389	1614
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				170		2				82
Link Speed (mph)		45			45			30				30
Link Distance (ft)		3721			904			130				1536
Travel Time (s)		56.4			13.7			3.0				34.9
Confl. Peds. (#/hr)			5									5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.71	0.71	0.71	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	1
Adj. Flow (vph)	146	1256	63	34	1435	229	42	21	3	168	27	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	146	1319	0	34	1435	229	0	66	0	0	195	79
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)		11			11			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.04	0.88	0.88	0.88	1.00	1.00	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0	0	1	1		1	2	1
Detector Template	Left			Left			Left			Left	Thru	Right
Leading Detector (ft)	80	0		80	0	0	30	20		30	80	30
Trailing Detector (ft)	-10	0		-10	0	0	-10	0		-10	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10	-10	-10	0		-10	-10	-10
Detector 1 Size(ft)	40	40		40	40	40	40	20		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)	40			40								40
Detector 2 Size(ft)	40			40								40
Detector 2 Type	Cl+Ex			Cl+Ex								Cl+Ex



Lanes, Volumes, Timings  
20: Crompond Road & Lexington Avenue

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Weekday PM



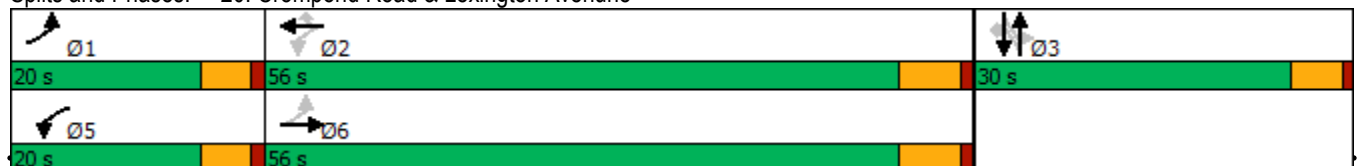
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			3			3	
Permitted Phases	6			2		2	3			3		3
Detector Phase	1	6		5	2	2	3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	8.0	31.0		8.0	16.0	16.0	29.0	29.0		29.0	29.0	29.0
Total Split (s)	20.0	56.0		20.0	56.0	56.0	30.0	30.0		30.0	30.0	30.0
Total Split (%)	18.9%	52.8%		18.9%	52.8%	52.8%	28.3%	28.3%		28.3%	28.3%	28.3%
Maximum Green (s)	15.0	50.0		15.0	50.0	50.0	25.0	25.0		25.0	25.0	25.0
Yellow Time (s)	4.0	5.0		4.0	5.0	5.0	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	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)	5.0	6.0		5.0	6.0	6.0		5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Max		None	Max	Max	None	None		None	None	None
Walk Time (s)		8.0					8.0	8.0		8.0	8.0	8.0
Flash Dont Walk (s)		17.0					16.0	16.0		16.0	16.0	16.0
Pedestrian Calls (#/hr)		0					0	0		0	0	0
Act Effct Green (s)	64.6	58.0		56.8	50.4	50.4		17.3			17.3	17.3
Actuated g/C Ratio	0.70	0.63		0.61	0.54	0.54		0.19			0.19	0.19
v/c Ratio	0.63	1.24		0.20	1.49	0.26		0.27			0.75	0.21
Control Delay	28.8	138.7		9.0	249.4	5.0		34.5			54.1	8.6
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	28.8	138.7		9.0	249.4	5.0		34.5			54.1	8.6
LOS	C	F		A	F	A		C			D	A
Approach Delay		127.7			211.7			34.5			41.0	
Approach LOS		F			F			C			D	

Intersection Summary

Area Type: Other  
 Cycle Length: 106  
 Actuated Cycle Length: 92.5  
 Natural Cycle: 150  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.49  
 Intersection Signal Delay: 159.9  
 Intersection Capacity Utilization 101.9%  
 Analysis Period (min) 15

Intersection LOS: F  
 ICU Level of Service G

Splits and Phases: 20: Crompond Road & Lexington Avenue



Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑		↔
Traffic Vol, veh/h	643	34	3	712	6	6
Future Vol, veh/h	643	34	3	712	6	6
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	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	94	94	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	707	37	3	757	7	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	744	0	1489 726
Stage 1	-	-	-	-	726 -
Stage 2	-	-	-	-	763 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	864	-	136 425
Stage 1	-	-	-	-	479 -
Stage 2	-	-	-	-	460 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	864	-	136 425
Mov Cap-2 Maneuver	-	-	-	-	136 -
Stage 1	-	-	-	-	479 -
Stage 2	-	-	-	-	459 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	425	-	-	864	-
HCM Lane V/C Ratio	0.016	-	-	0.004	-
HCM Control Delay (s)	13.6	-	-	9.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-



Intersection												
Int Delay, s/veh	8.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗		↘	↗			↕			↕	
Traffic Vol, veh/h	5	635	30	0	768	4	49	1	0	2	0	12
Future Vol, veh/h	5	635	30	0	768	4	49	1	0	2	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	94	94	94	63	63	63	41	41	41
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	698	33	0	817	4	78	2	0	5	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	821	0	0	731	0	0	1559	1546	715	1545	1560	819
Stage 1	-	-	-	-	-	-	725	725	-	819	819	-
Stage 2	-	-	-	-	-	-	834	821	-	726	741	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	808	-	-	873	-	-	91	114	431	93	112	375
Stage 1	-	-	-	-	-	-	416	430	-	369	389	-
Stage 2	-	-	-	-	-	-	362	389	-	416	423	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	808	-	-	873	-	-	84	113	431	92	111	375
Mov Cap-2 Maneuver	-	-	-	-	-	-	84	113	-	92	111	-
Stage 1	-	-	-	-	-	-	414	427	-	367	389	-
Stage 2	-	-	-	-	-	-	334	389	-	412	420	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			171			20.9		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	84	808	-	-	873	-	-	261
HCM Lane V/C Ratio	0.945	0.007	-	-	-	-	-	0.131
HCM Control Delay (s)	171	9.5	-	-	0	-	-	20.9
HCM Lane LOS	F	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	5.2	0	-	-	0	-	-	0.4

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	3	3	9	1	4	33
Future Vol, veh/h	3	3	9	1	4	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	88	88	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	4	10	1	5	40

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	61	11	0	0	11	0
Stage 1	11	-	-	-	-	-
Stage 2	50	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	945	1070	-	-	1608	-
Stage 1	1012	-	-	-	-	-
Stage 2	972	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	942	1070	-	-	1608	-
Mov Cap-2 Maneuver	942	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	969	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1002	1608
HCM Lane V/C Ratio	-	-	0.008	0.003
HCM Control Delay (s)	-	-	8.6	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0



Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	7	38	149	12	39	171
Future Vol, veh/h	7	38	149	12	39	171
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	41	162	13	42	186

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	439	169	0	0	175
Stage 1	169	-	-	-	-
Stage 2	270	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	575	875	-	-	1401
Stage 1	861	-	-	-	-
Stage 2	775	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	556	875	-	-	1401
Mov Cap-2 Maneuver	556	-	-	-	-
Stage 1	861	-	-	-	-
Stage 2	749	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	1.4
HCM LOS	A		

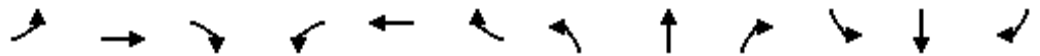
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	803	1401
HCM Lane V/C Ratio	-	-	0.061	0.03
HCM Control Delay (s)	-	-	9.8	7.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Lanes, Volumes, Timings

2023 With Action

30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6

Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	1014	55	50	910	185	56	28	60	441	35	69
Future Volume (vph)	69	1014	55	50	910	185	56	28	60	441	35	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	10	11	11	14	14	14	11	11	12
Storage Length (ft)	45		0	80		0	0		0	135		135
Storage Lanes	1		0	1		0	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	1.00				1.00							
Frt		0.992			0.975				0.850			0.850
Flt Protected	0.950			0.950				0.968		0.950	0.959	
Satd. Flow (prot)	1694	3394	0	1652	3322	0	0	1923	1689	1625	1640	1583
Flt Permitted	0.113			0.116				0.647		0.950	0.959	
Satd. Flow (perm)	201	3394	0	202	3322	0	0	1286	1689	1625	1640	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			30				182			182
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1070			371			135				410
Travel Time (s)		18.2			6.3			3.1				9.3
Confl. Peds. (#/hr)	3						3					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	73	1067	58	53	958	195	59	29	63	464	37	73
Shared Lane Traffic (%)										46%		
Lane Group Flow (vph)	73	1125	0	53	1153	0	0	88	63	251	250	73
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)		11			11			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.09	1.04	1.04	0.92	0.92	0.92	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		0	2		0	2	0	2	2	0
Detector Template				Thru			Thru		Thru			Thru
Leading Detector (ft)	83	83		0	83		50	83	0	83	83	0
Trailing Detector (ft)	-5	-5		0	-5		0	-5	0	-5	-5	0
Detector 1 Position(ft)	-5	-5		0	-5		0	-5	0	-5	-5	0
Detector 1 Size(ft)	40	40		0	40		0	40	0	40	40	0
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	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	
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												

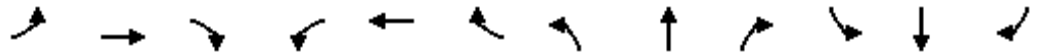


Lanes, Volumes, Timings

2023 With Action

30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6

Weekday PM

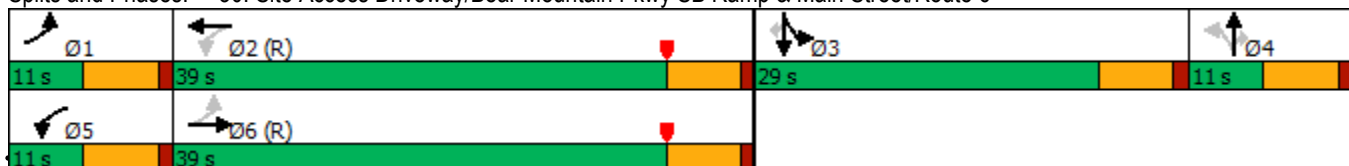


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2			4		3	3	
Permitted Phases	6			2			4		4			3
Detector Phase	1	6		5	2		4	4	4	3	3	3
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	32.0		11.0	32.0		11.0	11.0	11.0	29.0	29.0	29.0
Total Split (s)	11.0	39.0		11.0	39.0		11.0	11.0	11.0	29.0	29.0	29.0
Total Split (%)	12.2%	43.3%		12.2%	43.3%		12.2%	12.2%	12.2%	32.2%	32.2%	32.2%
Maximum Green (s)	5.0	33.0		5.0	33.0		5.0	5.0	5.0	23.0	23.0	23.0
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		Lead	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0		3.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		8.0			8.0					7.0	7.0	7.0
Flash Dont Walk (s)		18.0			18.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		5			5					5	5	5
Act Effct Green (s)	40.8	37.8		39.6	35.6			9.6	9.6	18.0	18.0	18.0
Actuated g/C Ratio	0.45	0.42		0.44	0.40			0.11	0.11	0.20	0.20	0.20
v/c Ratio	0.41	0.79		0.31	0.86			0.64	0.18	0.77	0.76	0.16
Control Delay	20.0	29.0		14.6	28.1			66.2	1.2	49.8	48.9	0.7
Queue Delay	0.0	1.0		0.0	0.5			0.0	0.2	0.9	0.8	0.0
Total Delay	20.0	30.0		14.6	28.6			66.2	1.4	50.6	49.7	0.7
LOS	C	C		B	C			E	A	D	D	A
Approach Delay		29.4			28.0			39.2			43.9	
Approach LOS		C			C			D			D	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.86
Intersection Signal Delay:	32.0
Intersection LOS:	C
Intersection Capacity Utilization:	70.1%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6



Lanes, Volumes, Timings  
 31: Bear Mountain Pkwy NB Ramp/Driveway & Main Street/Route 6

2023 With Action  
 Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖	↕↕		↖	↖			↕↕	
Traffic Volume (vph)	78	1314	123	281	968	64	80	25	30	50	17	98
Future Volume (vph)	78	1314	123	281	968	64	80	25	30	50	17	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	11	12	12	12	12	12
Grade (%)		1%			0%			-4%			-1%	
Storage Length (ft)	0		0	0		0	65		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							0.99
Frt		0.988			0.991			0.918				0.920
Flt Protected		0.997		0.950			0.950					0.985
Satd. Flow (prot)	0	3469	0	1711	3503	0	1745	1664	0	0	1649	0
Flt Permitted		0.803		0.076			0.487					0.877
Satd. Flow (perm)	0	2794	0	137	3503	0	894	1664	0	0	1466	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			15			31				69
Link Speed (mph)		40			40			30				30
Link Distance (ft)		371			729			266				129
Travel Time (s)		6.3			12.4			6.0				2.9
Confl. Peds. (#/hr)	3					3				3		3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	11%	2%	2%	5%
Adj. Flow (vph)	80	1341	126	287	988	65	82	26	31	51	17	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1547	0	287	1053	0	82	57	0	0	168	0
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)		11			11			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.04	1.00	1.00	1.02	0.97	0.97	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0		0	0		0	0		0	0	
Detector Template	Thru	Thru		Thru	Thru		Thru	Thru		Thru	Thru	
Leading Detector (ft)	50	0		0	0		0	0		50	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		4		3	8			2				6
Permitted Phases	4			8			2			6		
Detector Phase	4	4		3	8		2	2		6		6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.0	23.0		10.0	23.0		11.0	11.0		10.0	10.0	
Total Split (s)	47.0	47.0		25.0	72.0		18.0	18.0		18.0	18.0	
Total Split (%)	52.2%	52.2%		27.8%	80.0%		20.0%	20.0%		20.0%	20.0%	
Maximum Green (s)	42.0	42.0		20.0	57.0		13.0	13.0		13.0	13.0	



Lanes, Volumes, Timings  
 31: Bear Mountain Pkwy NB Ramp/Driveway & Main Street/Route 6

2023 With Action  
 Weekday PM

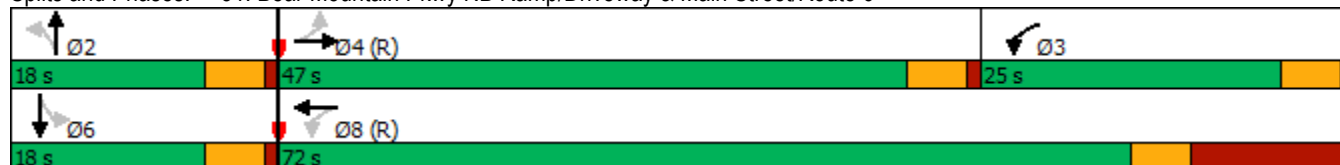


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	11.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0		5.0	15.0		5.0	5.0			5.0	
Lead/Lag	Lead	Lead		Lag								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		Min	C-Min		None	None		None	None	
Act Effct Green (s)		48.8		68.3	58.3		11.7	11.7				11.7
Actuated g/C Ratio		0.54		0.76	0.65		0.13	0.13				0.13
v/c Ratio		1.02		0.80	0.46		0.71	0.23				0.67
Control Delay		46.4		43.3	9.0		68.9	21.6				35.4
Queue Delay		0.0		0.0	0.3		0.0	0.0				0.5
Total Delay		46.4		43.3	9.3		68.9	21.6				35.9
LOS		D		D	A		E	C				D
Approach Delay		46.4			16.6			49.5				35.9
Approach LOS		D			B			D				D

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 43 (48%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.02  
 Intersection Signal Delay: 33.4  
 Intersection LOS: C  
 Intersection Capacity Utilization 108.7%  
 ICU Level of Service G  
 Analysis Period (min) 15

Splits and Phases: 31: Bear Mountain Pkwy NB Ramp/Driveway & Main Street/Route 6























Synchro Analysis  
2023 Gyrodyne  
Alternative Build



Lanes, Volumes, Timings  
1: Dayton Lane & Main Street/Route 6

2023 Development Plan Build  
Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	452	179	70	387	11	90	6	50	51	36	90
Future Volume (vph)	25	452	179	70	387	11	90	6	50	51	36	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	12	12	10	10	10
Storage Length (ft)	100		0	210		0	85		0	0		80
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.957			0.996			0.865				0.850
Flt Protected	0.950			0.950			0.950				0.972	
Satd. Flow (prot)	1711	3229	0	1711	3344	0	1711	1611	0	0	1690	1478
Flt Permitted	0.494			0.374			0.673				0.782	
Satd. Flow (perm)	890	3229	0	673	3344	0	1212	1611	0	0	1360	1478
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		73			4							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		653			1740			256			224	
Travel Time (s)		14.8			39.5			5.8			5.1	
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.82	0.82	0.82	0.66	0.66	0.66
Heavy Vehicles (%)	2%	4%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	27	497	197	74	412	12	110	7	61	77	55	136
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	694	0	74	424	0	110	68	0	0	132	136
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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	2
Detector Template				Left			Left	Thru		Left	Thru	Right
Leading Detector (ft)	80	0		80	0		80	80		80	80	80
Trailing Detector (ft)	-10	0		-10	0		-10	-10		-10	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	-10
Detector 1 Size(ft)	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
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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	40			40			40	40		40	40	40
Detector 2 Size(ft)	40			40			40	40		40	40	40
Detector 2 Type	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
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov

Lanes, Volumes, Timings  
1: Dayton Lane & Main Street/Route 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		8.0	8.0		8.0	8.0	5.0
Minimum Split (s)	11.0	41.0		11.0	41.0		26.0	26.0		26.0	26.0	11.0
Total Split (s)	16.0	41.0		16.0	41.0		36.0	36.0		36.0	36.0	16.0
Total Split (%)	17.2%	44.1%		17.2%	44.1%		38.7%	38.7%		38.7%	38.7%	17.2%
Maximum Green (s)	10.0	35.0		10.0	35.0		30.0	30.0		30.0	30.0	10.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
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		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Max		None	Max		None	None		None	None	None
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		15.0								16.0	16.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)	42.6	40.1		42.0	36.1		11.6	11.6			11.6	19.5
Actuated g/C Ratio	0.63	0.59		0.62	0.53		0.17	0.17			0.17	0.29
v/c Ratio	0.04	0.36		0.15	0.24		0.53	0.25			0.57	0.32
Control Delay	5.4	10.5		5.7	10.4		37.1	27.9			37.4	19.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	5.4	10.5		5.7	10.4		37.1	27.9			37.4	19.9
LOS	A	B		A	B		D	C			D	B
Approach Delay		10.3			9.7			33.6			28.5	
Approach LOS		B			A			C			C	
Queue Length 50th (ft)	3	81		9	50		44	26			54	43
Queue Length 95th (ft)	13	147		27	90		83	54			74	59
Internal Link Dist (ft)		573			1660			176			144	
Turn Bay Length (ft)	100			210			85					80
Base Capacity (vph)	728	1938		615	1783		546	725			612	527
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	0.04	0.36		0.12	0.24		0.20	0.09			0.22	0.26

Intersection Summary

Area Type:	Other
Cycle Length:	93
Actuated Cycle Length:	67.8
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.57
Intersection Signal Delay:	15.6
Intersection LOS:	B
Intersection Capacity Utilization:	49.0%
ICU Level of Service:	A
Analysis Period (min):	15



Splits and Phases: 1: Dayton Lane & Main Street/Route 6



Lanes, Volumes, Timings  
2: Conklin Avenue & Main Street/Route 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	474	35	194	473	8	15	6	222	6	2	12
Future Volume (vph)	7	474	35	194	473	8	15	6	222	6	2	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	14	12
Storage Length (ft)	110		0	210		0	0		50	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.990			0.998				0.850		0.919	
Fl <sub>t</sub> Protected	0.950			0.950				0.965			0.985	
Satd. Flow (prot)	1652	3380	0	1770	3401	0	0	1798	1583	0	1799	0
Fl <sub>t</sub> Permitted	0.445			0.434				0.766			0.891	
Satd. Flow (perm)	774	3380	0	808	3401	0	0	1427	1583	0	1627	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			2				236			18
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1740			1071			1934			260	
Travel Time (s)		39.5			24.3			44.0			5.9	
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.94	0.94	0.94	0.68	0.68	0.68
Heavy Vehicles (%)	2%	6%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	8	527	39	223	544	9	16	6	236	9	3	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	566	0	223	553	0	0	22	236	0	30	0
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			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left		
Leading Detector (ft)	80	80		80	80		80	80	80	80	30	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10	-10	-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10	-10	-10	-10	
Detector 1 Size(ft)	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	
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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)	40	40		40	40		40	40	40	40	40	
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	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	



Lanes, Volumes, Timings  
2: Conklin Avenue & Main Street/Route 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	6	1		2	5			3				3
Permitted Phases	1			5			3		3	3		
Detector Phase	6	1		2	5		3	3	3	3		3
Switch Phase												
Minimum Initial (s)	2.0	10.0		5.0	10.0		2.0	2.0	2.0	2.0		2.0
Minimum Split (s)	8.0	16.0		11.0	16.0		36.0	36.0	36.0	36.0		36.0
Total Split (s)	29.0	50.0		29.0	50.0		36.0	36.0	36.0	36.0		36.0
Total Split (%)	25.2%	43.5%		25.2%	43.5%		31.3%	31.3%	31.3%	31.3%		31.3%
Maximum Green (s)	23.0	44.0		23.0	44.0		30.0	30.0	30.0	30.0		30.0
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None		None
Walk Time (s)							7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)							23.0	23.0	23.0	23.0		23.0
Pedestrian Calls (#/hr)							0	0	0	0		0
Act Effct Green (s)	89.1	84.3		94.1	93.1			7.7	7.7			7.7
Actuated g/C Ratio	0.77	0.73		0.82	0.81			0.07	0.07			0.07
v/c Ratio	0.01	0.23		0.32	0.20			0.23	0.72			0.24
Control Delay	2.9	5.4		4.2	3.4			54.7	19.6			31.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	2.9	5.4		4.2	3.4			54.7	19.6			31.9
LOS	A	A		A	A			D	B			C
Approach Delay		5.4			3.6			22.6				31.9
Approach LOS		A			A			C				C
Queue Length 50th (ft)	1	56		22	29			16	0			9
Queue Length 95th (ft)	4	100		53	94			41	74			24
Internal Link Dist (ft)		1660			991			1854				180
Turn Bay Length (ft)	110			210					50			
Base Capacity (vph)	895	2479		976	2752			372	587			437
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.01	0.23		0.23	0.20			0.06	0.40			0.07

**Intersection Summary**

Area Type: Other

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 7.8

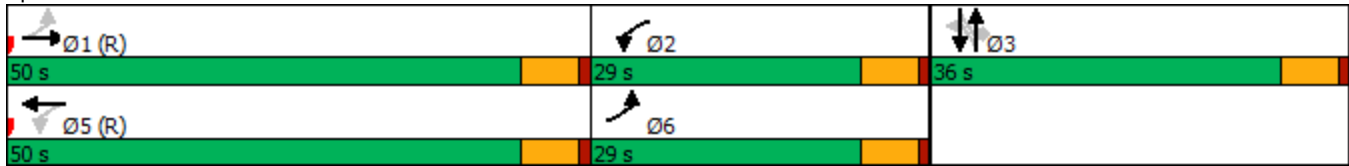
Intersection Capacity Utilization 46.6%

Intersection LOS: A

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Conklin Avenue & Main Street/Route 6





Lanes, Volumes, Timings  
3: Lexington Avenue & Route 6/Main Street

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	569	159	83	573	39	102	130	185	118	143	100
Future Volume (vph)	74	569	159	83	573	39	102	130	185	118	143	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	350		0	225		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967			0.990			0.912			0.938	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1744	0	1752	1778	0	1752	1682	0	1752	1730	0
Flt Permitted	0.151			0.091			0.358			0.167		
Satd. Flow (perm)	279	1744	0	168	1778	0	660	1682	0	308	1730	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		12			3							
Link Speed (mph)		35			35			30				30
Link Distance (ft)		440			527			466				490
Travel Time (s)		8.6			10.3			10.6				11.1
Peak Hour Factor	0.94	0.94	0.94	0.87	0.87	0.87	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	6%	3%	3%	6%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	79	605	169	95	659	45	113	144	206	131	159	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	774	0	95	704	0	113	350	0	131	270	0
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	1.00	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
Number of Detectors	2	1		2	1		2	2		2	2	
Detector Template	Left			Left			Left	Thru		Left	Thru	
Leading Detector (ft)	80	30		80	30		80	80		80	80	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	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	
Detector 1 Channel												
Detector 1 Extend (s)	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	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	40			40			40	40		40	40	
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		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	

Lanes, Volumes, Timings  
3: Lexington Avenue & Route 6/Main Street

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		6		8		4					
Detector Phase	5	2	1	6	3	8	7	4				
Switch Phase												
Minimum Initial (s)	3.0	10.0	3.0	10.0	3.0	3.0	3.0	3.0	3.0	3.0		
Minimum Split (s)	9.0	35.0	9.0	40.0	9.0	29.0	9.0	9.0	9.0	9.0		
Total Split (s)	21.0	86.0	21.0	86.0	21.0	36.0	21.0	36.0	21.0	36.0		
Total Split (%)	12.8%	52.4%	12.8%	52.4%	12.8%	22.0%	12.8%	22.0%	12.8%	22.0%		
Maximum Green (s)	15.0	80.0	15.0	80.0	15.0	30.0	15.0	30.0	15.0	30.0		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	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	6.0		
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Recall Mode	None	Min	None	Min	None	None	None	None	None	None		
Walk Time (s)	7.0		7.0		7.0		7.0					
Flash Dont Walk (s)	22.0		27.0		16.0							
Pedestrian Calls (#/hr)	0		0		0							
Act Effct Green (s)	74.6	66.9	75.4	67.3	41.5	30.5	44.1	31.8				
Actuated g/C Ratio	0.52	0.47	0.53	0.47	0.29	0.21	0.31	0.22				
v/c Ratio	0.35	0.94	0.53	0.84	0.41	0.97	0.60	0.70				
Control Delay	17.9	54.4	24.9	42.3	40.9	97.1	48.0	64.5				
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total Delay	17.9	54.4	24.9	42.3	40.9	97.1	48.0	64.5				
LOS	B	D	C	D	D	F	D	E				
Approach Delay	51.1		40.2		83.4		59.1					
Approach LOS	D		D		F		E					
Queue Length 50th (ft)	32	661	39	558	77	~356	90	243				
Queue Length 95th (ft)	57	#972	65	721	140	#623	159	#423				
Internal Link Dist (ft)	360		447		386		410					
Turn Bay Length (ft)					350		225					
Base Capacity (vph)	316	1002	265	1022	328	360	255	387				
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	0.25	0.77	0.36	0.69	0.34	0.97	0.51	0.70				

Intersection Summary

Area Type:	Other
Cycle Length:	164
Actuated Cycle Length:	142.2
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.97
Intersection Signal Delay:	54.9
Intersection LOS:	D
Intersection Capacity Utilization:	88.9%
ICU Level of Service:	E
Analysis Period (min):	15

~ Volume exceeds capacity, queue is theoretically infinite.



Lanes, Volumes, Timings  
 3: Lexington Avenue & Route 6/Main Street

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: 3: Lexington Avenue & Route 6/Main Street



Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	55	91	53	60	225
Future Vol, veh/h	46	55	91	53	60	225
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	89	89	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	65	102	60	63	237

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	495	132	0	0	162
Stage 1	132	-	-	-	-
Stage 2	363	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	534	917	-	-	1417
Stage 1	894	-	-	-	-
Stage 2	704	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	507	917	-	-	1417
Mov Cap-2 Maneuver	507	-	-	-	-
Stage 1	894	-	-	-	-
Stage 2	668	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	670	1417
HCM Lane V/C Ratio	-	-	0.177	0.045
HCM Control Delay (s)	-	-	11.5	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1



Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	35	17	127	85	22	249
Future Vol, veh/h	35	17	127	85	22	249
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	93	93	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	19	137	91	26	293

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	528	183	0	0	228
Stage 1	183	-	-	-	-
Stage 2	345	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	511	859	-	-	1340
Stage 1	848	-	-	-	-
Stage 2	717	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	499	859	-	-	1340
Mov Cap-2 Maneuver	499	-	-	-	-
Stage 1	848	-	-	-	-
Stage 2	701	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	578	1340
HCM Lane V/C Ratio	-	-	0.102	0.019
HCM Control Delay (s)	-	-	11.9	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Intersection						
Int Delay, s/veh	72.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	116	603	383	154	170	61
Future Vol, veh/h	116	603	383	154	170	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	96	96	83	83
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	136	709	399	160	205	73

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	559	0	-	0	1460 479
Stage 1	-	-	-	-	479 -
Stage 2	-	-	-	-	981 -
Critical Hdwy	4.14	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.236	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1002	-	-	-	~ 142 587
Stage 1	-	-	-	-	623 -
Stage 2	-	-	-	-	363 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1002	-	-	-	~ 123 587
Mov Cap-2 Maneuver	-	-	-	-	~ 123 -
Stage 1	-	-	-	-	538 -
Stage 2	-	-	-	-	363 -

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	\$ 432.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1002	-	-	-	155
HCM Lane V/C Ratio	0.136	-	-	-	1.796
HCM Control Delay (s)	9.2	-	-	-	\$ 432.6
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.5	-	-	-	20.5

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



Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	760	3	6	526	10	8
Future Vol, veh/h	760	3	6	526	10	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	93	93	39	39
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	854	3	6	566	26	21

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	857	0
Stage 1	-	-	-	856
Stage 2	-	-	-	578
Critical Hdwy	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-
Pot Cap-1 Maneuver	-	-	775	-
Stage 1	-	-	-	416
Stage 2	-	-	-	561
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	775	-
Mov Cap-2 Maneuver	-	-	-	146
Stage 1	-	-	-	416
Stage 2	-	-	-	557

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	28.6
HCM LOS			D

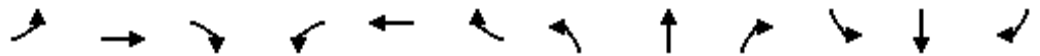
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	198	-	-	775	-
HCM Lane V/C Ratio	0.233	-	-	0.008	-
HCM Control Delay (s)	28.6	-	-	9.7	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0	-

Lanes, Volumes, Timings

2023 Development Plan Build

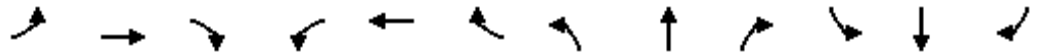
8: Cortlandt Medical Dway/NY Presbyterian Driveway & Crompond Road

Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	596	62	100	506	247	26	3	45	0	0	0
Future Volume (vph)	110	596	62	100	506	247	26	3	45	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		0.99	0.99			0.98	0.96			
Fr <sub>t</sub>		0.986			0.951				0.850			
Fl <sub>t</sub> Protected	0.950			0.950				0.957				
Satd. Flow (prot)	1736	1795	0	1736	1724	0	0	1783	1583	0	0	0
Fl <sub>t</sub> Permitted	0.321			0.364				0.957				
Satd. Flow (perm)	585	1795	0	662	1724	0	0	1746	1516	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			53				60			
Link Speed (mph)		40			40			10			10	
Link Distance (ft)		198			413			356			188	
Travel Time (s)		3.4			7.0			24.3			12.8	
Confl. Peds. (#/hr)	10		10	10		10	10		10			
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.75	0.75	0.75	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	117	634	66	105	533	260	35	4	60	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	117	700	0	105	793	0	0	39	60	0	0	0
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			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	1.00	1.00	1.00	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
Number of Detectors	2	2		2	2		1	2	1			
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right			
Leading Detector (ft)	80	80		80	80		20	80	20			
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	0			
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	0			
Detector 1 Size(ft)	40	40		40	40		20	40	20			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
Detector 2 Position(ft)	40	40		40	40			40				
Detector 2 Size(ft)	40	40		40	40			40				
Detector 2 Type	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				





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm			
Protected Phases		2			6			4				
Permitted Phases	2			6			4		4			
Detector Phase	2	2		6	6		4	4	4			
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0			
Minimum Split (s)	32.0	32.0		32.0	32.0		28.0	28.0	28.0			
Total Split (s)	77.0	77.0		77.0	77.0		28.0	28.0	28.0			
Total Split (%)	73.3%	73.3%		73.3%	73.3%		26.7%	26.7%	26.7%			
Maximum Green (s)	72.0	72.0		72.0	72.0		23.0	23.0	23.0			
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0			
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0			
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 Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0			
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None	None			
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	20.0	20.0		20.0	20.0		16.0	16.0	16.0			
Pedestrian Calls (#/hr)	10	10		10	10		10	10	10			
Act Effct Green (s)	87.4	87.4		87.4	87.4			10.8	10.8			
Actuated g/C Ratio	0.83	0.83		0.83	0.83			0.10	0.10			
v/c Ratio	0.24	0.47		0.19	0.55			0.22	0.29			
Control Delay	5.1	5.2		1.2	2.7			43.2	13.4			
Queue Delay	0.0	0.1		0.0	0.4			0.0	0.0			
Total Delay	5.1	5.4		1.2	3.1			43.2	13.4			
LOS	A	A		A	A			D	B			
Approach Delay		5.3			2.8			25.1				
Approach LOS		A			A			C				
Queue Length 50th (ft)	12	96		2	8			25	0			
Queue Length 95th (ft)	57	305		m6	30			41	22			
Internal Link Dist (ft)		118			333			276			108	
Turn Bay Length (ft)	50			125								
Base Capacity (vph)	487	1496		551	1444			382	378			
Starvation Cap Reductn	0	0		0	234			0	0			
Spillback Cap Reductn	0	150		0	0			0	4			
Storage Cap Reductn	0	0		0	0			0	0			
Reduced v/c Ratio	0.24	0.52		0.19	0.66			0.10	0.16			

Intersection Summary

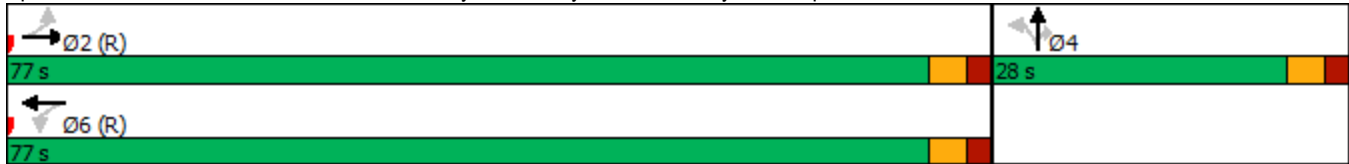
Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 100 (95%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.55  
 Intersection Signal Delay: 5.2  
 Intersection LOS: A

Intersection Capacity Utilization 68.4% ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Cortlandt Medical Dway/NY Presbyterian Driveway & Crompond Road





Lanes, Volumes, Timings  
 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road

2023 Development Plan Build

Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔			↔			↔	↔
Traffic Volume (vph)	0	602	39	56	756	0	56	0	77	63	16	41
Future Volume (vph)	0	602	39	56	756	0	56	0	77	63	16	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	12	12	11
Storage Length (ft)	0		0	200		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										
Frt		0.992						0.922				0.850
Flt Protected				0.950				0.979			0.962	
Satd. Flow (prot)	0	1808	0	1736	1827	0	0	1569	0	0	1792	1531
Flt Permitted				0.208				0.821			0.489	
Satd. Flow (perm)	0	1808	0	380	1827	0	0	1316	0	0	911	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4						135				135
Link Speed (mph)		40			40			30				10
Link Distance (ft)		413			794			1478				156
Travel Time (s)		7.0			13.5			33.6				10.6
Confl. Peds. (#/hr)			10	10								
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.88	0.88	0.88	0.86	0.86	0.86
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	640	41	58	788	0	64	0	88	73	19	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	681	0	58	788	0	0	152	0	0	92	48
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			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	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.00	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		2	2		2	2		2	2	2
Detector Template		Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)		80		80	80		80	80		80	80	80
Trailing Detector (ft)		-10		-10	-10		-10	-10		-10	-10	-10
Detector 1 Position(ft)		-10		-10	-10		-10	-10		-10	-10	-10
Detector 1 Size(ft)		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
Detector 1 Channel												
Detector 1 Extend (s)		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
Detector 1 Delay (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		40		40	40		40	40		40	40	40
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												

Lanes, Volumes, Timings  
 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road

2023 Development Plan Build  
 Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type		NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2		1	6			4			3	
Permitted Phases				6			4			3		3
Detector Phase		2		1	6		4	4		3	3	3
Switch Phase												
Minimum Initial (s)		10.0		5.0	10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)		32.0		10.0	16.0		12.0	12.0		12.0	12.0	12.0
Total Split (s)		50.0		15.0	65.0		20.0	20.0		20.0	20.0	20.0
Total Split (%)		47.6%		14.3%	61.9%		19.0%	19.0%		19.0%	19.0%	19.0%
Maximum Green (s)		44.0		10.0	59.0		15.0	15.0		15.0	15.0	15.0
Yellow Time (s)		4.0		3.0	4.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)		2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)		6.0		5.0	6.0			5.0			5.0	5.0
Lead/Lag		Lag		Lead			Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?		Yes		Yes			Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode		C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0										
Flash Dont Walk (s)		19.0										
Pedestrian Calls (#/hr)		10										
Act Effct Green (s)		56.1		67.0	66.0			9.3			13.7	13.7
Actuated g/C Ratio		0.53		0.64	0.63			0.09			0.13	0.13
v/c Ratio		0.70		0.17	0.69			0.64			0.77	0.15
Control Delay		22.1		14.2	26.5			22.7			83.2	1.0
Queue Delay		0.4		0.0	0.4			0.0			0.0	0.0
Total Delay		22.5		14.2	26.9			22.7			83.2	1.0
LOS		C		B	C			C			F	A
Approach Delay		22.5			26.0			22.7			55.0	
Approach LOS		C			C			C			E	
Queue Length 50th (ft)		332		20	434			11			60	0
Queue Length 95th (ft)		#631		m40	681			66			#130	0
Internal Link Dist (ft)		333			714			1398			76	
Turn Bay Length (ft)				200								
Base Capacity (vph)		968		371	1148			303			130	334
Starvation Cap Reductn		60		0	80			0			0	0
Spillback Cap Reductn		0		0	30			2			0	2
Storage Cap Reductn		0		0	0			0			0	0
Reduced v/c Ratio		0.75		0.16	0.74			0.50			0.71	0.14

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77



Intersection Signal Delay: 26.7 Intersection LOS: C

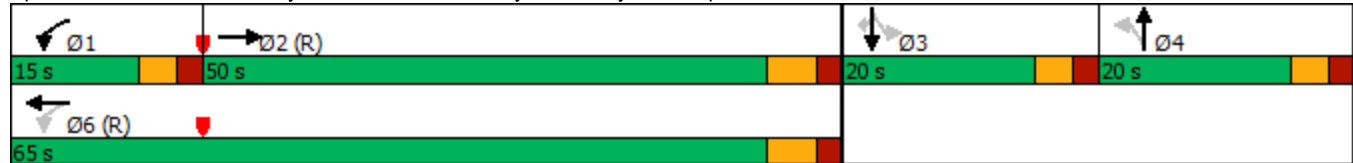
Intersection Capacity Utilization 66.8% ICU Level of Service C

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road



Lanes, Volumes, Timings  
10: Crompond Road & Conklin Avenue

2023 Development Plan Build  
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	194	531	17	19	566	22	33	9	37	76	5	213
Future Volume (vph)	194	531	17	19	566	22	33	9	37	76	5	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	125		0	0		0	0		0	0		125
Storage Lanes	1		0	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	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.995			0.880			0.853	
Flt Protected	0.950				0.999		0.950			0.950		
Satd. Flow (prot)	1678	1821	0	0	1817	0	1770	1639	0	1711	1589	0
Flt Permitted	0.323				0.976		0.286			0.724		
Satd. Flow (perm)	570	1821	0	0	1775	0	533	1639	0	1304	1589	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			2			40				270
Link Speed (mph)		40			40			10				30
Link Distance (ft)		794			962			210				1934
Travel Time (s)		13.5			16.4			14.3				44.0
Peak Hour Factor	0.89	0.89	0.92	0.92	0.82	0.82	0.92	0.92	0.92	0.79	0.92	0.79
Heavy Vehicles (%)	4%	4%	2%	2%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	218	597	18	21	690	27	36	10	40	96	5	270
Shared Lane Traffic (%)												
Lane Group Flow (vph)	218	615	0	0	738	0	36	50	0	96	275	0
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	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	80	80		80	80		80	80		80	80	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		90	40	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)	40	40		40	40		40	40				40
Detector 2 Size(ft)	40	40		40	40		40	40				40
Detector 2 Type	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
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	





Splits and Phases: 10: Crompond Road & Conklin Avenue





Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	582	8	2	548	20	11
Future Vol, veh/h	582	8	2	548	20	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, %	0	-	-	0	0	-
Peak Hour Factor	90	90	83	83	78	78
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	647	9	2	660	26	14

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	656	0	1316 652
Stage 1	-	-	-	-	652 -
Stage 2	-	-	-	-	664 -
Critical Hdwy	-	-	4.14	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.236	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	922	-	174 468
Stage 1	-	-	-	-	518 -
Stage 2	-	-	-	-	512 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	922	-	173 468
Mov Cap-2 Maneuver	-	-	-	-	173 -
Stage 1	-	-	-	-	518 -
Stage 2	-	-	-	-	510 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	24.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	223	-	-	922	-
HCM Lane V/C Ratio	0.178	-	-	0.003	-
HCM Control Delay (s)	24.6	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	574	0	10	540	0	4	0	30	0	0	11
Future Vol, veh/h	0	574	0	10	540	0	4	0	30	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	95	95	95	67	67	67	63	63	63
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	683	0	11	568	0	6	0	45	0	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	568	0	0	683	0	0	1282	1273	683	1296	1273	568
Stage 1	-	-	-	-	-	-	683	683	-	590	590	-
Stage 2	-	-	-	-	-	-	599	590	-	706	683	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	994	-	-	901	-	-	142	167	449	139	167	522
Stage 1	-	-	-	-	-	-	439	449	-	494	495	-
Stage 2	-	-	-	-	-	-	488	495	-	427	449	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	994	-	-	901	-	-	135	164	449	123	164	522
Mov Cap-2 Maneuver	-	-	-	-	-	-	135	164	-	123	164	-
Stage 1	-	-	-	-	-	-	439	449	-	494	486	-
Stage 2	-	-	-	-	-	-	463	486	-	384	449	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			16.9			12.1		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	353	994	-	-	901	-	-	522
HCM Lane V/C Ratio	0.144	-	-	-	0.012	-	-	0.033
HCM Control Delay (s)	16.9	0	-	-	9	0	-	12.1
HCM Lane LOS	C	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.1



Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	582	0	0	534	8	0	0	0	58	0	20
Future Vol, veh/h	9	582	0	0	534	8	0	0	0	58	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	96	96	96	92	92	92	79	79	79
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	10	669	0	0	556	8	0	0	0	73	0	25

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	564	0	0	669	0	0	1262	1253	669	1249	1249	560
Stage 1	-	-	-	-	-	-	689	689	-	560	560	-
Stage 2	-	-	-	-	-	-	573	564	-	689	689	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	998	-	-	912	-	-	147	172	458	150	173	528
Stage 1	-	-	-	-	-	-	436	446	-	513	511	-
Stage 2	-	-	-	-	-	-	505	508	-	436	446	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	998	-	-	912	-	-	138	169	458	148	170	528
Mov Cap-2 Maneuver	-	-	-	-	-	-	138	169	-	148	170	-
Stage 1	-	-	-	-	-	-	429	439	-	505	511	-
Stage 2	-	-	-	-	-	-	481	508	-	429	439	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0.1		0		0		46.5	
HCM LOS					A		E	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	998	-	-	912	-	-	181
HCM Lane V/C Ratio	-	0.01	-	-	-	-	-	0.545
HCM Control Delay (s)	0	8.6	0	-	0	-	-	46.5
HCM Lane LOS	A	A	A	-	A	-	-	E
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	2.8

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	635	5	2	543	0	10	0	7	0	0	0
Future Vol, veh/h	0	635	5	2	543	0	10	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	95	95	95	67	67	67	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	676	5	2	572	0	15	0	10	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	572	0	0	681	0	0	1255	1255	679	1260	1257	572
Stage 1	-	-	-	-	-	-	679	679	-	576	576	-
Stage 2	-	-	-	-	-	-	576	576	-	684	681	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	991	-	-	902	-	-	148	172	452	147	171	520
Stage 1	-	-	-	-	-	-	441	451	-	503	502	-
Stage 2	-	-	-	-	-	-	503	502	-	439	450	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	991	-	-	902	-	-	148	171	452	143	170	520
Mov Cap-2 Maneuver	-	-	-	-	-	-	148	171	-	143	170	-
Stage 1	-	-	-	-	-	-	441	451	-	503	500	-
Stage 2	-	-	-	-	-	-	501	500	-	429	450	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			25			0		
HCM LOS							D			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	205	991	-	-	902	-	-	-
HCM Lane V/C Ratio	0.124	-	-	-	0.002	-	-	-
HCM Control Delay (s)	25	0	-	-	9	0	-	0
HCM Lane LOS	D	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	-



Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	646	4	5	547	3	7
Future Vol, veh/h	646	4	5	547	3	7
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	91	91	86	86	63	63
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	710	4	6	636	5	11

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	714	0	1360
Stage 1	-	-	-	-	712
Stage 2	-	-	-	-	648
Critical Hdwy	-	-	4.14	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-	3.518
Pot Cap-1 Maneuver	-	-	877	-	164
Stage 1	-	-	-	-	486
Stage 2	-	-	-	-	521
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	877	-	162
Mov Cap-2 Maneuver	-	-	-	-	162
Stage 1	-	-	-	-	486
Stage 2	-	-	-	-	515

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	18.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	288	-	-	877	-
HCM Lane V/C Ratio	0.055	-	-	0.007	-
HCM Control Delay (s)	18.2	-	-	9.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	651	2	4	548	4	3
Future Vol, veh/h	651	2	4	548	4	3
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	91	91	84	84	58	58
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	715	2	5	652	7	5

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	717	0	1378
Stage 1	-	-	-	-	716
Stage 2	-	-	-	-	662
Critical Hdwy	-	-	4.14	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-	3.518
Pot Cap-1 Maneuver	-	-	875	-	160
Stage 1	-	-	-	-	484
Stage 2	-	-	-	-	513
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	875	-	159
Mov Cap-2 Maneuver	-	-	-	-	159
Stage 1	-	-	-	-	484
Stage 2	-	-	-	-	508

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	22.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	218	-	-	875	-
HCM Lane V/C Ratio	0.055	-	-	0.005	-
HCM Control Delay (s)	22.5	-	-	9.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-



Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↕	
Traffic Vol, veh/h	14	640	524	22	4	28
Future Vol, veh/h	14	640	524	22	4	28
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	95	95	90	90	72	72
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	15	674	582	24	6	39

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	606	0	0	1298	594
Stage 1	-	-	-	594	-
Stage 2	-	-	-	704	-
Critical Hdwy	4.14	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	3.518	3.318
Pot Cap-1 Maneuver	962	-	-	178	505
Stage 1	-	-	-	552	-
Stage 2	-	-	-	490	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	962	-	-	174	505
Mov Cap-2 Maneuver	-	-	-	174	-
Stage 1	-	-	-	538	-
Stage 2	-	-	-	490	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	962	-	-	-	408
HCM Lane V/C Ratio	0.015	-	-	-	0.109
HCM Control Delay (s)	8.8	0	-	-	14.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Lanes, Volumes, Timings  
18: Crompond Road & Bear Mtn. Pkwy

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Lane Configurations		↕	↑	↗	↘					
Traffic Volume (vph)	32	612	535	492	808	11				
Future Volume (vph)	32	612	535	492	808	11				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	13	13	12	12	13	12				
Storage Length (ft)	0			160	0	0				
Storage Lanes	0			1	1	0				
Taper Length (ft)	25				25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Fr <sub>t</sub>				0.850	0.998					
Fl <sub>t</sub> Protected		0.998			0.953					
Satd. Flow (prot)	0	1886	1827	1583	1831	0				
Fl <sub>t</sub> Permitted		0.760			0.953					
Satd. Flow (perm)	0	1436	1827	1583	1831	0				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				377						
Link Speed (mph)		45	45		45					
Link Distance (ft)		1145	665		990					
Travel Time (s)		17.3	10.1		15.0					
Peak Hour Factor	0.94	0.94	0.95	0.95	0.90	0.90				
Heavy Vehicles (%)	2%	4%	4%	2%	2%	2%				
Adj. Flow (vph)	34	651	563	518	898	12				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	685	563	518	910	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Left	Left	Right	Left	Right				
Median Width(ft)		11	11		23					
Link Offset(ft)		0	0		0					
Crosswalk Width(ft)		16	16		16					
Two way Left Turn Lane										
Headway Factor	0.96	0.96	1.00	1.00	0.96	1.00				
Turning Speed (mph)	15			9	15	9				
Number of Detectors	2	0	0	0	2					
Detector Template	Left				Thru					
Leading Detector (ft)	80	0	0	0	80					
Trailing Detector (ft)	-10	0	0	0	-10					
Detector 1 Position(ft)	-10	-10	-10	-10	-10					
Detector 1 Size(ft)	40	40	40	40	40					
Detector 1 Type	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					
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0					
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0					
Detector 2 Position(ft)	40				40					
Detector 2 Size(ft)	40				40					
Detector 2 Type	Cl+Ex				Cl+Ex					
Detector 2 Channel										
Detector 2 Extend (s)	0.0				0.0					
Turn Type	Perm	NA	NA	custom	Prot					



Lanes, Volumes, Timings  
18: Crompond Road & Bear Mtn. Pkwy

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Protected Phases		2	2 3	1 4	1 4		1	3	4	6
Permitted Phases	2			3						
Detector Phase	2	2	2 3	1 4	1 4					
Switch Phase										
Minimum Initial (s)	3.0	3.0					3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	8.0					13.0	21.0	8.0	8.0
Total Split (s)	60.0	60.0					45.0	35.0	15.0	105.0
Total Split (%)	38.7%	38.7%					29%	23%	10%	68%
Maximum Green (s)	55.0	55.0					40.0	30.0	10.0	100.0
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								
Total Lost Time (s)		5.0								
Lead/Lag	Lag	Lag					Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes					Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0					2.0	2.0	2.0	2.0
Recall Mode	Max	Max					None	None	None	Max
Act Effct Green (s)		55.0	90.0	90.0	55.0					
Actuated g/C Ratio		0.35	0.58	0.58	0.35					
v/c Ratio		1.35	0.53	0.48	1.40					
Control Delay		207.4	18.9	7.6	227.9					
Queue Delay		0.0	2.2	0.5	3.8					
Total Delay		207.4	21.1	8.1	231.7					
LOS		F	C	A	F					
Approach Delay		207.4	14.9		231.7					
Approach LOS		F	B		F					
Queue Length 50th (ft)		~903	386	67	~1228					
Queue Length 95th (ft)		#1150	m366	m133	#1488					
Internal Link Dist (ft)		1065	585		910					
Turn Bay Length (ft)				160						
Base Capacity (vph)		509	1060	1077	649					
Starvation Cap Reductn		0	348	228	0					
Spillback Cap Reductn		0	0	0	243					
Storage Cap Reductn		0	0	0	0					
Reduced v/c Ratio		1.35	0.79	0.61	2.24					






Intersection Summary

Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	155
Natural Cycle:	140
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.82
Intersection Signal Delay:	137.9
Intersection LOS:	F
Intersection Capacity Utilization:	112.1%
ICU Level of Service:	H
Analysis Period (min):	15
~ 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.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Crompond Road & Bear Mtn. Pkwy

#18  Ø1 45 s	#18  Ø2 60 s	#18 #19  Ø3 35 s	#18 #19  15 s
#19  Ø6 105 s			



Lanes, Volumes, Timings  
19: Croton Avenue/Maple Row & Crompond Road

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	1136	237	147	766	17	169	36	108	38	128	92
Future Volume (vph)	47	1136	237	147	766	17	169	36	108	38	128	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	12	12	10	12	12	12	12
Storage Length (ft)	125		75	100		0	175		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	50			75			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997			0.887			0.952	
Flt Protected	0.950			0.950			0.950				0.993	
Satd. Flow (prot)	1678	1766	1501	1678	1761	0	1752	1527	0	0	1761	0
Flt Permitted	0.193			0.040			0.279				0.824	
Satd. Flow (perm)	341	1766	1501	71	1761	0	515	1527	0	0	1461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			55		1			87			16	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		665			3717			466			589	
Travel Time (s)		10.1			56.3			10.6			13.4	
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.94	0.94	0.94	0.87	0.87	0.87
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	52	1248	260	160	833	18	180	38	115	44	147	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	1248	260	160	851	0	180	153	0	0	297	0
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)		11			11			12			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.09	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2		2	2	
Detector Template	Left			Left			Left	Thru		Left	Thru	
Leading Detector (ft)	80	0	0	80	0		80	80		80	80	
Trailing Detector (ft)	-10	0	0	-10	0		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10	-10	-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	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	
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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)	40			40			40	40		40	40	
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	Perm	pm+pt	NA		Perm	NA		Perm	NA	

Lane Group	Ø1	Ø2
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		



Lanes, Volumes, Timings  
 19: Croton Avenue/Maple Row & Crompond Road

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	6		4	6			3				3
Permitted Phases	6		6	6			3			3		
Detector Phase	4	6	6	4	6		3	3		3		3
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0		3.0
Minimum Split (s)	8.0	8.0	8.0	8.0	8.0		21.0	21.0		21.0		21.0
Total Split (s)	15.0	105.0	105.0	15.0	105.0		35.0	35.0		35.0		35.0
Total Split (%)	9.7%	67.7%	67.7%	9.7%	67.7%		22.6%	22.6%		22.6%		22.6%
Maximum Green (s)	10.0	100.0	100.0	10.0	100.0		30.0	30.0		30.0		30.0
Yellow Time (s)	4.0	4.0	4.0	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	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)	5.0	5.0	5.0	5.0	5.0		5.0	5.0				5.0
Lead/Lag	Lag			Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes			Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0		2.0
Recall Mode	None	Max	Max	None	Max		None	None		None	None	
Act Effct Green (s)	110.0	100.0	100.0	110.0	100.0		30.0	30.0				30.0
Actuated g/C Ratio	0.71	0.65	0.65	0.71	0.65		0.19	0.19				0.19
v/c Ratio	0.16	1.10	0.26	1.04	0.75		1.82	0.42				1.01
Control Delay	3.0	61.5	2.2	124.6	24.1		438.6	27.7				111.6
Queue Delay	0.0	3.0	0.0	0.0	0.0		0.0	0.0				0.0
Total Delay	3.0	64.5	2.2	124.6	24.1		438.6	27.7				111.6
LOS	A	E	A	F	C		F	C				F
Approach Delay		52.1			40.0			249.8				111.6
Approach LOS		D			D			F				F
Queue Length 50th (ft)	4	~1423	9	~125	560		~273	57				~292
Queue Length 95th (ft)	m3	m414	m6	#282	741		#435	131				#471
Internal Link Dist (ft)		585			3637			386				509
Turn Bay Length (ft)	125		75	100			175					
Base Capacity (vph)	328	1139	987	154	1136		99	365				295
Starvation Cap Reductn	0	260	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	0.16	1.42	0.26	1.04	0.75		1.82	0.42				1.01

Intersection Summary

Area Type: Other  
 Cycle Length: 155  
 Actuated Cycle Length: 155  
 Natural Cycle: 140  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.82  
 Intersection Signal Delay: 74.4  
 Intersection LOS: E  
 Intersection Capacity Utilization 108.4%  
 ICU Level of Service G  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø1	Ø2
Protected Phases	1	2
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	3.0	3.0
Minimum Split (s)	13.0	8.0
Total Split (s)	45.0	60.0
Total Split (%)	29%	39%
Maximum Green (s)	40.0	55.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	2.0
Recall Mode	None	Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		



Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 19: Croton Avenue/Maple Row & Crompond Road

#18  Ø4 Ø1 45 s	#18  Ø2 60 s	#18 #19  Ø3 35 s	#18 #19  15 s
#19  Ø6 105 s			

Lanes, Volumes, Timings  
20: Crompond Road & Lexington Avenue

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	1117	60	17	829	93	27	7	1	163	28	84
Future Volume (vph)	51	1117	60	17	829	93	27	7	1	163	28	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	11	15	15	15	12	12	14
Storage Length (ft)	75		0	70		390	0		0	0		50
Storage Lanes	1		0	1		1	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										0.97
Frt		0.992				0.850		0.997				0.850
Flt Protected	0.950			0.950				0.963			0.959	
Satd. Flow (prot)	1678	1689	0	1678	1766	1501	0	1967	0	0	1769	1666
Flt Permitted	0.100			0.076				0.643			0.726	
Satd. Flow (perm)	177	1689	0	134	1766	1501	0	1314	0	0	1339	1614
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				104		1				82
Link Speed (mph)		45			45			30				30
Link Distance (ft)		3717			904			130				1536
Travel Time (s)		56.3			13.7			3.0				34.9
Confl. Peds. (#/hr)			5									5
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.78	0.78	0.78	0.90	0.90	0.90
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	1
Adj. Flow (vph)	57	1241	67	19	931	104	35	9	1	181	31	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	1308	0	19	931	104	0	45	0	0	212	93
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)		11			11			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.04	0.88	0.88	0.88	1.00	1.00	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0	0	2	1		2	2	1
Detector Template	Left			Left			Left			Left	Thru	
Leading Detector (ft)	80	0		80	0	0	80	20		80	80	30
Trailing Detector (ft)	-10	0		-10	0	0	-10	0		-10	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10	-10	-10	0		-10	-10	-10
Detector 1 Size(ft)	40	40		40	40	40	40	20		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)	40			40			40			40	40	
Detector 2 Size(ft)	40			40			40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	



Lanes, Volumes, Timings  
20: Crompond Road & Lexington Avenue

2023 Development Plan Build  
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			3			3	
Permitted Phases	6			2		2	3			3		3
Detector Phase	1	6		5	2	2	3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	8.0	31.0		8.0	16.0	16.0	29.0	29.0		29.0	29.0	29.0
Total Split (s)	20.0	56.0		20.0	56.0	56.0	30.0	30.0		30.0	30.0	30.0
Total Split (%)	18.9%	52.8%		18.9%	52.8%	52.8%	28.3%	28.3%		28.3%	28.3%	28.3%
Maximum Green (s)	15.0	50.0		15.0	50.0	50.0	25.0	25.0		25.0	25.0	25.0
Yellow Time (s)	4.0	5.0		4.0	5.0	5.0	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	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)	5.0	6.0		5.0	6.0	6.0		5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Max		None	Max	Max	None	None		None	None	None
Walk Time (s)		8.0					8.0	8.0		8.0	8.0	8.0
Flash Dont Walk (s)		17.0					16.0	16.0		16.0	16.0	16.0
Pedestrian Calls (#/hr)		0					0	0		0	0	0
Act Effct Green (s)	58.8	55.3		55.6	50.7	50.7		18.0			18.0	18.0
Actuated g/C Ratio	0.67	0.63		0.63	0.57	0.57		0.20			0.20	0.20
v/c Ratio	0.26	1.24		0.11	0.92	0.11		0.17			0.78	0.24
Control Delay	8.8	135.0		7.4	35.7	2.9		30.2			53.5	10.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	8.8	135.0		7.4	35.7	2.9		30.2			53.5	10.3
LOS	A	F		A	D	A		C			D	B
Approach Delay		129.7			31.9			30.2			40.3	
Approach LOS		F			C			C			D	
Queue Length 50th (ft)	9	~895		3	472	0		21			115	5
Queue Length 95th (ft)	26	#1401		11	#850	24		43			197	43
Internal Link Dist (ft)		3637			824			50			1456	
Turn Bay Length (ft)	75			70		390						50
Base Capacity (vph)	379	1058		357	1013	905		377			383	521
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	0.15	1.24		0.05	0.92	0.11		0.12			0.55	0.18

Intersection Summary

Area Type: Other  
 Cycle Length: 106  
 Actuated Cycle Length: 88.3  
 Natural Cycle: 150  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.24





Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑		↔
Traffic Vol, veh/h	547	56	4	415	4	7
Future Vol, veh/h	547	56	4	415	4	7
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	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	94	94	56	56
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	595	61	4	441	7	13

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	656	0	1075 626
Stage 1	-	-	-	-	626 -
Stage 2	-	-	-	-	449 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	931	-	243 484
Stage 1	-	-	-	-	533 -
Stage 2	-	-	-	-	643 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	931	-	242 484
Mov Cap-2 Maneuver	-	-	-	-	242 -
Stage 1	-	-	-	-	533 -
Stage 2	-	-	-	-	640 -

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)	484	-	-	931	-
HCM Lane V/C Ratio	0.026	-	-	0.005	-
HCM Control Delay (s)	12.6	-	-	8.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑		↙	↑			↕			↕	
Traffic Vol, veh/h	12	802	7	1	520	3	27	1	1	16	5	16
Future Vol, veh/h	12	802	7	1	520	3	27	1	1	16	5	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	59	59	59	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	872	8	1	565	3	46	2	2	25	8	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	568	0	0	880	0	0	1487	1472	876	1473	1475	567
Stage 1	-	-	-	-	-	-	902	902	-	569	569	-
Stage 2	-	-	-	-	-	-	585	570	-	904	906	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1004	-	-	768	-	-	103	127	348	105	126	523
Stage 1	-	-	-	-	-	-	332	356	-	507	506	-
Stage 2	-	-	-	-	-	-	497	505	-	331	355	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1004	-	-	768	-	-	92	125	348	102	124	523
Mov Cap-2 Maneuver	-	-	-	-	-	-	92	125	-	102	124	-
Stage 1	-	-	-	-	-	-	328	351	-	500	505	-
Stage 2	-	-	-	-	-	-	466	504	-	324	350	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			77.9			38.8		
HCM LOS							F			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	95	1004	-	-	768	-	-	162
HCM Lane V/C Ratio	0.517	0.013	-	-	0.001	-	-	0.351
HCM Control Delay (s)	77.9	8.6	-	-	9.7	-	-	38.8
HCM Lane LOS	F	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	2.3	0	-	-	0	-	-	1.5



Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	5	4	7	0	4	56
Future Vol, veh/h	5	4	7	0	4	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, %	0	-	0	-	-	0
Peak Hour Factor	75	75	92	92	64	64
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	5	8	0	6	88

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	108	8	0	0	8
Stage 1	8	-	-	-	-
Stage 2	100	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	889	1074	-	-	1612
Stage 1	1015	-	-	-	-
Stage 2	924	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	885	1074	-	-	1612
Mov Cap-2 Maneuver	885	-	-	-	-
Stage 1	1015	-	-	-	-
Stage 2	920	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	960	1612
HCM Lane V/C Ratio	-	-	0.013	0.004
HCM Control Delay (s)	-	-	8.8	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	3	34	100	6	12	99
Future Vol, veh/h	3	34	100	6	12	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	37	109	7	13	108

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	247	113	0	0	116	0
Stage 1	113	-	-	-	-	-
Stage 2	134	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	741	940	-	-	1473	-
Stage 1	912	-	-	-	-	-
Stage 2	892	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	734	940	-	-	1473	-
Mov Cap-2 Maneuver	734	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	884	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	919	1473
HCM Lane V/C Ratio	-	-	0.044	0.009
HCM Control Delay (s)	-	-	9.1	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

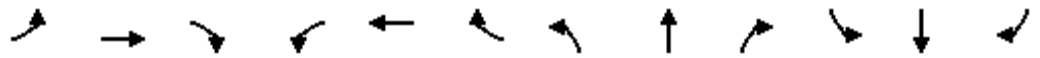


Lanes, Volumes, Timings

2023 Development Plan Build

30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6

Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	623	51	45	626	177	51	25	51	333	33	100
Future Volume (vph)	86	623	51	45	626	177	51	25	51	333	33	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	10	11	11	14	14	14	11	11	12
Storage Length (ft)	45		0	80		0	0		0	135		135
Storage Lanes	1		0	1		0	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	1.00				1.00							
Frt		0.989			0.967				0.850			0.850
Flt Protected	0.950			0.950				0.968		0.950	0.961	
Satd. Flow (prot)	1678	3265	0	1652	3222	0	0	1923	1689	1609	1631	1583
Flt Permitted	0.191			0.287				0.673		0.950	0.961	
Satd. Flow (perm)	337	3265	0	499	3222	0	0	1337	1689	1609	1631	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			46				182			182
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1070			371			135				410
Travel Time (s)		18.2			6.3			3.1				9.3
Confl. Peds. (#/hr)	1						1					
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	6%	2%	2%	4%	5%	2%	2%	2%	3%	2%	2%
Adj. Flow (vph)	96	692	57	50	696	197	57	28	57	370	37	111
Shared Lane Traffic (%)										45%		
Lane Group Flow (vph)	96	749	0	50	893	0	0	85	57	203	204	111
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			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.09	1.04	1.04	0.92	0.92	0.92	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		0	2		0	2	0	2	2	0
Detector Template				Thru			Thru		Thru			Thru
Leading Detector (ft)	83	83		0	83		50	83	0	83	83	0
Trailing Detector (ft)	-5	-5		0	-5		0	-5	0	-5	-5	0
Detector 1 Position(ft)	-5	-5		0	-5		0	-5	0	-5	-5	0
Detector 1 Size(ft)	40	40		0	40		0	40	0	40	40	0
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	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	
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												

Lanes, Volumes, Timings

2023 Development Plan Build

30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6

Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2			4		3	3	
Permitted Phases	6			2			4		4			3
Detector Phase	1	6		5	2		4	4	4	3	3	3
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	32.0		11.0	32.0		11.0	11.0	11.0	29.0	29.0	29.0
Total Split (s)	11.0	39.0		11.0	39.0		11.0	11.0	11.0	29.0	29.0	29.0
Total Split (%)	12.2%	43.3%		12.2%	43.3%		12.2%	12.2%	12.2%	32.2%	32.2%	32.2%
Maximum Green (s)	5.0	33.0		5.0	33.0		5.0	5.0	5.0	23.0	23.0	23.0
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		Lead	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		3.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		8.0			8.0					7.0	7.0	7.0
Flash Dont Walk (s)		18.0			18.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		5			5					5	5	5
Act Effct Green (s)	41.9	38.9		40.7	36.4			10.4	10.4	16.1	16.1	16.1
Actuated g/C Ratio	0.47	0.43		0.45	0.40			0.12	0.12	0.18	0.18	0.18
v/c Ratio	0.41	0.53		0.17	0.67			0.55	0.16	0.70	0.70	0.26
Control Delay	18.2	21.7		15.8	25.1			56.2	1.0	47.3	46.8	2.1
Queue Delay	0.0	0.0		0.0	0.6			0.0	0.0	0.4	0.4	0.0
Total Delay	18.2	21.7		15.8	25.7			56.2	1.0	47.7	47.2	2.1
LOS	B	C		B	C			E	A	D	D	A
Approach Delay		21.3			25.2			34.1			37.7	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	28	178		13	159			45	0	115	116	0
Queue Length 95th (ft)	55	239		43	314			#150	0	174	176	7
Internal Link Dist (ft)		990			291			55			330	
Turn Bay Length (ft)	45			80						135		135
Base Capacity (vph)	235	1417		293	1331			154	356	411	416	540
Starvation Cap Reductn	0	0		0	154			0	0	0	0	0
Spillback Cap Reductn	0	0		0	0			0	4	37	38	0
Storage Cap Reductn	0	0		0	0			0	0	0	0	0
Reduced v/c Ratio	0.41	0.53		0.17	0.76			0.55	0.16	0.54	0.54	0.21

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70



Intersection Signal Delay: 27.0

Intersection LOS: C

Intersection Capacity Utilization 59.5%







ICU Level of Service B

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6

 Ø1	 Ø2 (R)	 Ø3	 Ø4
11 s	39 s	29 s	11 s
 Ø5	 Ø6 (R)		
11 s	39 s		

Lanes, Volumes, Timings

2023 Development Plan Build

31: Bear Mountain Pkwy NB Ramp/Driveway & Main Street/Route 6

Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖	↕↕		↖	↖			↕↕	
Traffic Volume (vph)	60	880	67	201	727	60	40	24	27	45	15	82
Future Volume (vph)	60	880	67	201	727	60	40	24	27	45	15	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	11	12	12	12	12	12
Grade (%)		1%			0%			-4%			-1%	
Storage Length (ft)	0		0	0		0	65		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							0.99
Frt		0.990			0.989			0.921				0.922
Flt Protected		0.997		0.950			0.950					0.984
Satd. Flow (prot)	0	3354	0	1711	3433	0	1745	1732	0	0	1686	0
Flt Permitted		0.839		0.226			0.506				0.873	
Satd. Flow (perm)	0	2823	0	407	3433	0	929	1732	0	0	1495	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			17			29				75
Link Speed (mph)		40			40			30				30
Link Distance (ft)		371			729			266				129
Travel Time (s)		6.3			12.4			6.0				2.9
Confl. Peds. (#/hr)	1						1				1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	6%	5%	2%	4%	2%	2%	2%	4%	2%	2%	2%
Adj. Flow (vph)	64	936	71	214	773	64	43	26	29	48	16	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1071	0	214	837	0	43	55	0	0	151	0
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)		11			11			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.04	1.00	1.00	1.02	0.97	0.97	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0		0	0		0	0		0	0	
Detector Template	Thru	Thru		Thru	Thru		Thru	Thru		Thru	Thru	
Leading Detector (ft)	50	0		0	0		0	0		50	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		4		3	8			2				6
Permitted Phases	4			8			2			6		
Detector Phase	4	4		3	8		2	2		6		6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.0	23.0		10.0	23.0		11.0	11.0		11.0	11.0	
Total Split (s)	45.0	45.0		15.0	60.0		30.0	30.0		30.0	30.0	
Total Split (%)	50.0%	50.0%		16.7%	66.7%		33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	40.0	40.0		10.0	55.0		25.0	25.0		25.0	25.0	



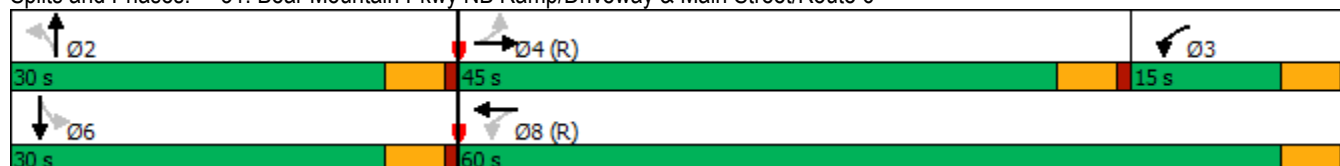


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0		5.0	5.0		5.0	5.0			5.0	
Lead/Lag	Lead	Lead		Lag								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		Min	C-Min		None	None		None	None	
Act Effct Green (s)		57.7		69.7	69.7		10.3	10.3				10.3
Actuated g/C Ratio		0.64		0.77	0.77		0.11	0.11				0.11
v/c Ratio		0.59		0.51	0.31		0.41	0.25				0.64
Control Delay		7.0		13.0	3.7		46.6	22.2				31.6
Queue Delay		0.3		0.0	0.0		0.2	0.0				0.3
Total Delay		7.2		13.0	3.7		46.9	22.2				31.9
LOS		A		B	A		D	C				C
Approach Delay		7.2			5.6			33.0				31.9
Approach LOS		A			A			C				C
Queue Length 50th (ft)		5		24	55		23	14				41
Queue Length 95th (ft)		270		57	105		53	45				96
Internal Link Dist (ft)		291			649			186				49
Turn Bay Length (ft)							65					
Base Capacity (vph)		1813		473	2661		258	502				469
Starvation Cap Reductn		219		0	0		0	0				0
Spillback Cap Reductn		0		0	0		49	0				79
Storage Cap Reductn		0		0	0		0	0				0
Reduced v/c Ratio		0.67		0.45	0.31		0.21	0.11				0.39

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 9.1  
 Intersection Capacity Utilization 77.8%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service D

Splits and Phases: 31: Bear Mountain Pkwy NB Ramp/Driveway & Main Street/Route 6



Lanes, Volumes, Timings  
1: Dayton Lane & Main Street/Route 6

2023 MOD Development Plan Build

Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	693	167	152	573	33	327	1	56	29	1	44
Future Volume (vph)	45	693	167	152	573	33	327	1	56	29	1	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	12	12	10	10	10
Storage Length (ft)	100		0	210		0	85		0	0		80
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.971			0.992			0.852				0.850
Fl <sub>t</sub> Protected	0.950			0.950			0.950				0.954	
Satd. Flow (prot)	1711	3270	0	1711	3332	0	1711	1587	0	0	1659	1478
Fl <sub>t</sub> Permitted	0.398			0.197			0.737				0.770	
Satd. Flow (perm)	717	3270	0	355	3332	0	1327	1587	0	0	1339	1478
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		36			7							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		653			1740			256				224
Travel Time (s)		14.8			39.5			5.8				5.1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.95	0.95	0.95	0.96	0.96	0.96
Heavy Vehicles (%)	2%	4%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	46	707	170	155	585	34	344	1	59	30	1	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	877	0	155	619	0	344	60	0	0	31	46
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)		11			11			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		1	2	2
Detector Template								Thru		Left		Thru
Leading Detector (ft)	80	0		80	0		80	80		30		80
Trailing Detector (ft)	-10	0		-10	0		-10	-10		-10		-10
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10		-10
Detector 1 Size(ft)	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
Detector 1 Channel												
Detector 1 Extend (s)	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
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Detector 2 Position(ft)	40			40			40	40				40
Detector 2 Size(ft)	40			40			40	40				40
Detector 2 Type	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
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm		NA
												pm+ov



Lanes, Volumes, Timings  
1: Dayton Lane & Main Street/Route 6

2023 MOD Development Plan Build  
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		8.0	8.0		8.0	8.0	5.0
Minimum Split (s)	11.0	41.0		11.0	41.0		26.0	26.0		26.0	26.0	11.0
Total Split (s)	16.0	41.0		16.0	41.0		36.0	36.0		36.0	36.0	16.0
Total Split (%)	17.2%	44.1%		17.2%	44.1%		38.7%	38.7%		38.7%	38.7%	17.2%
Maximum Green (s)	10.0	35.0		10.0	35.0		30.0	30.0		30.0	30.0	10.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
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		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	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
Recall Mode	None	Max		None	Max		None	None		None	None	None
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		15.0								16.0	16.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)	42.0	35.2		47.3	39.9		26.2	26.2			26.2	39.1
Actuated g/C Ratio	0.48	0.40		0.54	0.45		0.30	0.30			0.30	0.44
v/c Ratio	0.11	0.66		0.48	0.41		0.88	0.13			0.08	0.07
Control Delay	10.7	24.7		15.2	19.1		53.4	23.2			22.6	14.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	10.7	24.7		15.2	19.1		53.4	23.2			22.6	14.0
LOS	B	C		B	B		D	C			C	B
Approach Delay		24.0			18.3			49.0			17.5	
Approach LOS		C			B			D			B	
Queue Length 50th (ft)	12	216		43	134		183	25			13	15
Queue Length 95th (ft)	28	287		75	187		#330	54			33	33
Internal Link Dist (ft)		573			1660			176			144	
Turn Bay Length (ft)	100			210			85					80
Base Capacity (vph)	479	1322		345	1507		452	541			456	707
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	0.10	0.66		0.45	0.41		0.76	0.11			0.07	0.07

Intersection Summary

Area Type:	Other
Cycle Length:	93
Actuated Cycle Length:	88.4
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.88
Intersection Signal Delay:	26.4
Intersection LOS:	C
Intersection Capacity Utilization:	72.7%
ICU Level of Service:	C
Analysis Period (min):	15

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Dayton Lane & Main Street/Route 6





Lanes, Volumes, Timings  
2: Conklin Avenue & Main Street/Route 6

2023 MOD Development Plan Build  
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	663	40	203	643	10	24	11	255	17	10	24
Future Volume (vph)	10	663	40	203	643	10	24	11	255	17	10	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12	12	12	12	12	12	12
Storage Length (ft)	110		0	210		0	0		50	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.991			0.998				0.850		0.937	
Fl <sub>t</sub> Protected	0.950			0.950				0.967			0.984	
Satd. Flow (prot)	1652	3382	0	1652	3401	0	0	1801	1583	0	1717	0
Fl <sub>t</sub> Permitted	0.373			0.318				0.827			0.872	
Satd. Flow (perm)	648	3382	0	553	3401	0	0	1540	1583	0	1522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			2				304			28
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1740			1071			1948				260
Travel Time (s)		39.5			24.3			44.3				5.9
Peak Hour Factor	0.86	0.86	0.86	0.92	0.92	0.92	0.84	0.84	0.84	0.86	0.86	0.86
Heavy Vehicles (%)	2%	6%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	12	771	47	221	699	11	29	13	304	20	12	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	818	0	221	710	0	0	42	304	0	60	0
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)		11			11			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.09	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
Number of Detectors	2	2		2	2		1	2	2	1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left		
Leading Detector (ft)	80	80		80	80		30	80	80	30	30	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10	-10	-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10	-10	-10	-10	
Detector 1 Size(ft)	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	
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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)	40	40		40	40			40	40			
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		pm+pt	NA		Perm	NA	Perm	Perm	NA	

Lanes, Volumes, Timings  
2: Conklin Avenue & Main Street/Route 6

2023 MOD Development Plan Build  
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	6	1		2	5			3				3
Permitted Phases	1			5			3		3	3		
Detector Phase	6	1		2	5		3	3	3	3		3
Switch Phase												
Minimum Initial (s)	2.0	10.0		5.0	10.0		2.0	2.0	2.0	2.0		2.0
Minimum Split (s)	8.0	16.0		11.0	16.0		36.0	36.0	36.0	36.0		36.0
Total Split (s)	29.0	50.0		29.0	50.0		36.0	36.0	36.0	36.0		36.0
Total Split (%)	25.2%	43.5%		25.2%	43.5%		31.3%	31.3%	31.3%	31.3%		31.3%
Maximum Green (s)	23.0	44.0		23.0	44.0		30.0	30.0	30.0	30.0		30.0
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None		None
Walk Time (s)							7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)							23.0	23.0	23.0	23.0		23.0
Pedestrian Calls (#/hr)							0	0	0	0		0
Act Effct Green (s)	87.5	81.5		92.5	90.0			9.0	9.0			9.0
Actuated g/C Ratio	0.76	0.71		0.80	0.78			0.08	0.08			0.08
v/c Ratio	0.02	0.34		0.44	0.27			0.35	0.75			0.42
Control Delay	3.9	7.7		7.4	5.4			56.4	17.8			38.0
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	3.9	7.7		7.4	5.4			56.4	17.8			38.0
LOS	A	A		A	A			E	B			D
Approach Delay		7.7			5.8			22.5				38.0
Approach LOS		A			A			C				D
Queue Length 50th (ft)	2	96		24	45			30	0			23
Queue Length 95th (ft)	6	192		63	180			58	58			58
Internal Link Dist (ft)		1660			991			1868				180
Turn Bay Length (ft)	110			210					50			
Base Capacity (vph)	786	2399		742	2661			401	637			417
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.02	0.34		0.30	0.27			0.10	0.48			0.14

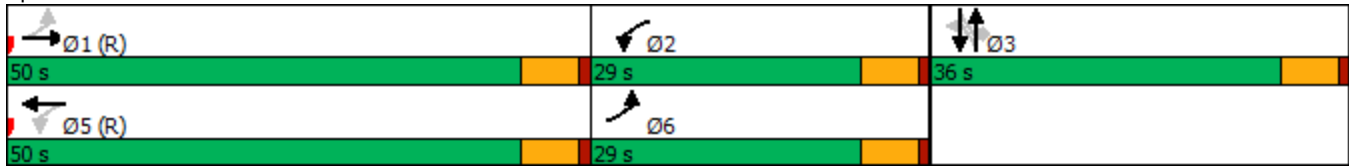
Intersection Summary

Area Type:	Other
Cycle Length:	115
Actuated Cycle Length:	115
Offset:	0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Green
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	10.1
Intersection Capacity Utilization	55.5%
Intersection LOS:	B
ICU Level of Service	B



Analysis Period (min) 15

Splits and Phases: 2: Conklin Avenue & Main Street/Route 6



Lanes, Volumes, Timings  
3: Lexington Avenue & Route 6/Main Street

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	772	215	61	937	70	222	116	128	78	97	170
Future Volume (vph)	185	772	215	61	937	70	222	116	128	78	97	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	350		0	225		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967			0.990			0.921			0.905	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1744	0	1752	1778	0	1752	1699	0	1752	1669	0
Flt Permitted	0.047			0.050			0.163			0.396		
Satd. Flow (perm)	87	1744	0	92	1778	0	301	1699	0	730	1669	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		12			3							
Link Speed (mph)		35			35			30				30
Link Distance (ft)		440			527			466				490
Travel Time (s)		8.6			10.3			10.6				11.1
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.98	0.98	0.98	0.91	0.91	0.91
Heavy Vehicles (%)	3%	6%	3%	3%	6%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	195	813	226	64	976	73	227	118	131	86	107	187
Shared Lane Traffic (%)												
Lane Group Flow (vph)	195	1039	0	64	1049	0	227	249	0	86	294	0
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	1.00	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
Number of Detectors	2	1		2	1		2	2		2	2	
Detector Template	Left			Left			Left	Thru		Left	Thru	
Leading Detector (ft)	80	30		80	30		80	80		80	80	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	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	
Detector 1 Channel												
Detector 1 Extend (s)	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	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	40			40			40	40		40	40	
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		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	



Lanes, Volumes, Timings  
3: Lexington Avenue & Route 6/Main Street

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		6		8		4					
Detector Phase	5	2	1	6	3	8	7	4				
Switch Phase												
Minimum Initial (s)	3.0	10.0	3.0	10.0	3.0	3.0	3.0	3.0	3.0	3.0		
Minimum Split (s)	9.0	35.0	9.0	40.0	9.0	29.0	9.0	9.0	9.0	9.0		
Total Split (s)	21.0	86.0	21.0	86.0	21.0	36.0	21.0	36.0	21.0	36.0		
Total Split (%)	12.8%	52.4%	12.8%	52.4%	12.8%	22.0%	12.8%	22.0%	12.8%	22.0%		
Maximum Green (s)	15.0	80.0	15.0	80.0	15.0	30.0	15.0	30.0	15.0	30.0		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	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	6.0		
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Recall Mode	None	Min	None	Min	None	None	None	None	None	None		
Walk Time (s)	7.0		7.0		7.0		7.0					
Flash Dont Walk (s)	22.0		27.0		16.0							
Pedestrian Calls (#/hr)	0		0		0							
Act Effct Green (s)	100.6	87.5	87.5	80.0	48.7	34.2	40.3	29.8				
Actuated g/C Ratio	0.61	0.53	0.53	0.49	0.30	0.21	0.25	0.18				
v/c Ratio	0.95	1.11	0.51	1.21	1.02	0.70	0.35	0.97				
Control Delay	97.5	99.7	36.0	140.7	112.0	72.1	45.6	109.9				
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total Delay	97.5	99.7	36.0	140.7	112.0	72.1	45.6	109.9				
LOS	F	F	D	F	F	E	D	F				
Approach Delay	99.4		134.7		91.1		95.4					
Approach LOS	F		F		F		F					
Queue Length 50th (ft)	160	~1260	26	~1369	~198	250	67	317				
Queue Length 95th (ft)	#330	#1573	69	#1639	#386	#392	114	#512				
Internal Link Dist (ft)	360		447		386		410					
Turn Bay Length (ft)					350		225					
Base Capacity (vph)	205	937	205	870	222	354	292	305				
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	0.95	1.11	0.31	1.21	1.02	0.70	0.29	0.96				

Intersection Summary

Area Type:	Other
Cycle Length:	164
Actuated Cycle Length:	163.7
Natural Cycle:	150
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.21
Intersection Signal Delay:	110.0
Intersection LOS:	F
Intersection Capacity Utilization:	111.6%
ICU Level of Service:	H
Analysis Period (min):	15

~ 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: 3: Lexington Avenue & Route 6/Main Street





Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	41	91	293	64	67	253
Future Vol, veh/h	41	91	293	64	67	253
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	78	78	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	98	376	82	69	261

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	816	417	0	0	458
Stage 1	417	-	-	-	-
Stage 2	399	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	347	636	-	-	1103
Stage 1	665	-	-	-	-
Stage 2	678	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	322	636	-	-	1103
Mov Cap-2 Maneuver	322	-	-	-	-
Stage 1	665	-	-	-	-
Stage 2	629	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.4	0	1.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	488	1103
HCM Lane V/C Ratio	-	-	0.291	0.063
HCM Control Delay (s)	-	-	15.4	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.2	0.2

Intersection						
Int Delay, s/veh	24.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	172	79	318	197	107	188
Future Vol, veh/h	172	79	318	197	107	188
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	78	78	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	189	87	408	253	135	238

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1043	535	0	0	661
Stage 1	535	-	-	-	-
Stage 2	508	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	254	545	-	-	927
Stage 1	587	-	-	-	-
Stage 2	604	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	211	545	-	-	927
Mov Cap-2 Maneuver	211	-	-	-	-
Stage 1	587	-	-	-	-
Stage 2	503	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	113.6	0	3.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	261	927
HCM Lane V/C Ratio	-	-	1.057	0.146
HCM Control Delay (s)	-	-	113.6	9.5
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	11.1	0.5



**Intersection**

Int Delay, s/veh 138.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	135	484	510	365	192	184
Future Vol, veh/h	135	484	510	365	192	184
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	93	93	97	97
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	144	515	548	392	198	190

**Major/Minor**

	Major1	Major2	Minor2		
Conflicting Flow All	940	0	-	0	1547 744
Stage 1	-	-	-	-	744 -
Stage 2	-	-	-	-	803 -
Critical Hdwy	4.14	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.236	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	721	-	-	-	~ 126 415
Stage 1	-	-	-	-	470 -
Stage 2	-	-	-	-	441 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	721	-	-	-	~ 101 415
Mov Cap-2 Maneuver	-	-	-	-	~ 101 -
Stage 1	-	-	-	-	376 -
Stage 2	-	-	-	-	441 -

**Approach**

	EB	WB	SB
HCM Control Delay, s	2.4	0	\$ 704
HCM LOS			F

**Minor Lane/Major Mvmt**

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	721	-	-	-	160
HCM Lane V/C Ratio	0.199	-	-	-	2.423
HCM Control Delay (s)	11.2	-	-	-	\$ 704
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.7	-	-	-	32.9

**Notes**

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

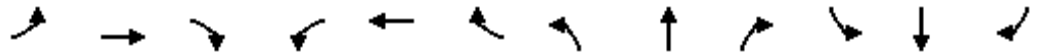
Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	668	5	2	868	1	2
Future Vol, veh/h	668	5	2	868	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	92	92	75	75
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	689	5	2	943	1	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	694	0	1639
Stage 1	-	-	-	-	692
Stage 2	-	-	-	-	947
Critical Hdwy	-	-	4.14	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-	3.518
Pot Cap-1 Maneuver	-	-	892	-	110
Stage 1	-	-	-	-	497
Stage 2	-	-	-	-	377
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	892	-	110
Mov Cap-2 Maneuver	-	-	-	-	110
Stage 1	-	-	-	-	497
Stage 2	-	-	-	-	376

Approach	EB	WB	NB
HCM Control Delay, s	0	0	21.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	221	-	-	892	-
HCM Lane V/C Ratio	0.018	-	-	0.002	-
HCM Control Delay (s)	21.6	-	-	9	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	586	40	62	801	75	69	5	127	0	0	0
Future Volume (vph)	44	586	40	62	801	75	69	5	127	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.99	1.00			0.98	0.96			
Frt		0.990			0.987				0.850			
Flt Protected	0.950			0.950				0.955				
Satd. Flow (prot)	1736	1804	0	1736	1800	0	0	1779	1583	0	0	0
Flt Permitted	0.242			0.384				0.955				
Satd. Flow (perm)	442	1804	0	697	1800	0	0	1741	1516	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			10				134			
Link Speed (mph)		40			40			10			10	
Link Distance (ft)		198			413			356			188	
Travel Time (s)		3.4			7.0			24.3			12.8	
Confl. Peds. (#/hr)	10		10	10		10	10		10			
Peak Hour Factor	0.98	0.98	0.98	0.93	0.93	0.93	0.95	0.95	0.95	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	45	598	41	67	861	81	73	5	134	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	639	0	67	942	0	0	78	134	0	0	0
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			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	1.00	1.00	1.00	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
Number of Detectors	2	2		2	2		1	2	1			
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right			
Leading Detector (ft)	80	80		80	80		20	80	20			
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	0			
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	0			
Detector 1 Size(ft)	40	40		40	40		20	40	20			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
Detector 2 Position(ft)	40	40		40	40			40				
Detector 2 Size(ft)	40	40		40	40			40				
Detector 2 Type	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				



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm			
Protected Phases		2			6			4				
Permitted Phases	2			6			4		4			
Detector Phase	2	2		6	6		4	4	4			
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0			
Minimum Split (s)	32.0	32.0		32.0	32.0		28.0	28.0	28.0			
Total Split (s)	77.0	77.0		77.0	77.0		28.0	28.0	28.0			
Total Split (%)	73.3%	73.3%		73.3%	73.3%		26.7%	26.7%	26.7%			
Maximum Green (s)	72.0	72.0		72.0	72.0		23.0	23.0	23.0			
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0			
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0			
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 Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0			
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None	None			
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	20.0	20.0		20.0	20.0		16.0	16.0	16.0			
Pedestrian Calls (#/hr)	10	10		10	10		10	10	10			
Act Effct Green (s)	82.5	82.5		82.5	82.5			12.5	12.5			
Actuated g/C Ratio	0.79	0.79		0.79	0.79			0.12	0.12			
v/c Ratio	0.13	0.45		0.12	0.67			0.38	0.45			
Control Delay	5.0	5.7		1.5	4.8			45.8	11.5			
Queue Delay	0.0	0.6		0.0	0.6			0.0	0.1			
Total Delay	5.0	6.3		1.5	5.4			45.8	11.6			
LOS	A	A		A	A			D	B			
Approach Delay		6.2			5.1			24.2				
Approach LOS		A			A			C				
Queue Length 50th (ft)	5	99		2	47			50	0			
Queue Length 95th (ft)	24	263		m6	687			85	49			
Internal Link Dist (ft)		118			333			276				108
Turn Bay Length (ft)	50			125								
Base Capacity (vph)	347	1418		547	1416			381	436			
Starvation Cap Reductn	0	0		0	172			0	0			
Spillback Cap Reductn	0	399		0	0			0	29			
Storage Cap Reductn	0	0		0	0			0	0			
Reduced v/c Ratio	0.13	0.63		0.12	0.76			0.20	0.33			

Intersection Summary

Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	105
Offset:	100 (95%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.67
Intersection Signal Delay:	7.6
Intersection LOS:	A

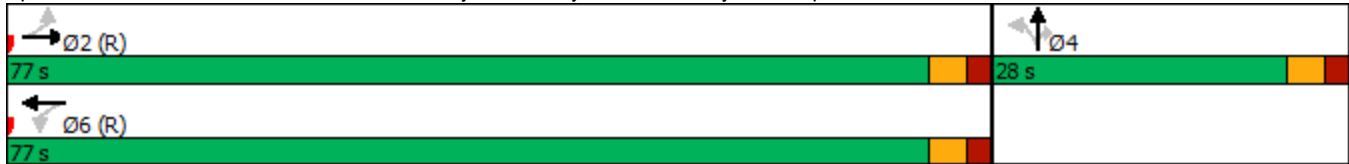


Intersection Capacity Utilization 68.2% ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Cortlandt Medical Dway/NY Presbyterian Driveway & Crompond Road

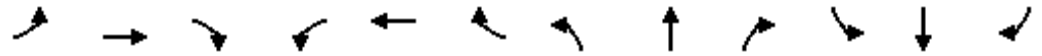


Lanes, Volumes, Timings

2023 MOD Development Plan Build

9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road

Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	↕
Traffic Volume (vph)	0	653	60	120	735	0	84	0	101	154	23	119
Future Volume (vph)	0	653	60	120	735	0	84	0	101	154	23	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	12	12	11
Storage Length (ft)	0		0	200		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										
Frt		0.989						0.926				0.850
Flt Protected				0.950				0.978			0.958	
Satd. Flow (prot)	0	1801	0	1736	1827	0	0	1574	0	0	1785	1531
Flt Permitted				0.077				0.763			0.494	
Satd. Flow (perm)	0	1801	0	141	1827	0	0	1228	0	0	920	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5						135				135
Link Speed (mph)		40			40			30				10
Link Distance (ft)		413			792			1474				156
Travel Time (s)		7.0			13.5			33.5				10.6
Confl. Peds. (#/hr)			10	10								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.77	0.77	0.77	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	710	65	130	799	0	109	0	131	167	25	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	775	0	130	799	0	0	240	0	0	192	129
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			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	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.00	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		2	2		1	2		1	2	2
Detector Template		Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)		80		80	80		30	80		30	80	80
Trailing Detector (ft)		-10		-10	-10		-10	-10		-10	-10	-10
Detector 1 Position(ft)		-10		-10	-10		-10	-10		-10	-10	-10
Detector 1 Size(ft)		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
Detector 1 Channel												
Detector 1 Extend (s)		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
Detector 1 Delay (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		40		40	40			40			40	40
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												





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0		0.0	0.0			0.0			0.0	0.0
Turn Type		NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2		1	6			4			3	
Permitted Phases				6			4			3		3
Detector Phase		2		1	6		4	4		3	3	3
Switch Phase												
Minimum Initial (s)		10.0		5.0	10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)		32.0		10.0	16.0		12.0	12.0		12.0	12.0	12.0
Total Split (s)		50.0		15.0	65.0		20.0	20.0		20.0	20.0	20.0
Total Split (%)		47.6%		14.3%	61.9%		19.0%	19.0%		19.0%	19.0%	19.0%
Maximum Green (s)		44.0		10.0	59.0		15.0	15.0		15.0	15.0	15.0
Yellow Time (s)		4.0		3.0	4.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)		2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)		6.0		5.0	6.0			5.0			5.0	5.0
Lead/Lag		Lag		Lead			Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?		Yes		Yes			Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode		C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0										
Flash Dont Walk (s)		19.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)		47.1		61.9	60.9			13.1			15.0	15.0
Actuated g/C Ratio		0.45		0.59	0.58			0.12			0.14	0.14
v/c Ratio		0.96		0.60	0.75			0.89			1.47	0.39
Control Delay		48.6		24.9	32.4			52.1			280.6	10.1
Queue Delay		3.3		0.0	0.5			0.5			0.0	0.0
Total Delay		51.9		24.9	32.8			52.6			280.6	10.2
LOS		D		C	C			D			F	B
Approach Delay		51.9			31.7			52.6			171.9	
Approach LOS		D			C			D			F	
Queue Length 50th (ft)		~514		64	513			69			~177	0
Queue Length 95th (ft)		#793		m75	m675			#133			#319	49
Internal Link Dist (ft)		333			712			1394			76	
Turn Bay Length (ft)				200								
Base Capacity (vph)		811		235	1059			291			131	334
Starvation Cap Reductn		18		0	33			0			0	0
Spillback Cap Reductn		0		0	52			3			0	3
Storage Cap Reductn		0		0	0			0			0	0
Reduced v/c Ratio		0.98		0.55	0.79			0.83			1.47	0.39

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.47

Intersection Signal Delay: 60.7 Intersection LOS: E

Intersection Capacity Utilization 75.6% ICU Level of Service D

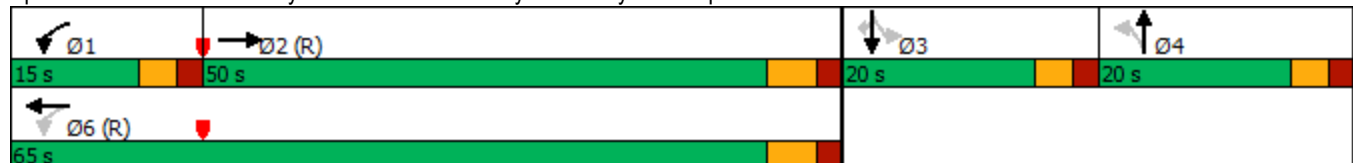
Analysis Period (min) 15

~ 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.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road





Lanes, Volumes, Timings  
10: Crompond Road & Conklin Avenue

2023 MOD Development Plan Build  
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	233	625	50	56	665	59	44	11	48	75	13	151
Future Volume (vph)	233	625	50	56	665	59	44	11	48	75	13	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	125		0	0		0	0		0	0		125
Storage Lanes	1		0	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	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.990			0.878			0.861	
Flt Protected	0.950				0.996		0.950			0.950		
Satd. Flow (prot)	1678	1809	0	0	1804	0	1770	1635	0	1711	1604	0
Flt Permitted	0.281				0.908		0.382			0.715		
Satd. Flow (perm)	496	1809	0	0	1644	0	712	1635	0	1287	1604	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			5			52				178
Link Speed (mph)		40			40			30				10
Link Distance (ft)		792			962			211				1948
Travel Time (s)		13.5			16.4			4.8				132.8
Peak Hour Factor	0.95	0.95	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.85	0.92	0.85
Heavy Vehicles (%)	4%	4%	2%	2%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	245	658	54	61	739	66	48	12	52	88	14	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	245	712	0	0	866	0	48	64	0	88	192	0
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	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	80	80		80	80		80	80		80	80	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	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	
Detector 1 Channel												
Detector 1 Extend (s)	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	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	40	40		40	40		40	40		40	40	
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	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	

Lanes, Volumes, Timings  
10: Crompond Road & Conklin Avenue

2023 MOD Development Plan Build  
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2			6			8				4
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0		10.0	10.0		10.0		10.0
Minimum Split (s)	10.0	16.0		16.0	16.0		15.0	15.0		15.0		15.0
Total Split (s)	20.0	70.0		50.0	50.0		35.0	35.0		35.0		35.0
Total Split (%)	19.0%	66.7%		47.6%	47.6%		33.3%	33.3%		33.3%		33.3%
Maximum Green (s)	15.0	64.0		44.0	44.0		30.0	30.0		30.0		30.0
Yellow Time (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0		3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	5.0	6.0			6.0		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		3.0		3.0
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None		None
Act Effct Green (s)	80.5	79.5			64.2		14.5	14.5		14.5		14.5
Actuated g/C Ratio	0.77	0.76			0.61		0.14	0.14		0.14		0.14
v/c Ratio	0.49	0.52			0.86		0.49	0.24		0.50		0.51
Control Delay	1.7	1.8			29.3		57.5	15.8		50.5		12.3
Queue Delay	0.0	0.0			0.0		0.6	0.0		0.0		0.3
Total Delay	1.7	1.8			29.3		58.1	15.8		50.5		12.6
LOS	A	A			C		E	B		D		B
Approach Delay		1.8			29.3			34.0				24.5
Approach LOS		A			C			C				C
Queue Length 50th (ft)	5	17			426		30	7		56		8
Queue Length 95th (ft)	m9	m31			#881		66	42		92		67
Internal Link Dist (ft)		712			882			131				1868
Turn Bay Length (ft)	125											
Base Capacity (vph)	550	1371			1006		203	504		367		585
Starvation Cap Reductn	0	0			0		0	0		0		0
Spillback Cap Reductn	0	0			0		43	0		0		100
Storage Cap Reductn	0	0			0		0	0		0		0
Reduced v/c Ratio	0.45	0.52			0.86		0.30	0.13		0.24		0.40

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 46 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.86  
 Intersection Signal Delay: 17.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 114.3%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Crompond Road & Conklin Avenue



Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	743	13	29	787	7	12
Future Vol, veh/h	743	13	29	787	7	12
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	95	95	92	92	67	67
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	782	14	32	855	10	18

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	796	0	1708
Stage 1	-	-	-	-	789
Stage 2	-	-	-	-	919
Critical Hdwy	-	-	4.14	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-	3.518
Pot Cap-1 Maneuver	-	-	817	-	100
Stage 1	-	-	-	-	448
Stage 2	-	-	-	-	389
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	817	-	93
Mov Cap-2 Maneuver	-	-	-	-	93
Stage 1	-	-	-	-	448
Stage 2	-	-	-	-	360

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	28.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	179	-	-	817	-
HCM Lane V/C Ratio	0.158	-	-	0.039	-
HCM Control Delay (s)	28.9	-	-	9.6	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-



Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	657	10	23	773	0	32	0	91	0	0	0
Future Vol, veh/h	12	657	10	23	773	0	32	0	91	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	93	93	93	91	91	91	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	13	699	11	25	831	0	35	0	100	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	831	0	0	710	0	0	1612	1612	705	1662	1617	831
Stage 1	-	-	-	-	-	-	731	731	-	881	881	-
Stage 2	-	-	-	-	-	-	881	881	-	781	736	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	793	-	-	880	-	-	84	104	436	77	103	370
Stage 1	-	-	-	-	-	-	413	427	-	341	365	-
Stage 2	-	-	-	-	-	-	341	365	-	388	425	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	793	-	-	880	-	-	79	96	436	56	95	370
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	96	-	56	95	-
Stage 1	-	-	-	-	-	-	402	415	-	332	346	-
Stage 2	-	-	-	-	-	-	323	346	-	291	414	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			54			0		
HCM LOS							F			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	200	793	-	-	880	-	-	-
HCM Lane V/C Ratio	0.676	0.016	-	-	0.028	-	-	-
HCM Control Delay (s)	54	9.6	0	-	9.2	0	-	0
HCM Lane LOS	F	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	4.1	0	-	-	0.1	-	-	-

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	715	0	0	744	2	0	0	0	1	0	34
Future Vol, veh/h	28	715	0	0	744	2	0	0	0	1	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	97	97	97	92	92	92	86	86	86
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	30	769	0	0	767	2	0	0	0	1	0	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	769	0	0	769	0	0	1617	1598	769	1597	1597	768
Stage 1	-	-	-	-	-	-	829	829	-	768	768	-
Stage 2	-	-	-	-	-	-	788	769	-	829	829	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	836	-	-	836	-	-	83	106	401	86	106	402
Stage 1	-	-	-	-	-	-	365	385	-	394	411	-
Stage 2	-	-	-	-	-	-	384	411	-	365	385	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	836	-	-	836	-	-	71	99	401	82	99	402
Mov Cap-2 Maneuver	-	-	-	-	-	-	71	99	-	82	99	-
Stage 1	-	-	-	-	-	-	342	361	-	369	411	-
Stage 2	-	-	-	-	-	-	346	411	-	342	361	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0			0			16.2		
HCM LOS							A			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	836	-	-	836	-	-	362
HCM Lane V/C Ratio	-	0.036	-	-	-	-	-	0.112
HCM Control Delay (s)	0	9.5	0	-	0	-	-	16.2
HCM Lane LOS	A	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.4



Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	711	5	2	745	0	1	0	3	0	0	0
Future Vol, veh/h	0	711	5	2	745	0	1	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	50	50	50	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	741	5	2	776	0	2	0	6	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	776	0	0	746	0	0	1524	1524	744	1527	1526	776
Stage 1	-	-	-	-	-	-	744	744	-	780	780	-
Stage 2	-	-	-	-	-	-	780	780	-	747	746	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	831	-	-	853	-	-	97	118	415	96	118	397
Stage 1	-	-	-	-	-	-	407	421	-	388	406	-
Stage 2	-	-	-	-	-	-	388	406	-	405	421	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	831	-	-	853	-	-	97	118	415	94	118	397
Mov Cap-2 Maneuver	-	-	-	-	-	-	97	118	-	94	118	-
Stage 1	-	-	-	-	-	-	407	421	-	388	404	-
Stage 2	-	-	-	-	-	-	386	404	-	399	421	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			21.4			0		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	228	831	-	-	853	-	-	-
HCM Lane V/C Ratio	0.035	-	-	-	0.002	-	-	-
HCM Control Delay (s)	21.4	0	-	-	9.2	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	711	3	6	744	3	5
Future Vol, veh/h	711	3	6	744	3	5
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	91	91	93	93	50	50
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	781	3	6	800	6	10

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	784	0	1595
Stage 1	-	-	-	-	783
Stage 2	-	-	-	-	812
Critical Hdwy	-	-	4.14	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-	3.518
Pot Cap-1 Maneuver	-	-	826	-	118
Stage 1	-	-	-	-	450
Stage 2	-	-	-	-	437
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	826	-	116
Mov Cap-2 Maneuver	-	-	-	-	116
Stage 1	-	-	-	-	450
Stage 2	-	-	-	-	431

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	23.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	208	-	-	826	-
HCM Lane V/C Ratio	0.077	-	-	0.008	-
HCM Control Delay (s)	23.7	-	-	9.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-



Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	712	4	7	747	3	5
Future Vol, veh/h	712	4	7	747	3	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	67	67
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	774	4	8	812	4	7

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	778	0	1604
Stage 1	-	-	-	-	776
Stage 2	-	-	-	-	828
Critical Hdwy	-	-	4.14	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-	3.518
Pot Cap-1 Maneuver	-	-	830	-	116
Stage 1	-	-	-	-	454
Stage 2	-	-	-	-	429
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	830	-	114
Mov Cap-2 Maneuver	-	-	-	-	114
Stage 1	-	-	-	-	454
Stage 2	-	-	-	-	421

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	23.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	206	-	-	830	-
HCM Lane V/C Ratio	0.058	-	-	0.009	-
HCM Control Delay (s)	23.5	-	-	9.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↕	
Traffic Vol, veh/h	37	680	739	5	3	15
Future Vol, veh/h	37	680	739	5	3	15
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	88	88	92	92	65	65
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	42	773	803	5	5	23

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	808	0	0	1663	806
Stage 1	-	-	-	806	-
Stage 2	-	-	-	857	-
Critical Hdwy	4.14	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	3.518	3.318
Pot Cap-1 Maneuver	809	-	-	107	382
Stage 1	-	-	-	439	-
Stage 2	-	-	-	416	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	809	-	-	97	382
Mov Cap-2 Maneuver	-	-	-	97	-
Stage 1	-	-	-	399	-
Stage 2	-	-	-	416	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	20.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	809	-	-	-	256
HCM Lane V/C Ratio	0.052	-	-	-	0.108
HCM Control Delay (s)	9.7	0	-	-	20.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4



Lanes, Volumes, Timings  
18: Crompond Road & Bear Mountain Parkway

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Lane Configurations		↕	↕	↕	↕	↕				
Traffic Volume (vph)	37	646	712	733	605	32				
Future Volume (vph)	37	646	712	733	605	32				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	13	13	12	12	13	12				
Storage Length (ft)	0			160	0	0				
Storage Lanes	0			1	1	0				
Taper Length (ft)	25				25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Fr <sub>t</sub>				0.850	0.993					
Fl <sub>t</sub> Protected		0.997			0.955					
Satd. Flow (prot)	0	1884	1827	1583	1825	0				
Fl <sub>t</sub> Permitted		0.490			0.955					
Satd. Flow (perm)	0	926	1827	1583	1825	0				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				422	2					
Link Speed (mph)		45	45		45					
Link Distance (ft)		1145	665		990					
Travel Time (s)		17.3	10.1		15.0					
Peak Hour Factor	0.95	0.95	0.99	0.99	0.98	0.98				
Heavy Vehicles (%)	2%	4%	4%	2%	2%	2%				
Adj. Flow (vph)	39	680	719	740	617	33				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	719	719	740	650	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Left	Left	Right	Left	Right				
Median Width(ft)		11	11		23					
Link Offset(ft)		0	0		0					
Crosswalk Width(ft)		16	16		16					
Two way Left Turn Lane										
Headway Factor	0.96	0.96	1.00	1.00	0.96	1.00				
Turning Speed (mph)	15			9	15	9				
Number of Detectors	1	0	0	0	2					
Detector Template	Left				Thru					
Leading Detector (ft)	30	0	0	0	80					
Trailing Detector (ft)	-10	0	0	0	-10					
Detector 1 Position(ft)	-10	-10	-10	-10	-10					
Detector 1 Size(ft)	40	40	40	40	40					
Detector 1 Type	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					
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0					
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0					
Detector 2 Position(ft)					40					
Detector 2 Size(ft)					40					
Detector 2 Type					Cl+Ex					
Detector 2 Channel										
Detector 2 Extend (s)					0.0					
Turn Type	Perm	NA	NA	custom	Prot					

Lanes, Volumes, Timings  
18: Crompond Road & Bear Mountain Parkway

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Protected Phases		2	2 3	1 4	1 4		1	3	4	6
Permitted Phases	2			3						
Detector Phase	2	2	2 3	1 4	1 4					
Switch Phase										
Minimum Initial (s)	3.0	3.0					3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	8.0					13.0	21.0	8.0	8.0
Total Split (s)	60.0	60.0					45.0	35.0	15.0	105.0
Total Split (%)	38.7%	38.7%					29%	23%	10%	68%
Maximum Green (s)	55.0	55.0					40.0	30.0	10.0	100.0
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								
Total Lost Time (s)		5.0								
Lead/Lag	Lag	Lag					Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes					Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0					2.0	2.0	2.0	2.0
Recall Mode	Max	Max					None	None	None	Max
Act Effct Green (s)		55.0	90.0	90.0	55.0					
Actuated g/C Ratio		0.35	0.58	0.58	0.35					
v/c Ratio		2.19	0.68	0.68	1.00					
Control Delay		571.6	15.9	15.9	85.1					
Queue Delay		0.0	16.0	2.2	33.9					
Total Delay		571.6	31.9	18.2	119.0					
LOS		F	C	B	F					
Approach Delay		571.6	24.9		119.0					
Approach LOS		F	C		F					
Queue Length 50th (ft)		~1164	447	351	~659					
Queue Length 95th (ft)		#1415	m381	m254	#930					
Internal Link Dist (ft)		1065	585		910					
Turn Bay Length (ft)				160						
Base Capacity (vph)		328	1060	1096	648					
Starvation Cap Reductn		0	337	221	0					
Spillback Cap Reductn		0	0	0	100					
Storage Cap Reductn		0	0	0	0					
Reduced v/c Ratio		2.19	0.99	0.85	1.19					

Intersection Summary






Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	155
Natural Cycle:	140
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	2.19
Intersection Signal Delay:	185.6
Intersection LOS:	F
Intersection Capacity Utilization:	108.0%
ICU Level of Service:	G
Analysis Period (min):	15
~ 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.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Crompond Road & Bear Mountain Parkway

 <p>#18 Ø4 Ø1</p>	 <p>#18 Ø2</p>	 <p>#18 #19 Ø3</p>	 <p>#18 #19</p>
<p>45 s</p>	<p>60 s</p>	<p>35 s</p>	<p>15 s</p>
 <p>#19 Ø6</p>			
<p>105 s</p>			

Lanes, Volumes, Timings  
19: Croton Avenue/Maple Row & Crompond Road

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	1032	160	125	1203	66	188	47	92	54	40	54
Future Volume (vph)	50	1032	160	125	1203	66	188	47	92	54	40	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	12	12	10	12	12	12	12
Storage Length (ft)	125		75	100		0	175		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	50			75			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.992			0.901			0.951	
Flt Protected	0.950			0.950			0.950				0.982	
Satd. Flow (prot)	1678	1766	1501	1678	1752	0	1752	1551	0	0	1740	0
Flt Permitted	0.040			0.066			0.526				0.676	
Satd. Flow (perm)	71	1766	1501	117	1752	0	970	1551	0	0	1198	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			49		4			56			17	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		665			3721			466			589	
Travel Time (s)		10.1			56.4			10.6			13.4	
Peak Hour Factor	0.96	0.96	0.96	0.99	0.99	0.99	0.94	0.94	0.94	0.83	0.83	0.83
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	52	1075	167	126	1215	67	200	50	98	65	48	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	1075	167	126	1282	0	200	148	0	0	178	0
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)		11			11			12			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.09	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2		1	2	
Detector Template	Left			Left			Left	Thru		Left	Thru	
Leading Detector (ft)	80	0	0	80	0		80	80		30	80	
Trailing Detector (ft)	-10	0	0	-10	0		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10	-10	-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	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	
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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)	40			40			40	40			40	
Detector 2 Size(ft)	40			40			40	40			40	
Detector 2 Type	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	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	



Lane Group	Ø1	Ø2
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Fr <sub>t</sub>		
Fl <sub>t</sub> Protected		
Satd. Flow (prot)		
Fl <sub>t</sub> Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		

Lanes, Volumes, Timings  
 19: Croton Avenue/Maple Row & Crompond Road

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	6		4	6			3				3
Permitted Phases	6		6	6			3			3		
Detector Phase	4	6	6	4	6		3	3		3		3
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0		3.0
Minimum Split (s)	8.0	8.0	8.0	8.0	8.0		21.0	21.0		21.0		21.0
Total Split (s)	15.0	105.0	105.0	15.0	105.0		35.0	35.0		35.0		35.0
Total Split (%)	9.7%	67.7%	67.7%	9.7%	67.7%		22.6%	22.6%		22.6%		22.6%
Maximum Green (s)	10.0	100.0	100.0	10.0	100.0		30.0	30.0		30.0		30.0
Yellow Time (s)	4.0	4.0	4.0	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	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)	5.0	5.0	5.0	5.0	5.0		5.0	5.0				5.0
Lead/Lag	Lag			Lag			Lead	Lead		Lead		Lead
Lead-Lag Optimize?	Yes			Yes			Yes	Yes		Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0		2.0
Recall Mode	None	Max	Max	None	Max		None	None		None		None
Act Effct Green (s)	110.0	100.0	100.0	110.0	100.0		30.0	30.0				30.0
Actuated g/C Ratio	0.71	0.65	0.65	0.71	0.65		0.19	0.19				0.19
v/c Ratio	0.34	0.94	0.17	0.69	1.13		1.07	0.43				0.73
Control Delay	26.9	13.8	2.3	40.5	98.9		142.6	38.0				70.8
Queue Delay	0.0	45.3	0.0	0.0	0.2		0.0	0.0				0.0
Total Delay	26.9	59.1	2.3	40.5	99.1		142.6	38.0				70.8
LOS	C	E	A	D	F		F	D				E
Approach Delay		50.5			93.9			98.1				70.8
Approach LOS		D			F			F				E
Queue Length 50th (ft)	7	553	7	44	~1505		~223	82				156
Queue Length 95th (ft)	m4	m173	m4	#133	#1775		#393	155				224
Internal Link Dist (ft)		585			3641			386				509
Turn Bay Length (ft)	125		75	100			175					
Base Capacity (vph)	154	1139	985	183	1131		187	345				245
Starvation Cap Reductn	0	366	0	0	0		0	0				0
Spillback Cap Reductn	0	0	0	0	53		0	0				0
Storage Cap Reductn	0	0	0	0	0		0	0				0
Reduced v/c Ratio	0.34	1.39	0.17	0.69	1.19		1.07	0.43				0.73

**Intersection Summary**

Area Type: Other

Cycle Length: 155

Actuated Cycle Length: 155

Natural Cycle: 140

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 2.19

Intersection Signal Delay: 75.7

Intersection LOS: E

Intersection Capacity Utilization 106.1%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.



Lane Group	Ø1	Ø2
Protected Phases	1	2
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	3.0	3.0
Minimum Split (s)	13.0	8.0
Total Split (s)	45.0	60.0
Total Split (%)	29%	39%
Maximum Green (s)	40.0	55.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	2.0
Recall Mode	None	Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 19: Croton Avenue/Maple Row & Crompond Road

#18  Ø4 Ø1 45 s	#18  Ø2 60 s	#18 #19  Ø3 35 s	#18 #19  15 s
#19  Ø6 105 s			



Lanes, Volumes, Timings  
20: Crompond Road & Lexington Avenue

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	1058	51	30	1262	204	29	15	2	155	25	70
Future Volume (vph)	121	1058	51	30	1262	204	29	15	2	155	25	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	11	15	15	15	12	12	14
Storage Length (ft)	75		0	70		390	0		0	0		50
Storage Lanes	1		0	1		1	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										0.97
Frt		0.993				0.850		0.994				0.850
Flt Protected	0.950			0.950				0.969			0.959	
Satd. Flow (prot)	1678	1691	0	1678	1766	1501	0	1974	0	0	1769	1666
Flt Permitted	0.070			0.076				0.641			0.755	
Satd. Flow (perm)	124	1691	0	134	1766	1501	0	1306	0	0	1393	1614
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				172		2				82
Link Speed (mph)		45			45			30				30
Link Distance (ft)		3721			904			130				1536
Travel Time (s)		56.4			13.7			3.0				34.9
Confl. Peds. (#/hr)			5									5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.71	0.71	0.71	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	1
Adj. Flow (vph)	136	1189	57	34	1418	229	41	21	3	168	27	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	1246	0	34	1418	229	0	65	0	0	195	76
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)		11			11			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.04	0.88	0.88	0.88	1.00	1.00	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0	0	1	1		1	2	1
Detector Template	Left			Left			Left			Left	Thru	Right
Leading Detector (ft)	80	0		80	0	0	30	20		30	80	30
Trailing Detector (ft)	-10	0		-10	0	0	-10	0		-10	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10	-10	-10	0		-10	-10	-10
Detector 1 Size(ft)	40	40		40	40	40	40	20		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)				40								40
Detector 2 Size(ft)				40								40
Detector 2 Type				Cl+Ex								Cl+Ex

Lanes, Volumes, Timings  
20: Crompond Road & Lexington Avenue

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			3			3	
Permitted Phases	6			2		2	3			3		3
Detector Phase	1	6		5	2	2	3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	8.0	31.0		8.0	16.0	16.0	29.0	29.0		29.0	29.0	29.0
Total Split (s)	20.0	56.0		20.0	56.0	56.0	30.0	30.0		30.0	30.0	30.0
Total Split (%)	18.9%	52.8%		18.9%	52.8%	52.8%	28.3%	28.3%		28.3%	28.3%	28.3%
Maximum Green (s)	15.0	50.0		15.0	50.0	50.0	25.0	25.0		25.0	25.0	25.0
Yellow Time (s)	4.0	5.0		4.0	5.0	5.0	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	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)	5.0	6.0		5.0	6.0	6.0		5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Max		None	Max	Max	None	None		None	None	None
Walk Time (s)		8.0					8.0	8.0		8.0	8.0	8.0
Flash Dont Walk (s)		17.0					16.0	16.0		16.0	16.0	16.0
Pedestrian Calls (#/hr)		0					0	0		0	0	0
Act Effct Green (s)	63.9	57.5		56.8	50.4	50.4		17.3			17.3	17.3
Actuated g/C Ratio	0.69	0.62		0.62	0.55	0.55		0.19			0.19	0.19
v/c Ratio	0.60	1.18		0.20	1.47	0.25		0.26			0.75	0.21
Control Delay	26.6	111.3		8.8	238.1	4.8		34.0			53.5	8.1
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	26.6	111.3		8.8	238.1	4.8		34.0			53.5	8.1
LOS	C	F		A	F	A		C			D	A
Approach Delay		103.0			201.6			34.0			40.8	
Approach LOS		F			F			C			D	
Queue Length 50th (ft)	30	~924		5	~1124	14		31			106	0
Queue Length 95th (ft)	96	#1337		17	#1621	61		55			192	33
Internal Link Dist (ft)		3641			824			50			1456	
Turn Bay Length (ft)	75			70		390						50
Base Capacity (vph)	342	1058		346	967	899		359			381	501
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	0.40	1.18		0.10	1.47	0.25		0.18			0.51	0.15

Intersection Summary

Area Type: Other  
 Cycle Length: 106  
 Actuated Cycle Length: 92  
 Natural Cycle: 150  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.47



Lanes, Volumes, Timings  
 20: Crompond Road & Lexington Avenue

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Intersection Signal Delay: 145.5 Intersection LOS: F

Intersection Capacity Utilization 100.8% ICU Level of Service G

Analysis Period (min) 15

~ 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: 20: Crompond Road & Lexington Avenue

 Ø1 20 s	 Ø2 56 s	 Ø3 30 s
 Ø5 20 s	 Ø6 56 s	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑		↔
Traffic Vol, veh/h	642	34	3	705	4	6
Future Vol, veh/h	642	34	3	705	4	6
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	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	94	94	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	705	37	3	750	5	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	742	0	1480 724
Stage 1	-	-	-	-	724 -
Stage 2	-	-	-	-	756 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	865	-	138 426
Stage 1	-	-	-	-	480 -
Stage 2	-	-	-	-	464 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	865	-	138 426
Mov Cap-2 Maneuver	-	-	-	-	138 -
Stage 1	-	-	-	-	480 -
Stage 2	-	-	-	-	463 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	426	-	-	865	-
HCM Lane V/C Ratio	0.016	-	-	0.004	-
HCM Control Delay (s)	13.6	-	-	9.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-



Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗		↘	↗			↕			↕	
Traffic Vol, veh/h	5	635	29	0	766	4	44	1	0	2	0	12
Future Vol, veh/h	5	635	29	0	766	4	44	1	0	2	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	94	94	94	63	63	63	41	41	41
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	698	32	0	815	4	70	2	0	5	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	819	0	0	730	0	0	1556	1543	714	1542	1557	817
Stage 1	-	-	-	-	-	-	724	724	-	817	817	-
Stage 2	-	-	-	-	-	-	832	819	-	725	740	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	810	-	-	874	-	-	92	115	431	94	113	376
Stage 1	-	-	-	-	-	-	417	430	-	370	390	-
Stage 2	-	-	-	-	-	-	363	389	-	416	423	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	810	-	-	874	-	-	84	114	431	93	112	376
Mov Cap-2 Maneuver	-	-	-	-	-	-	84	114	-	93	112	-
Stage 1	-	-	-	-	-	-	414	427	-	368	390	-
Stage 2	-	-	-	-	-	-	335	389	-	412	420	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			146.6			20.8		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	84	810	-	-	874	-	-	262
HCM Lane V/C Ratio	0.85	0.007	-	-	-	-	-	0.13
HCM Control Delay (s)	146.6	9.5	-	-	0	-	-	20.8
HCM Lane LOS	F	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	4.4	0	-	-	0	-	-	0.4

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	3	7	1	4	33
Future Vol, veh/h	3	3	7	1	4	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	88	88	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	4	8	1	5	40

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	59	9	0	0	9
Stage 1	9	-	-	-	-
Stage 2	50	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	948	1073	-	-	1611
Stage 1	1014	-	-	-	-
Stage 2	972	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	945	1073	-	-	1611
Mov Cap-2 Maneuver	945	-	-	-	-
Stage 1	1014	-	-	-	-
Stage 2	969	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1005	1611
HCM Lane V/C Ratio	-	-	0.008	0.003
HCM Control Delay (s)	-	-	8.6	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0



Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	38	147	12	39	164
Future Vol, veh/h	7	38	147	12	39	164
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	41	160	13	42	178

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	429	167	0	0	173
Stage 1	167	-	-	-	-
Stage 2	262	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	583	877	-	-	1404
Stage 1	863	-	-	-	-
Stage 2	782	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	564	877	-	-	1404
Mov Cap-2 Maneuver	564	-	-	-	-
Stage 1	863	-	-	-	-
Stage 2	756	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	1.5
HCM LOS	A		

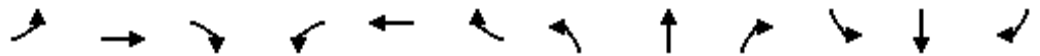
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	807	1404
HCM Lane V/C Ratio	-	-	0.061	0.03
HCM Control Delay (s)	-	-	9.7	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Lanes, Volumes, Timings

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30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6

Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	989	55	50	908	185	56	28	60	441	35	64
Future Volume (vph)	69	989	55	50	908	185	56	28	60	441	35	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	10	11	11	14	14	14	11	11	12
Storage Length (ft)	45		0	80		0	0		0	135		135
Storage Lanes	1		0	1		0	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	1.00				1.00							
Frt		0.992			0.975				0.850			0.850
Flt Protected	0.950			0.950				0.968		0.950	0.959	
Satd. Flow (prot)	1694	3394	0	1652	3322	0	0	1923	1689	1625	1640	1583
Flt Permitted	0.113			0.117				0.647		0.950	0.959	
Satd. Flow (perm)	201	3394	0	203	3322	0	0	1286	1689	1625	1640	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			30				182			182
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1070			371			135				410
Travel Time (s)		18.2			6.3			3.1				9.3
Confl. Peds. (#/hr)	3						3					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	73	1041	58	53	956	195	59	29	63	464	37	67
Shared Lane Traffic (%)										46%		
Lane Group Flow (vph)	73	1099	0	53	1151	0	0	88	63	251	250	67
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)		11			11			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.09	1.04	1.04	0.92	0.92	0.92	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		0	2		0	2	0	2	2	0
Detector Template				Thru			Thru		Thru			Thru
Leading Detector (ft)	83	83		0	83		50	83	0	83	83	0
Trailing Detector (ft)	-5	-5		0	-5		0	-5	0	-5	-5	0
Detector 1 Position(ft)	-5	-5		0	-5		0	-5	0	-5	-5	0
Detector 1 Size(ft)	40	40		0	40		0	40	0	40	40	0
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	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	
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												



Lanes, Volumes, Timings

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30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2			4		3	3	
Permitted Phases	6			2			4		4			3
Detector Phase	1	6		5	2		4	4	4	3	3	3
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	32.0		11.0	32.0		11.0	11.0	11.0	29.0	29.0	29.0
Total Split (s)	11.0	39.0		11.0	39.0		11.0	11.0	11.0	29.0	29.0	29.0
Total Split (%)	12.2%	43.3%		12.2%	43.3%		12.2%	12.2%	12.2%	32.2%	32.2%	32.2%
Maximum Green (s)	5.0	33.0		5.0	33.0		5.0	5.0	5.0	23.0	23.0	23.0
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		Lead	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0		3.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		8.0			8.0					7.0	7.0	7.0
Flash Dont Walk (s)		18.0			18.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		5			5					5	5	5
Act Effct Green (s)	40.8	37.8		39.6	35.6			9.6	9.6	18.0	18.0	18.0
Actuated g/C Ratio	0.45	0.42		0.44	0.40			0.11	0.11	0.20	0.20	0.20
v/c Ratio	0.41	0.77		0.31	0.86			0.64	0.18	0.77	0.76	0.15
Control Delay	20.0	28.3		14.6	28.1			66.2	1.2	49.8	48.9	0.7
Queue Delay	0.0	0.7		0.0	0.4			0.0	0.2	0.8	0.7	0.0
Total Delay	20.0	28.9		14.6	28.5			66.2	1.4	50.6	49.6	0.7
LOS	C	C		B	C			E	A	D	D	A
Approach Delay		28.4			27.9			39.2			44.3	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	21	301		9	328			49	0	142	141	0
Queue Length 95th (ft)	44	#424		m19	#461			#157	0	216	215	0
Internal Link Dist (ft)		990			291			55			330	
Turn Bay Length (ft)	45			80						135		135
Base Capacity (vph)	176	1429		171	1333			137	342	415	419	540
Starvation Cap Reductn	0	0		0	27			0	0	0	0	0
Spillback Cap Reductn	0	102		0	0			0	54	36	37	0
Storage Cap Reductn	0	0		0	0			0	0	0	0	0
Reduced v/c Ratio	0.41	0.83		0.31	0.88			0.64	0.22	0.66	0.65	0.12

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.86

Intersection Signal Delay: 31.6

Intersection LOS: C

Intersection Capacity Utilization 70.0%

ICU Level of Service C







Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6

 Ø1	 Ø2 (R)	 Ø3	 Ø4
11 s	39 s	29 s	11 s
 Ø5	 Ø6 (R)		
11 s	39 s		

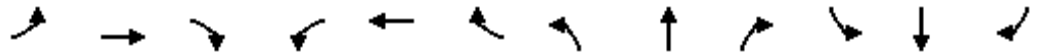


Lanes, Volumes, Timings

2023 MOD Development Plan Build

31: Bear Mountain Pkwy NB Ramp/Driveway & Main Street/Route 6

Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖	↕↕		↖	↖			↕↕	
Traffic Volume (vph)	78	1305	107	281	966	64	80	25	30	50	17	98
Future Volume (vph)	78	1305	107	281	966	64	80	25	30	50	17	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	11	12	12	12	12	12
Grade (%)		1%			0%			-4%			-1%	
Storage Length (ft)	0		0	0		0	65		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							0.99
Frt		0.989			0.991			0.918				0.920
Flt Protected		0.997		0.950			0.950					0.985
Satd. Flow (prot)	0	3472	0	1711	3503	0	1745	1664	0	0	1649	0
Flt Permitted		0.801		0.081			0.487					0.877
Satd. Flow (perm)	0	2790	0	146	3503	0	894	1664	0	0	1466	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			15			31				69
Link Speed (mph)		40			40			30				30
Link Distance (ft)		371			729			266				129
Travel Time (s)		6.3			12.4			6.0				2.9
Confl. Peds. (#/hr)	3					3				3		3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	11%	2%	2%	5%
Adj. Flow (vph)	80	1332	109	287	986	65	82	26	31	51	17	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1521	0	287	1051	0	82	57	0	0	168	0
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)		11			11			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.04	1.00	1.00	1.02	0.97	0.97	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0		0	0		0	0		0	0	
Detector Template	Thru	Thru		Thru	Thru		Thru	Thru		Thru	Thru	
Leading Detector (ft)	50	0		0	0		0	0		50	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		4		3	8			2				6
Permitted Phases	4			8			2			6		
Detector Phase	4	4		3	8		2	2		6		6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.0	23.0		10.0	23.0		11.0	11.0		10.0	10.0	
Total Split (s)	47.0	47.0		25.0	72.0		18.0	18.0		18.0	18.0	
Total Split (%)	52.2%	52.2%		27.8%	80.0%		20.0%	20.0%		20.0%	20.0%	
Maximum Green (s)	42.0	42.0		20.0	57.0		13.0	13.0		13.0	13.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	11.0		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	15.0		5.0	5.0			5.0	
Lead/Lag	Lead	Lead		Lag								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		Min	C-Min		None	None		None	None	
Act Effct Green (s)		48.8		68.3	58.3		11.7	11.7				11.7
Actuated g/C Ratio		0.54		0.76	0.65		0.13	0.13				0.13
v/c Ratio		1.00		0.79	0.46		0.71	0.23				0.67
Control Delay		42.7		41.5	8.9		68.9	21.6				35.4
Queue Delay		0.0		0.0	0.3		0.0	0.0				0.5
Total Delay		42.7		41.5	9.3		68.9	21.6				35.9
LOS		D		D	A		E	C				D
Approach Delay		42.7			16.2			49.5				35.9
Approach LOS		D			B			D				D
Queue Length 50th (ft)		~480		102	148		44	13				52
Queue Length 95th (ft)		#663		182	188		#112	48				#122
Internal Link Dist (ft)		291			649			186				49
Turn Bay Length (ft)							65					
Base Capacity (vph)		1517		467	2289		133	273				276
Starvation Cap Reductn		0		0	0		0	0				0
Spillback Cap Reductn		0		0	583		0	0				11
Storage Cap Reductn		0		0	0		0	0				0
Reduced v/c Ratio		1.00		0.61	0.62		0.62	0.21				0.63

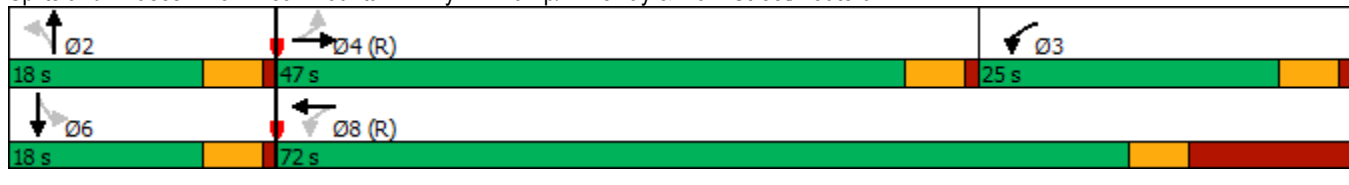
Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 43 (48%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.00  
 Intersection Signal Delay: 31.4  
 Intersection Capacity Utilization 107.9%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service G

~ 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: 31: Bear Mountain Pkwy NB Ramp/Driveway & Main Street/Route 6





Synchro Analysis  
2023 With Mitigation

Lanes, Volumes, Timings  
1: Dayton Lane & Main Street/Route 6

2023 Mitigation  
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	452	194	70	387	11	90	6	50	51	36	90
Future Volume (vph)	25	452	194	70	387	11	90	6	50	51	36	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	12	12	10	10	10
Storage Length (ft)	100		0	210		0	85		0	0		80
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.996			0.865				0.850
Flt Protected	0.950			0.950			0.950				0.972	
Satd. Flow (prot)	1711	3223	0	1711	3344	0	1711	1611	0	0	1690	1478
Flt Permitted	0.491			0.351			0.633				0.782	
Satd. Flow (perm)	884	3223	0	632	3344	0	1140	1611	0	0	1360	1478
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		85			4							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		653			1740			256				224
Travel Time (s)		14.8			39.5			5.8				5.1
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.82	0.82	0.82	0.66	0.66	0.66
Heavy Vehicles (%)	2%	4%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	27	497	213	74	412	12	110	7	61	77	55	136
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	710	0	74	424	0	110	68	0	0	132	136
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)		11			11			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template				Left			Left	Thru		Left	Thru	Right
Leading Detector (ft)	80	0		80	0		80	80		80	80	80
Trailing Detector (ft)	-10	0		-10	0		-10	-10		-10	-10	-10
Detector 1 Position(ft)	-10	0		-10	0		-10	-10		-10	-10	-10
Detector 1 Size(ft)	90	0		90	0		90	90		90	90	90
Detector 1 Type	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
Detector 1 Queue (s)	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
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		8.0	8.0		8.0	8.0	5.0



Lanes, Volumes, Timings  
1: Dayton Lane & Main Street/Route 6

2023 Mitigation  
Weekday AM

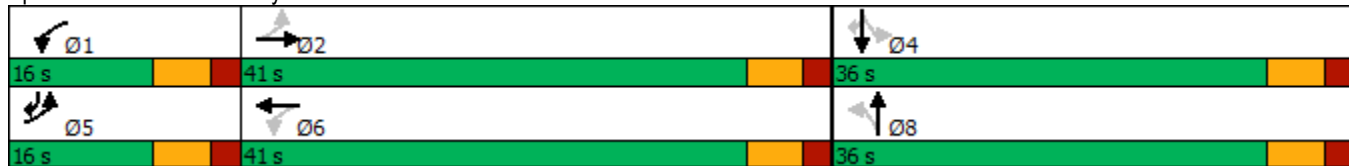


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	11.0	41.0		11.0	41.0		26.0	26.0		26.0	26.0	11.0
Total Split (s)	16.0	41.0		16.0	41.0		36.0	36.0		36.0	36.0	16.0
Total Split (%)	17.2%	44.1%		17.2%	44.1%		38.7%	38.7%		38.7%	38.7%	17.2%
Maximum Green (s)	10.0	35.0		10.0	35.0		30.0	30.0		30.0	30.0	10.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0		-2.0	-2.0			-2.0	-2.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Max		None	Max		None	None		None	None	None
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		15.0								16.0	16.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)	46.1	41.6		46.2	38.3		13.6	13.6			13.6	21.4
Actuated g/C Ratio	0.68	0.61		0.68	0.56		0.20	0.20			0.20	0.32
v/c Ratio	0.04	0.35		0.13	0.22		0.48	0.21			0.48	0.29
Control Delay	4.5	9.3		4.8	9.2		33.1	25.4			31.7	18.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	4.5	9.3		4.8	9.2		33.1	25.4			31.7	18.1
LOS	A	A		A	A		C	C			C	B
Approach Delay		9.1			8.6			30.1			24.8	
Approach LOS		A			A			C			C	

Intersection Summary




















Area Type:	Other
Cycle Length:	93
Actuated Cycle Length:	67.8
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	13.7
Intersection LOS:	B
Intersection Capacity Utilization:	44.5%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 1: Dayton Lane & Main Street/Route 6



Lanes, Volumes, Timings  
2: Conklin Avenue & Main Street/Route 6

2023 Mitigation  
Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	474	35	210	473	8	15	6	269	6	2	12
Future Volume (vph)	7	474	35	210	473	8	15	6	269	6	2	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	14	12
Storage Length (ft)	110		0	210		0	0		50	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.998				0.850		0.919	
Flt Protected	0.950			0.950				0.965			0.985	
Satd. Flow (prot)	1652	3380	0	1770	3401	0	0	1798	1583	0	1799	0
Flt Permitted	0.440			0.425				0.780			0.907	
Satd. Flow (perm)	765	3380	0	792	3401	0	0	1453	1583	0	1656	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			2				286			18
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1740			1071			1934			260	
Travel Time (s)		39.5			24.3			44.0			5.9	
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.94	0.94	0.94	0.68	0.68	0.68
Heavy Vehicles (%)	2%	6%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	8	527	39	241	544	9	16	6	286	9	3	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	566	0	241	553	0	0	22	286	0	30	0
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			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left		
Leading Detector (ft)	80	80		80	80		80	80	80	80	30	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10	-10	-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10	-10	-10	-10	
Detector 1 Size(ft)	90	90		90	90		90	90	90	90	40	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	6	1		2	5			3			3	
Permitted Phases	1			5			3		3	3		
Detector Phase	6	1		2	5		3	3	3	3	3	
Switch Phase												
Minimum Initial (s)	2.0	10.0		5.0	10.0		2.0	2.0	2.0	2.0	2.0	



Lanes, Volumes, Timings  
2: Conklin Avenue & Main Street/Route 6

2023 Mitigation  
Weekday AM

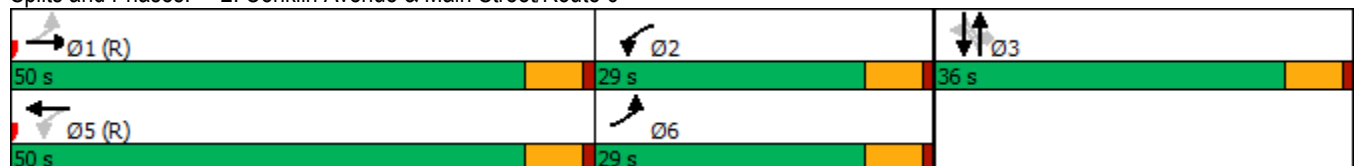


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	8.0	16.0		11.0	16.0		36.0	36.0	36.0	36.0	36.0	
Total Split (s)	29.0	50.0		29.0	50.0		36.0	36.0	36.0	36.0	36.0	
Total Split (%)	25.2%	43.5%		25.2%	43.5%		31.3%	31.3%	31.3%	31.3%	31.3%	
Maximum Green (s)	23.0	44.0		23.0	44.0		30.0	30.0	30.0	30.0	30.0	
Yellow Time (s)	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	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0			-2.0	-2.0		-2.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)							23.0	23.0	23.0	23.0	23.0	
Pedestrian Calls (#/hr)							0	0	0	0	0	
Act Effct Green (s)	92.7	85.9		96.1	94.7		10.1	10.1			10.1	
Actuated g/C Ratio	0.81	0.75		0.84	0.82		0.09	0.09			0.09	
v/c Ratio	0.01	0.22		0.33	0.20		0.17	0.72			0.19	
Control Delay	2.6	5.0		4.0	3.1		49.4	16.1			28.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	2.6	5.0		4.0	3.1		49.4	16.1			28.4	
LOS	A	A		A	A		D	B			C	
Approach Delay		4.9			3.4		18.5				28.4	
Approach LOS		A			A		B				C	

Intersection Summary

Area Type:	Other
Cycle Length:	115
Actuated Cycle Length:	115
Offset:	0 (0%), Referenced to phase 1:EBTL and 5:WBTL, Start of Green
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	7.1
Intersection LOS:	A
Intersection Capacity Utilization:	44.2%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 2: Conklin Avenue & Main Street/Route 6



Lanes, Volumes, Timings  
3: Lexington Avenue & Route 6/Main Street

2023 Mitigation  
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	569	162	84	573	39	102	130	185	118	145	100
Future Volume (vph)	74	569	162	84	573	39	102	130	185	118	145	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	350		0	225		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967			0.990			0.912			0.939	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1744	0	1752	1778	0	1752	1682	0	1752	1732	0
Flt Permitted	0.153			0.091			0.342			0.169		
Satd. Flow (perm)	282	1744	0	168	1778	0	631	1682	0	312	1732	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		12			3							
Link Speed (mph)		35			35			30				30
Link Distance (ft)		440			527			466				490
Travel Time (s)		8.6			10.3			10.6				11.1
Peak Hour Factor	0.94	0.94	0.94	0.87	0.87	0.87	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	6%	3%	3%	6%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	79	605	172	97	659	45	113	144	206	131	161	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	777	0	97	704	0	113	350	0	131	272	0
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	1.00	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
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left	Thru		Left	Thru	
Leading Detector (ft)	80	30		80	30		80	80		80	80	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	90	40		90	40		90	90		90	90	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	35.0		9.0	40.0		9.0	29.0		9.0	9.0	



Lanes, Volumes, Timings  
3: Lexington Avenue & Route 6/Main Street

2023 Mitigation  
Weekday AM

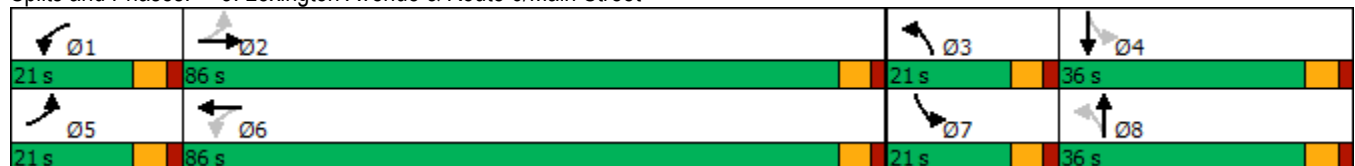


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	21.0	86.0		21.0	86.0		21.0	36.0		21.0	36.0	
Total Split (%)	12.8%	52.4%		12.8%	52.4%		12.8%	22.0%		12.8%	22.0%	
Maximum Green (s)	15.0	80.0		15.0	80.0		15.0	30.0		15.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0		-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		0			0			0				
Act Effct Green (s)	77.9	68.3		78.9	68.8		45.4	32.5		48.2	33.9	
Actuated g/C Ratio	0.55	0.48		0.56	0.49		0.32	0.23		0.34	0.24	
v/c Ratio	0.31	0.92		0.47	0.81		0.37	0.91		0.52	0.66	
Control Delay	15.8	50.0		20.5	39.2		38.2	82.0		42.5	60.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.8	50.0		20.5	39.2		38.2	82.0		42.5	60.5	
LOS	B	D		C	D		D	F		D	E	
Approach Delay		46.8			37.0			71.3			54.6	
Approach LOS		D			D			E			D	

Intersection Summary

Area Type:	Other
Cycle Length:	164
Actuated Cycle Length:	141.5
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.92
Intersection Signal Delay:	49.4
Intersection LOS:	D
Intersection Capacity Utilization	82.5%
ICU Level of Service	E
Analysis Period (min)	15

Splits and Phases: 3: Lexington Avenue & Route 6/Main Street



Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	55	91	53	60	240
Future Vol, veh/h	46	55	91	53	60	240
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	89	89	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	65	102	60	63	253

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	511	132	0	0	162
Stage 1	132	-	-	-	-
Stage 2	379	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	523	917	-	-	1417
Stage 1	894	-	-	-	-
Stage 2	692	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	496	917	-	-	1417
Mov Cap-2 Maneuver	496	-	-	-	-
Stage 1	894	-	-	-	-
Stage 2	656	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	1.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	661	1417
HCM Lane V/C Ratio	-	-	0.18	0.045
HCM Control Delay (s)	-	-	11.6	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1



Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	35	17	127	85	22	264
Future Vol, veh/h	35	17	127	85	22	264
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	93	93	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	19	137	91	26	311

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	546	183	0	0	228
Stage 1	183	-	-	-	-
Stage 2	363	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	499	859	-	-	1340
Stage 1	848	-	-	-	-
Stage 2	704	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	488	859	-	-	1340
Mov Cap-2 Maneuver	488	-	-	-	-
Stage 1	848	-	-	-	-
Stage 2	688	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	568	1340
HCM Lane V/C Ratio	-	-	0.104	0.019
HCM Control Delay (s)	-	-	12.1	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Lanes, Volumes, Timings  
6: Crompond Road & Dayton Lane

2023 Mitigation  
Weekday AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	116	645	385	154	185	61
Future Volume (vph)	116	645	385	154	185	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	14	14	16	16
Storage Length (ft)	50			0	0	100
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.961			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1678	1888	1873	0	2006	1794
Flt Permitted	0.410				0.950	
Satd. Flow (perm)	724	1888	1873	0	2006	1794
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			45			73
Link Speed (mph)		40	40		30	
Link Distance (ft)		607	734		887	
Travel Time (s)		10.3	12.5		20.2	
Peak Hour Factor	0.85	0.85	0.96	0.96	0.83	0.83
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	136	759	401	160	223	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	136	759	561	0	223	73
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	0.96	0.92	0.92	0.85	0.85
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	1	1		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	100	100		20	20
Detector 1 Type	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
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA		Perm	Perm
Protected Phases		2	6			
Permitted Phases	2				8	8
Detector Phase	2	2	6		8	8
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0



Lanes, Volumes, Timings  
6: Crompond Road & Dayton Lane

2023 Mitigation  
Weekday AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Split (s)	22.0	22.0	21.0		21.0	21.0
Total Split (s)	77.0	77.0	77.0		28.0	28.0
Total Split (%)	73.3%	73.3%	73.3%		26.7%	26.7%
Maximum Green (s)	71.0	71.0	72.0		23.0	23.0
Yellow Time (s)	4.0	4.0	3.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-1.0		-1.0	-1.0
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	C-Max	C-Max	C-Max		None	None
Walk Time (s)	5.0	5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0		0	0
Act Effct Green (s)	79.2	79.2	79.2		17.8	17.8
Actuated g/C Ratio	0.75	0.75	0.75		0.17	0.17
v/c Ratio	0.25	0.53	0.39		0.66	0.20
Control Delay	6.0	7.6	3.4		49.5	9.5
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	6.0	7.6	3.4		49.5	9.5
LOS	A	A	A		D	A
Approach Delay		7.4	3.4		39.6	
Approach LOS		A	A		D	

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 11.5  
 Intersection Capacity Utilization 56.3%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 6: Crompond Road & Dayton Lane



Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	817	3	6	528	10	8
Future Vol, veh/h	817	3	6	528	10	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	93	93	39	39
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	918	3	6	568	26	21

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	921	0	1500
Stage 1	-	-	-	-	920
Stage 2	-	-	-	-	580
Critical Hdwy	-	-	4.14	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-	3.518
Pot Cap-1 Maneuver	-	-	733	-	134
Stage 1	-	-	-	-	388
Stage 2	-	-	-	-	560
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	733	-	133
Mov Cap-2 Maneuver	-	-	-	-	133
Stage 1	-	-	-	-	388
Stage 2	-	-	-	-	556

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	31.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	181	-	-	733	-
HCM Lane V/C Ratio	0.255	-	-	0.009	-
HCM Control Delay (s)	31.6	-	-	10	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0	-



Lanes, Volumes, Timings  
 8: Cortlandt Medical Dway/NY Presbyterian Driveway & Crompond Road

2023 Mitigation  
 Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	596	119	188	506	247	28	3	47	0	0	0
Future Volume (vph)	110	596	119	188	506	247	28	3	47	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99			0.98	0.96			
Fr <sub>t</sub>		0.975			0.951				0.850			
Fl <sub>t</sub> Protected	0.950			0.950				0.957				
Satd. Flow (prot)	1736	1770	0	1736	1724	0	0	1783	1583	0	0	0
Fl <sub>t</sub> Permitted	0.320			0.335				0.957				
Satd. Flow (perm)	583	1770	0	609	1724	0	0	1746	1516	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			55				63			
Link Speed (mph)		40			40			10			10	
Link Distance (ft)		198			413			356			188	
Travel Time (s)		3.4			7.0			24.3			12.8	
Confl. Peds. (#/hr)	10		10	10		10	10		10			
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.75	0.75	0.75	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	117	634	127	198	533	260	37	4	63	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	117	761	0	198	793	0	0	41	63	0	0	0
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			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	1.00	1.00	1.00	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
Number of Detectors	1	1		1	1		1	1	1			
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right			
Leading Detector (ft)	80	80		80	80		20	80	20			
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	0			
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	0			
Detector 1 Size(ft)	90	90		90	90		20	90	20			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm			
Protected Phases		2			6			4				
Permitted Phases	2			6			4		4			
Detector Phase	2	2		6	6		4	4	4			
Switch Phase												

Lanes, Volumes, Timings  
 8: Cortlandt Medical Dway/NY Presbyterian Driveway & Crompond Road

2023 Mitigation  
 Weekday AM

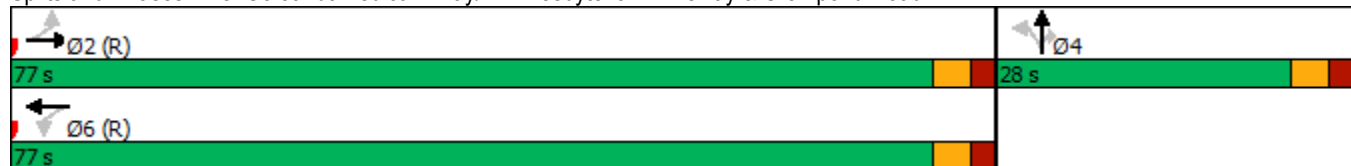


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0			
Minimum Split (s)	32.0	32.0		32.0	32.0		28.0	28.0	28.0			
Total Split (s)	77.0	77.0		77.0	77.0		28.0	28.0	28.0			
Total Split (%)	73.3%	73.3%		73.3%	73.3%		26.7%	26.7%	26.7%			
Maximum Green (s)	72.0	72.0		72.0	72.0		23.0	23.0	23.0			
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0			
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0			
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0			-1.0	-1.0			
Total Lost Time (s)	4.0	4.0		4.0	4.0			4.0	4.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0			
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None	None			
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	20.0	20.0		20.0	20.0		16.0	16.0	16.0			
Pedestrian Calls (#/hr)	10	10		10	10		10	10	10			
Act Effct Green (s)	88.1	88.1		88.1	88.1			11.9	11.9			
Actuated g/C Ratio	0.84	0.84		0.84	0.84			0.11	0.11			
v/c Ratio	0.24	0.51		0.39	0.54			0.21	0.28			
Control Delay	3.7	3.8		3.6	2.8			41.9	12.5			
Queue Delay	0.0	0.0		0.0	0.2			0.0	0.0			
Total Delay	3.7	3.8		3.6	3.0			41.9	12.5			
LOS	A	A		A	A			D	B			
Approach Delay		3.8			3.1			24.1				
Approach LOS		A			A			C				

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 98 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.54  
 Intersection Signal Delay: 4.5  
 Intersection LOS: A  
 Intersection Capacity Utilization 67.0%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 8: Cortlandt Medical Dway/NY Presbyterian Driveway & Crompond Road





Lanes, Volumes, Timings  
 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road

2023 Mitigation  
 Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	0	604	39	56	840	0	60	0	77	63	16	41
Future Volume (vph)	0	604	39	56	840	0	60	0	77	63	16	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	12	12	11
Storage Length (ft)	0		0	200		0	0		100	0		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00								
Frt		0.992						0.850			0.893	
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	1808	0	1736	1827	0	1652	1478	0	1770	1663	0
Flt Permitted				0.282			0.713			0.597		
Satd. Flow (perm)	0	1808	0	513	1827	0	1240	1478	0	1112	1663	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6						358			48	
Link Speed (mph)		40			40			30			10	
Link Distance (ft)		413			794			1478			156	
Travel Time (s)		7.0			13.5			33.6			10.6	
Confl. Peds. (#/hr)			10	10								
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.88	0.88	0.88	0.86	0.86	0.86
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	643	41	58	875	0	68	0	88	73	19	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	684	0	58	875	0	68	88	0	73	67	0
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	1.00	1.00	1.00	1.09	1.09	1.09	1.00	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1		1	1		1	1	
Detector Template		Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)		80		80	80		80	80		80	80	
Trailing Detector (ft)		-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)		-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)		90		90	90		90	90		90	90	
Detector 1 Type		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	
Detector 1 Queue (s)		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	
Turn Type		NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2		1	6		7	4		3	8	
Permitted Phases				6			4			8		
Detector Phase		2		1	6		7	4		3	8	

Lanes, Volumes, Timings  
 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road

2023 Mitigation  
 Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)		10.0		5.0	10.0		4.0	7.0		7.0	7.0	
Minimum Split (s)		32.0		10.0	16.0		9.0	12.0		12.0	12.0	
Total Split (s)		69.0		10.0	79.0		14.0	12.0		14.0	12.0	
Total Split (%)		65.7%		9.5%	75.2%		13.3%	11.4%		13.3%	11.4%	
Maximum Green (s)		63.0		5.0	73.0		9.0	7.0		9.0	7.0	
Yellow Time (s)		4.0		3.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)		2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0		-1.0	-2.0		-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag		Lag		Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?		Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode		C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		19.0										
Pedestrian Calls (#/hr)		10										
Act Effct Green (s)		73.0		80.3	81.1		15.6	8.0		15.9	8.1	
Actuated g/C Ratio		0.70		0.76	0.77		0.15	0.08		0.15	0.08	
v/c Ratio		0.54		0.12	0.62		0.31	0.20		0.32	0.39	
Control Delay		7.8		2.7	4.0		38.8	1.0		38.9	26.4	
Queue Delay		0.2		0.0	0.1		0.0	0.0		0.0	0.0	
Total Delay		8.0		2.7	4.1		38.8	1.0		38.9	26.4	
LOS		A		A	A		D	A		D	C	
Approach Delay		8.0			4.0			17.5			32.9	
Approach LOS		A			A			B			C	

Intersection Summary

Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	105
Offset:	101 (96%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.62
Intersection Signal Delay:	8.6
Intersection LOS:	A
Intersection Capacity Utilization:	61.0%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road





Lanes, Volumes, Timings  
10: Crompond Road & Conklin Avenue

2023 Mitigation  
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	241	486	17	19	634	22	33	9	37	76	5	229
Future Volume (vph)	241	486	17	19	634	22	33	9	37	76	5	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	125		0	0		0	0		0	0		125
Storage Lanes	1		0	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	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.996			0.880				0.853
Flt Protected	0.950				0.999		0.950			0.950		
Satd. Flow (prot)	1678	1819	0	0	1819	0	1770	1639	0	1711	1589	0
Flt Permitted	0.287				0.980		0.333			0.669		
Satd. Flow (perm)	507	1819	0	0	1784	0	620	1639	0	1205	1589	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			3			40				290
Link Speed (mph)		40			40			10				30
Link Distance (ft)		794			962			210				1934
Travel Time (s)		13.5			16.4			14.3				44.0
Peak Hour Factor	0.89	0.89	0.92	0.92	0.82	0.82	0.92	0.92	0.92	0.79	0.92	0.79
Heavy Vehicles (%)	4%	4%	2%	2%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	271	546	18	21	773	27	36	10	40	96	5	290
Shared Lane Traffic (%)												
Lane Group Flow (vph)	271	564	0	0	821	0	36	50	0	96	295	0
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	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	80	80		80	80		80	80		80	80	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	90	90		90	90		90	90		90	90	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2			6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0		4.0	10.0		4.0	10.0	

Lanes, Volumes, Timings  
10: Crompond Road & Conklin Avenue

2023 Mitigation  
Weekday AM

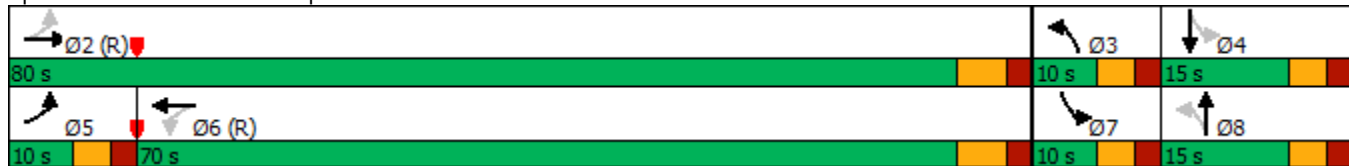


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Minimum Split (s)	10.0	16.0		16.0	16.0		9.0	15.0		9.0	15.0		
Total Split (s)	10.0	80.0		70.0	70.0		10.0	15.0		10.0	15.0		
Total Split (%)	9.5%	76.2%		66.7%	66.7%		9.5%	14.3%		9.5%	14.3%		
Maximum Green (s)	5.0	74.0		64.0	64.0		5.0	10.0		5.0	10.0		
Yellow Time (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0		
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0		
Lost Time Adjust (s)	-1.0	-2.0					-1.0	-1.0		-1.0	-1.0		
Total Lost Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0		
Lead/Lag	Lead			Lag			Lead		Lag		Lead		Lag
Lead-Lag Optimize?	Yes			Yes			Yes		Yes		Yes		Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0		
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None		
Act Effct Green (s)	78.0	78.0			67.5		15.8	11.0		16.6	13.0		
Actuated g/C Ratio	0.74	0.74			0.64		0.15	0.10		0.16	0.12		
v/c Ratio	0.60	0.42			0.72		0.23	0.24		0.44	0.65		
Control Delay	13.3	5.7			17.3		38.1	20.8		43.6	13.4		
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0		
Total Delay	13.3	5.7			17.3		38.1	20.8		43.6	13.4		
LOS	B	A			B		D	C		D	B		
Approach Delay		8.2			17.3			28.0			20.8		
Approach LOS		A			B			C			C		

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 87 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay: 14.8  
 Intersection LOS: B  
 Intersection Capacity Utilization 93.5%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 10: Crompond Road & Conklin Avenue





Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	537	8	2	614	22	11
Future Vol, veh/h	537	8	2	614	22	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, %	0	-	-	0	0	-
Peak Hour Factor	90	90	83	83	78	78
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	597	9	2	740	28	14

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	606	0	1346 602
Stage 1	-	-	-	-	602 -
Stage 2	-	-	-	-	744 -
Critical Hdwy	-	-	4.14	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.236	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	962	-	167 500
Stage 1	-	-	-	-	547 -
Stage 2	-	-	-	-	470 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	962	-	166 500
Mov Cap-2 Maneuver	-	-	-	-	166 -
Stage 1	-	-	-	-	547 -
Stage 2	-	-	-	-	468 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	25.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	214	-	-	962	-
HCM Lane V/C Ratio	0.198	-	-	0.003	-
HCM Control Delay (s)	25.9	-	-	8.8	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	529	0	10	606	0	4	0	30	0	0	11
Future Vol, veh/h	0	529	0	10	606	0	4	0	30	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	95	95	95	67	67	67	63	63	63
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	630	0	11	638	0	6	0	45	0	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	638	0	0	630	0	0	1299	1290	630	1313	1290	638
Stage 1	-	-	-	-	-	-	630	630	-	660	660	-
Stage 2	-	-	-	-	-	-	669	660	-	653	630	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	936	-	-	943	-	-	138	163	482	135	163	477
Stage 1	-	-	-	-	-	-	470	475	-	452	460	-
Stage 2	-	-	-	-	-	-	447	460	-	456	475	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	936	-	-	943	-	-	131	160	482	121	160	477
Mov Cap-2 Maneuver	-	-	-	-	-	-	131	160	-	121	160	-
Stage 1	-	-	-	-	-	-	470	475	-	452	452	-
Stage 2	-	-	-	-	-	-	423	452	-	414	475	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			16.4			12.8		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	366	936	-	-	943	-	-	477
HCM Lane V/C Ratio	0.139	-	-	-	0.011	-	-	0.037
HCM Control Delay (s)	16.4	0	-	-	8.9	0	-	12.8
HCM Lane LOS	C	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.1



Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	537	0	0	599	8	0	0	0	58	0	21
Future Vol, veh/h	9	537	0	0	599	8	0	0	0	58	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	96	96	96	92	92	92	79	79	79
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	10	617	0	0	624	8	0	0	0	73	0	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	632	0	0	617	0	0	1279	1269	617	1265	1265	628
Stage 1	-	-	-	-	-	-	637	637	-	628	628	-
Stage 2	-	-	-	-	-	-	642	632	-	637	637	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	941	-	-	953	-	-	143	168	490	146	169	483
Stage 1	-	-	-	-	-	-	465	471	-	471	476	-
Stage 2	-	-	-	-	-	-	463	474	-	465	471	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	941	-	-	953	-	-	133	165	490	144	166	483
Mov Cap-2 Maneuver	-	-	-	-	-	-	133	165	-	144	166	-
Stage 1	-	-	-	-	-	-	458	463	-	463	476	-
Stage 2	-	-	-	-	-	-	438	474	-	458	463	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			0			48.9		
HCM LOS							A			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	941	-	-	953	-	-	177
HCM Lane V/C Ratio	-	0.011	-	-	-	-	-	0.565
HCM Control Delay (s)		0	8.9	0	-	0	-	48.9
HCM Lane LOS		A	A	A	-	A	-	E
HCM 95th %tile Q(veh)		-	0	-	-	0	-	3

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	590	5	2	608	0	10	0	7	0	0	0
Future Vol, veh/h	0	590	5	2	608	0	10	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	95	95	95	67	67	67	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	628	5	2	640	0	15	0	10	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	640	0	0	633	0	0	1275	1275	631	1280	1277	640
Stage 1	-	-	-	-	-	-	631	631	-	644	644	-
Stage 2	-	-	-	-	-	-	644	644	-	636	633	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	935	-	-	940	-	-	144	167	481	143	166	475
Stage 1	-	-	-	-	-	-	469	474	-	461	468	-
Stage 2	-	-	-	-	-	-	461	468	-	466	473	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	935	-	-	940	-	-	144	166	481	140	166	475
Mov Cap-2 Maneuver	-	-	-	-	-	-	144	166	-	140	166	-
Stage 1	-	-	-	-	-	-	469	474	-	461	467	-
Stage 2	-	-	-	-	-	-	460	467	-	456	473	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			25.4			0		
HCM LOS							D			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	202	935	-	-	940	-	-	-
HCM Lane V/C Ratio	0.126	-	-	-	0.002	-	-	-
HCM Control Delay (s)	25.4	0	-	-	8.8	0	-	0
HCM Lane LOS	D	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	601	4	5	612	3	7
Future Vol, veh/h	601	4	5	612	3	7
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	91	91	86	86	63	63
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	660	4	6	712	5	11

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	664	0	1386
Stage 1	-	-	-	-	662
Stage 2	-	-	-	-	724
Critical Hdwy	-	-	4.14	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-	3.518
Pot Cap-1 Maneuver	-	-	916	-	158
Stage 1	-	-	-	-	513
Stage 2	-	-	-	-	480
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	916	-	156
Mov Cap-2 Maneuver	-	-	-	-	156
Stage 1	-	-	-	-	513
Stage 2	-	-	-	-	475

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	18.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	291	-	-	916	-
HCM Lane V/C Ratio	0.055	-	-	0.006	-
HCM Control Delay (s)	18.1	-	-	9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-



Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	606	2	4	613	4	3
Future Vol, veh/h	606	2	4	613	4	3
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	91	91	84	84	58	58
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	666	2	5	730	7	5

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	668	0	1407
Stage 1	-	-	-	-	667
Stage 2	-	-	-	-	740
Critical Hdwy	-	-	4.14	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-	3.518
Pot Cap-1 Maneuver	-	-	912	-	153
Stage 1	-	-	-	-	510
Stage 2	-	-	-	-	472
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	912	-	152
Mov Cap-2 Maneuver	-	-	-	-	152
Stage 1	-	-	-	-	510
Stage 2	-	-	-	-	468

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	22.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	213	-	-	912	-
HCM Lane V/C Ratio	0.057	-	-	0.005	-
HCM Control Delay (s)	22.9	-	-	9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↑		↔	
Traffic Vol, veh/h	0	609	586	22	4	31
Future Vol, veh/h	0	609	586	22	4	31
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	95	95	90	90	72	72
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	0	641	651	24	6	43

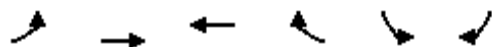
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	675	0	-	0	1304 663
Stage 1	-	-	-	-	663 -
Stage 2	-	-	-	-	641 -
Critical Hdwy	4.14	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.236	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	907	-	-	-	177 461
Stage 1	-	-	-	-	512 -
Stage 2	-	-	-	-	525 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	907	-	-	-	177 461
Mov Cap-2 Maneuver	-	-	-	-	177 -
Stage 1	-	-	-	-	512 -
Stage 2	-	-	-	-	525 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	907	-	-	-	390
HCM Lane V/C Ratio	-	-	-	-	0.125
HCM Control Delay (s)	0	-	-	-	15.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Lanes, Volumes, Timings  
18: Crompond Road & Bear Mtn. Pkwy

2023 Mitigation  
Weekday AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Lane Configurations	↶	↷	↶	↷	↶	↷				
Traffic Volume (vph)	0	613	596	492	808	12				
Future Volume (vph)	0	613	596	492	808	12				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	13	13	12	12	13	12				
Storage Length (ft)	50			160	0	0				
Storage Lanes	1			1	1	0				
Taper Length (ft)	25				25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Fr <sub>t</sub>				0.850	0.998					
Fl <sub>t</sub> Protected					0.953					
Satd. Flow (prot)	1925	1888	1827	1583	1831	0				
Fl <sub>t</sub> Permitted					0.953					
Satd. Flow (perm)	1925	1888	1827	1583	1831	0				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				344	1					
Link Speed (mph)		45	45		45					
Link Distance (ft)		1145	665		990					
Travel Time (s)		17.3	10.1		15.0					
Peak Hour Factor	0.94	0.94	0.95	0.95	0.90	0.90				
Heavy Vehicles (%)	2%	4%	4%	2%	2%	2%				
Adj. Flow (vph)	0	652	627	518	898	13				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	652	627	518	911	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Left	Left	Right	Left	Right				
Median Width(ft)		13	13		23					
Link Offset(ft)		0	0		0					
Crosswalk Width(ft)		16	16		16					
Two way Left Turn Lane										
Headway Factor	0.96	0.96	1.00	1.00	0.96	1.00				
Turning Speed (mph)	15			9	15	9				
Number of Detectors	1	1	1	1	1					
Detector Template	Left				Thru					
Leading Detector (ft)	80	0	0	0	80					
Trailing Detector (ft)	-10	0	0	0	-10					
Detector 1 Position(ft)	-10	0	0	0	-10					
Detector 1 Size(ft)	90	0	0	0	90					
Detector 1 Type	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					
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0					
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0					
Turn Type	Perm	NA	NA	custom	Prot					
Protected Phases		2	2 3	1 4	1 4		1	3	4	6
Permitted Phases	2			3						
Detector Phase	2	2	2 3	1 4	1 4					
Switch Phase										
Minimum Initial (s)	3.0	3.0					3.0	3.0	3.0	3.0



Lanes, Volumes, Timings  
 18: Crompond Road & Bear Mtn. Pkwy

2023 Mitigation  
 Weekday AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Minimum Split (s)	8.0	8.0					13.0	21.0	8.0	8.0
Total Split (s)	60.0	60.0					45.0	35.0	15.0	105.0
Total Split (%)	38.7%	38.7%					29%	23%	10%	68%
Maximum Green (s)	55.0	55.0					40.0	30.0	10.0	100.0
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)	-1.0	-1.0								
Total Lost Time (s)	4.0	4.0								
Lead/Lag	Lag	Lag					Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes					Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0					2.0	2.0	2.0	2.0
Recall Mode	Max	Max					None	None	None	Max
Act Effct Green (s)		56.0	91.0	91.0	56.0					
Actuated g/C Ratio		0.36	0.59	0.59	0.36					
v/c Ratio		0.96	0.58	0.48	1.38					
Control Delay		73.3	18.7	8.4	216.7					
Queue Delay		0.0	3.5	0.6	3.2					
Total Delay		73.3	22.2	9.0	219.9					
LOS		E	C	A	F					
Approach Delay		73.3	16.2		219.9					
Approach LOS		E	B		F					

Intersection Summary

Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	155
Natural Cycle:	130
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.92
Intersection Signal Delay:	98.5
Intersection LOS:	F
Intersection Capacity Utilization	84.4%
ICU Level of Service	E
Analysis Period (min)	15

Splits and Phases: 18: Crompond Road & Bear Mtn. Pkwy



Lanes, Volumes, Timings  
19: Croton Avenue/Maple Row & Crompond Road

2023 Mitigation  
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	1136	238	147	812	17	184	36	108	38	128	92
Future Volume (vph)	47	1136	238	147	812	17	184	36	108	38	128	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	12	12	10	12	12	12	12
Storage Length (ft)	125		75	100		0	175		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>			0.850		0.997			0.887			0.952	
Fl <sub>t</sub> Protected	0.950			0.950			0.950				0.993	
Satd. Flow (prot)	1678	1766	1501	1678	1761	0	1752	1527	0	0	1761	0
Fl <sub>t</sub> Permitted	0.167			0.040			0.277				0.833	
Satd. Flow (perm)	295	1766	1501	71	1761	0	511	1527	0	0	1477	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			56		1			88			16	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		665			3717			466			589	
Travel Time (s)		10.1			56.3			10.6			13.4	
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.94	0.94	0.94	0.87	0.87	0.87
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	52	1248	262	160	883	18	196	38	115	44	147	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	1248	262	160	901	0	196	153	0	0	297	0
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)		11			11			12			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.09	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template	Left			Left			Left	Thru		Left	Thru	
Leading Detector (ft)	80	0	0	80	0		80	80		80	80	
Trailing Detector (ft)	-10	0	0	-10	0		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	0	0	-10	0		-10	-10		-10	-10	
Detector 1 Size(ft)	90	0	0	90	0		90	90		90	90	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	4	6		4	6			3			3	
Permitted Phases	6		6	6			3		3			
Detector Phase	4	6	6	4	6		3	3		3	3	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	Ø1	Ø2
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Fr <sub>t</sub>		
Fl <sub>t</sub> Protected		
Satd. Flow (prot)		
Fl <sub>t</sub> Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	1	2
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	3.0	3.0



Lanes, Volumes, Timings  
 19: Croton Avenue/Maple Row & Crompond Road

2023 Mitigation  
 Weekday AM

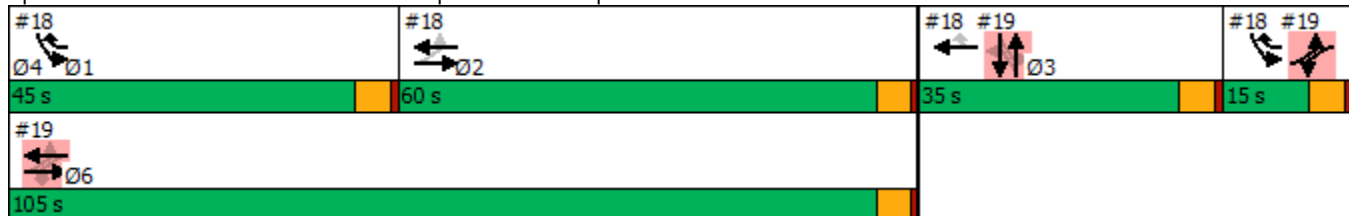


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	8.0	8.0	8.0	8.0	8.0		21.0	21.0		21.0	21.0	
Total Split (s)	15.0	105.0	105.0	15.0	105.0		35.0	35.0		35.0	35.0	
Total Split (%)	9.7%	67.7%	67.7%	9.7%	67.7%		22.6%	22.6%		22.6%	22.6%	
Maximum Green (s)	10.0	100.0	100.0	10.0	100.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0	4.0	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	1.0		1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0		-1.0	-1.0				-1.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0				4.0
Lead/Lag	Lag			Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes			Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Max	Max	None	Max		None	None		None	None	
Act Effct Green (s)	112.0	101.0	101.0	112.0	101.0		31.0	31.0				31.0
Actuated g/C Ratio	0.72	0.65	0.65	0.72	0.65		0.20	0.20				0.20
v/c Ratio	0.17	1.09	0.26	0.97	0.79		1.92	0.41				0.96
Control Delay	2.5	54.4	1.6	105.2	25.5		480.5	26.7				100.2
Queue Delay	0.0	6.6	0.0	0.0	0.1		0.0	0.0				0.0
Total Delay	2.5	61.0	1.6	105.2	25.6		480.5	26.7				100.2
LOS	A	E	A	F	C		F	C				F
Approach Delay		49.1			37.6			281.6				100.2
Approach LOS		D			D			F				F

Intersection Summary

Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	155
Natural Cycle:	130
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.92
Intersection Signal Delay:	74.8
Intersection LOS:	E
Intersection Capacity Utilization:	105.9%
ICU Level of Service:	G
Analysis Period (min):	15

Splits and Phases: 19: Croton Avenue/Maple Row & Crompond Road



Lane Group	Ø1	Ø2
Minimum Split (s)	13.0	8.0
Total Split (s)	45.0	60.0
Total Split (%)	29%	39%
Maximum Green (s)	40.0	55.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	2.0
Recall Mode	None	Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

Lanes, Volumes, Timings  
20: Crompond Road & Lexington Avenue

2023 Mitigation  
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	1117	60	17	866	93	30	7	1	163	28	90
Future Volume (vph)	51	1117	60	17	866	93	30	7	1	163	28	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	11	15	15	15	12	12	14
Storage Length (ft)	75		0	70		390	0		0	0		50
Storage Lanes	1		0	1		1	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										0.98
Frt		0.992				0.850		0.997				0.885
Flt Protected	0.950			0.950				0.962		0.950		
Satd. Flow (prot)	1678	1689	0	1678	1766	1501	0	1965	0	1752	1594	0
Flt Permitted	0.106			0.069				0.738		0.772		
Satd. Flow (perm)	187	1689	0	122	1766	1501	0	1508	0	1424	1594	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				104		1			100	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		3717			904			130			1536	
Travel Time (s)		56.3			13.7			3.0			34.9	
Confl. Peds. (#/hr)			5									5
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.78	0.78	0.78	0.90	0.90	0.90
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	1
Adj. Flow (vph)	57	1241	67	19	973	104	38	9	1	181	31	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	1308	0	19	973	104	0	48	0	181	131	0
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)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.04	0.88	0.88	0.88	1.00	1.00	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left	Thru	
Leading Detector (ft)	80	0		80	0	0	80	20		80	80	
Trailing Detector (ft)	-10	0		-10	0	0	-10	0		-10	-10	
Detector 1 Position(ft)	-10	0		-10	0	0	-10	0		-10	-10	
Detector 1 Size(ft)	90	0		90	0	0	90	20		90	90	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			3				3
Permitted Phases	6			2		2	3			3		



Lanes, Volumes, Timings  
20: Crompond Road & Lexington Avenue

2023 Mitigation  
Weekday AM

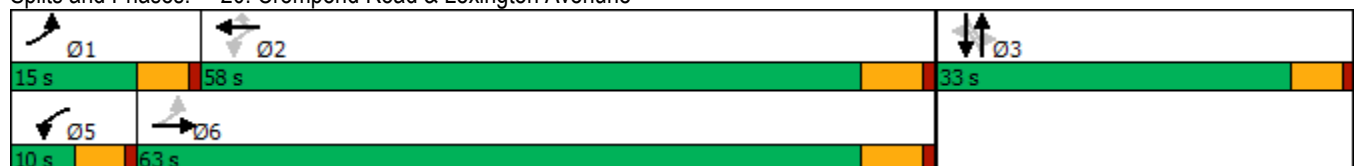


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	2	3	3		3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0	10.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	8.0	31.0		8.0	16.0	16.0	29.0	29.0		29.0	29.0	
Total Split (s)	15.0	63.0		10.0	58.0	58.0	33.0	33.0		33.0	33.0	
Total Split (%)	14.2%	59.4%		9.4%	54.7%	54.7%	31.1%	31.1%		31.1%	31.1%	
Maximum Green (s)	10.0	57.0		5.0	52.0	52.0	28.0	28.0		28.0	28.0	
Yellow Time (s)	4.0	5.0		4.0	5.0	5.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-1.0	-2.0		-1.0	-2.0	-2.0		-1.0		-1.0	-1.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0	2.0	2.0		2.0	2.0	
Recall Mode	None	Max		None	Max	Max	None	None		None	None	
Walk Time (s)		8.0					8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		17.0					16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)		0					0	0		0	0	
Act Effct Green (s)	64.6	61.8		61.6	57.0	57.0		17.3		17.3	17.3	
Actuated g/C Ratio	0.71	0.68		0.68	0.63	0.63		0.19		0.19	0.19	
v/c Ratio	0.23	1.14		0.10	0.88	0.11		0.17		0.67	0.34	
Control Delay	7.1	91.3		6.2	28.0	2.4		31.7		47.1	13.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	7.1	91.3		6.2	28.0	2.4		31.7		47.1	13.0	
LOS	A	F		A	C	A		C		D	B	
Approach Delay		87.7			25.2			31.7			32.8	
Approach LOS		F			C			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	106
Actuated Cycle Length:	90.8
Natural Cycle:	150
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.14
Intersection Signal Delay:	56.4
Intersection LOS:	E
Intersection Capacity Utilization:	81.1%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 20: Crompond Road & Lexington Avenue



Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑		↔
Traffic Vol, veh/h	551	57	4	370	4	7
Future Vol, veh/h	551	57	4	370	4	7
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	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	94	94	56	56
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	599	62	4	394	7	13

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	661	0	1032 630
Stage 1	-	-	-	-	630 -
Stage 2	-	-	-	-	402 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	927	-	258 482
Stage 1	-	-	-	-	531 -
Stage 2	-	-	-	-	676 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	927	-	257 482
Mov Cap-2 Maneuver	-	-	-	-	257 -
Stage 1	-	-	-	-	531 -
Stage 2	-	-	-	-	673 -

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)	482	-	-	927	-
HCM Lane V/C Ratio	0.026	-	-	0.005	-
HCM Control Delay (s)	12.7	-	-	8.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

**Intersection**

Int Delay, s/veh 2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗		↘	↗			↕			↕	
Traffic Vol, veh/h	12	803	10	1	489	3	13	1	1	16	5	16
Future Vol, veh/h	12	803	10	1	489	3	13	1	1	16	5	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	59	59	59	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	873	11	1	532	3	22	2	2	25	8	25

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	535	0	0	884
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1033	-	-	765
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1033	-	-	765
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	50.5	36.5
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	104	1033	-	-	765	-	-	170
HCM Lane V/C Ratio	0.244	0.013	-	-	0.001	-	-	0.335
HCM Control Delay (s)	50.5	8.5	-	-	9.7	-	-	36.5
HCM Lane LOS	F	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-	-	1.4



Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	5	4	7	0	4	57
Future Vol, veh/h	5	4	7	0	4	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	92	92	64	64
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	5	8	0	6	89

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	109	8	0	0	8	0
Stage 1	8	-	-	-	-	-
Stage 2	101	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	888	1074	-	-	1612	-
Stage 1	1015	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	884	1074	-	-	1612	-
Mov Cap-2 Maneuver	884	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	919	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	959	1612
HCM Lane V/C Ratio	-	-	0.013	0.004
HCM Control Delay (s)	-	-	8.8	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	34	104	6	12	99
Future Vol, veh/h	3	34	104	6	12	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	37	113	7	13	108

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	251	117	0	0	120	0
Stage 1	117	-	-	-	-	-
Stage 2	134	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	738	935	-	-	1468	-
Stage 1	908	-	-	-	-	-
Stage 2	892	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	731	935	-	-	1468	-
Mov Cap-2 Maneuver	731	-	-	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	884	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	914	1468
HCM Lane V/C Ratio	-	-	0.044	0.009
HCM Control Delay (s)	-	-	9.1	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Lanes, Volumes, Timings

2023 Mitigation

30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6

Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑		↘	↑↑			↘	↘	↘	↘	↘
Traffic Volume (vph)	86	670	51	45	632	177	51	25	51	333	33	110
Future Volume (vph)	86	670	51	45	632	177	51	25	51	333	33	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	10	11	11	14	14	14	11	11	12
Storage Length (ft)	45		0	80		0	0		0	135		135
Storage Lanes	1		0	1		0	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	1.00				1.00							
Frt		0.989			0.967				0.850			0.850
Flt Protected	0.950			0.950				0.968		0.950	0.961	
Satd. Flow (prot)	1678	3265	0	1652	3223	0	0	1923	1689	1609	1631	1583
Flt Permitted	0.196			0.260				0.673		0.950	0.961	
Satd. Flow (perm)	346	3265	0	452	3223	0	0	1337	1689	1609	1631	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			47				182			182
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1070			371			135				410
Travel Time (s)		18.2			6.3			3.1				9.3
Confl. Peds. (#/hr)	1						1					
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	6%	2%	2%	4%	5%	2%	2%	2%	3%	2%	2%
Adj. Flow (vph)	96	744	57	50	702	197	57	28	57	370	37	122
Shared Lane Traffic (%)										45%		
Lane Group Flow (vph)	96	801	0	50	899	0	0	85	57	203	204	122
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			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.09	1.04	1.04	0.92	0.92	0.92	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template				Thru			Thru		Thru			Thru
Leading Detector (ft)	83	83		0	83		50	83	0	83	83	0
Trailing Detector (ft)	-5	-5		0	-5		0	-5	0	-5	-5	0
Detector 1 Position(ft)	-5	-5		0	-5		0	-5	0	-5	-5	0
Detector 1 Size(ft)	88	88		0	88		50	88	0	88	88	0
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
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2			4		3	3	
Permitted Phases	6			2			4		4			3
Detector Phase	1	6		5	2		4	4	4	3	3	3



Lanes, Volumes, Timings

2023 Mitigation

30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6

Weekday AM

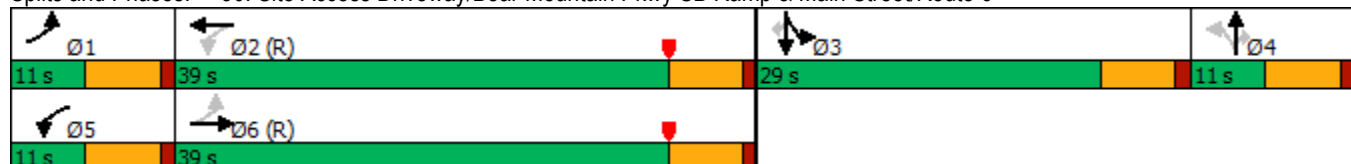


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	32.0		11.0	32.0		11.0	11.0	11.0	29.0	29.0	29.0
Total Split (s)	11.0	39.0		11.0	39.0		11.0	11.0	11.0	29.0	29.0	29.0
Total Split (%)	12.2%	43.3%		12.2%	43.3%		12.2%	12.2%	12.2%	32.2%	32.2%	32.2%
Maximum Green (s)	5.0	33.0		5.0	33.0		5.0	5.0	5.0	23.0	23.0	23.0
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)	-2.0	-2.0		-2.0	-2.0			-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		3.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		8.0			8.0					7.0	7.0	7.0
Flash Dont Walk (s)		18.0			18.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		5			5					5	5	5
Act Effct Green (s)	47.0	42.7		46.2	40.3			10.5	10.5	18.1	18.1	18.1
Actuated g/C Ratio	0.52	0.47		0.51	0.45			0.12	0.12	0.20	0.20	0.20
v/c Ratio	0.33	0.52		0.15	0.61			0.55	0.16	0.63	0.62	0.26
Control Delay	14.3	19.8		13.3	21.3			54.1	1.0	40.8	40.4	2.6
Queue Delay	0.0	0.0		0.0	0.4			0.0	0.0	0.3	0.3	0.0
Total Delay	14.3	19.8		13.3	21.7			54.1	1.0	41.1	40.7	2.6
LOS	B	B		B	C			D	A	D	D	A
Approach Delay		19.2			21.3			32.7			32.1	
Approach LOS		B			C			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.63
Intersection Signal Delay:	23.5
Intersection LOS:	C
Intersection Capacity Utilization:	54.7%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6



Lanes, Volumes, Timings  
31: Bear Mountain Pkwy NB Ramp/Driveway & Main Street/Route 6

2023 Mitigation  
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖	↕↕		↖	↖			↕↕	
Traffic Volume (vph)	60	880	114	201	733	60	40	24	27	45	15	82
Future Volume (vph)	60	880	114	201	733	60	40	24	27	45	15	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	11	12	12	12	12	12
Grade (%)		1%			0%			-4%			-1%	
Storage Length (ft)	0		0	0		0	65		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							0.99
Frt		0.984			0.989			0.921				0.922
Flt Protected		0.997		0.950			0.950					0.984
Satd. Flow (prot)	0	3335	0	1711	3433	0	1745	1732	0	0	1686	0
Flt Permitted		0.845		0.207			0.488				0.873	
Satd. Flow (perm)	0	2826	0	373	3433	0	896	1732	0	0	1495	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			18			29				76
Link Speed (mph)		40			40			30				30
Link Distance (ft)		371			729			266				129
Travel Time (s)		6.3			12.4			6.0				2.9
Confl. Peds. (#/hr)	1						1				1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	6%	5%	2%	4%	2%	2%	2%	4%	2%	2%	2%
Adj. Flow (vph)	64	936	121	214	780	64	43	26	29	48	16	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1121	0	214	844	0	43	55	0	0	151	0
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)		11			11			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.04	1.00	1.00	1.02	0.97	0.97	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Thru	Thru		Thru	Thru		Thru	Thru		Thru	Thru	
Leading Detector (ft)	50	0		0	0		0	0		50	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	0		0	0		0	0		50	0	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		4		3	8			2				6
Permitted Phases	4			8			2			6		

Lanes, Volumes, Timings  
 31: Bear Mountain Pkwy NB Ramp/Driveway & Main Street/Route 6

2023 Mitigation  
 Weekday AM

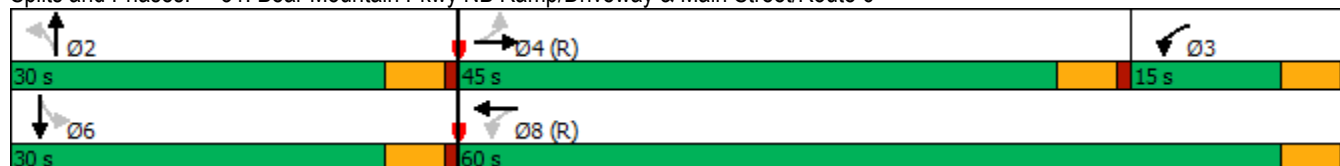


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.0	23.0		10.0	23.0		11.0	11.0		11.0	11.0	
Total Split (s)	45.0	45.0		15.0	60.0		30.0	30.0		30.0	30.0	
Total Split (%)	50.0%	50.0%		16.7%	66.7%		33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	40.0	40.0		10.0	55.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		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		1.0	1.0	
Lost Time Adjust (s)		-1.0		-1.0	-1.0		-1.0	-1.0			-1.0	
Total Lost Time (s)		4.0		4.0	4.0		4.0	4.0			4.0	
Lead/Lag	Lead	Lead		Lag								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		Min	C-Min		None	None		None	None	
Act Effct Green (s)		58.3		70.7	70.7		11.3	11.3				11.3
Actuated g/C Ratio		0.65		0.79	0.79		0.13	0.13				0.13
v/c Ratio		0.61		0.51	0.31		0.38	0.23				0.59
Control Delay		7.7		13.3	3.4		44.5	21.3				28.5
Queue Delay		0.3		0.0	0.0		0.1	0.0				0.2
Total Delay		7.9		13.3	3.4		44.6	21.3				28.7
LOS		A		B	A		D	C				C
Approach Delay		7.9			5.4			31.5				28.7
Approach LOS		A			A			C				C

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.61
Intersection Signal Delay:	9.1
Intersection LOS:	A
Intersection Capacity Utilization:	76.9%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 31: Bear Mountain Pkwy NB Ramp/Driveway & Main Street/Route 6





Lanes, Volumes, Timings  
1: Dayton Lane & Main Street/Route 6

2023 Mitigation  
Weekday PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	693	173	152	573	33	350	1	56	29	1	44
Future Volume (vph)	45	693	173	152	573	33	350	1	56	29	1	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	12	12	10	10	10
Storage Length (ft)	100		0	210		0	85		0	0		80
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.970			0.992			0.852				0.850
Flt Protected	0.950			0.950			0.950				0.954	
Satd. Flow (prot)	1711	3267	0	1711	3332	0	1711	1587	0	0	1659	1478
Flt Permitted	0.392			0.179			0.737				0.775	
Satd. Flow (perm)	706	3267	0	322	3332	0	1327	1587	0	0	1347	1478
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		36			7							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		653			1740			256				224
Travel Time (s)		14.8			39.5			5.8				5.1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.95	0.95	0.95	0.96	0.96	0.96
Heavy Vehicles (%)	2%	4%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	46	707	177	155	585	34	368	1	59	30	1	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	884	0	155	619	0	368	60	0	0	31	46
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)		11			11			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		1	2	2
Detector Template								Thru		Left		Thru
Leading Detector (ft)	80	0		80	0		80	80		30		80
Trailing Detector (ft)	-10	0		-10	0		-10	-10		-10		-10
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10		-10
Detector 1 Size(ft)	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
Detector 1 Channel												
Detector 1 Extend (s)	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
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Detector 2 Position(ft)	40			40			40	40				40
Detector 2 Size(ft)	40			40			40	40				40
Detector 2 Type	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
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm		NA
												pm+ov

Lanes, Volumes, Timings  
1: Dayton Lane & Main Street/Route 6

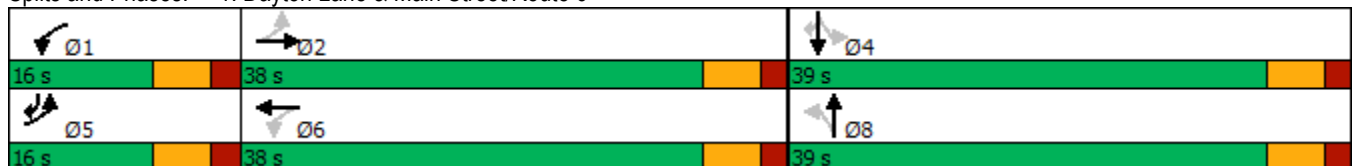
2023 Mitigation  
Weekday PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		8.0	8.0		8.0	8.0	5.0
Minimum Split (s)	11.0	28.0		11.0	16.0		26.0	26.0		29.0	29.0	11.0
Total Split (s)	16.0	38.0		16.0	38.0		39.0	39.0		39.0	39.0	16.0
Total Split (%)	17.2%	40.9%		17.2%	40.9%		41.9%	41.9%		41.9%	41.9%	17.2%
Maximum Green (s)	10.0	32.0		10.0	32.0		33.0	33.0		33.0	33.0	10.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
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		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	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
Recall Mode	None	Max		None	Max		None	None		None	None	None
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		15.0								16.0	16.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)	39.1	32.2		44.3	37.0		27.8	27.8			27.8	40.7
Actuated g/C Ratio	0.45	0.37		0.51	0.43		0.32	0.32			0.32	0.47
v/c Ratio	0.12	0.72		0.51	0.44		0.87	0.12			0.07	0.07
Control Delay	12.0	27.6		17.5	20.9		49.9	21.2			20.6	12.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	12.0	27.6		17.5	20.9		49.9	21.2			20.6	12.4
LOS	B	C		B	C		D	C			C	B
Approach Delay		26.9			20.2			45.9			15.7	
Approach LOS		C			C			D			B	

Intersection Summary

Area Type:	Other
Cycle Length:	93
Actuated Cycle Length:	87
Natural Cycle:	70
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.87
Intersection Signal Delay:	27.8
Intersection LOS:	C
Intersection Capacity Utilization	74.2%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 1: Dayton Lane & Main Street/Route 6



Lanes, Volumes, Timings  
2: Conklin Avenue & Main Street/Route 6

2023 Mitigation  
Weekday PM
























Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	663	40	210	643	10	24	11	361	17	10	24
Future Volume (vph)	10	663	40	210	643	10	24	11	361	17	10	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12	12	12	12	12	12	12
Storage Length (ft)	110		0	210		0	0		50	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.991			0.998				0.850		0.937	
Fl <sub>t</sub> Protected	0.950			0.950				0.967			0.984	
Satd. Flow (prot)	1652	3382	0	1652	3401	0	0	1801	1583	0	1717	0
Fl <sub>t</sub> Permitted	0.370			0.315				0.820			0.872	
Satd. Flow (perm)	643	3382	0	548	3401	0	0	1527	1583	0	1522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			2				423			28
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1740			1071			1948			260	
Travel Time (s)		39.5			24.3			44.3			5.9	
Peak Hour Factor	0.86	0.86	0.86	0.92	0.92	0.92	0.84	0.84	0.84	0.86	0.86	0.86
Heavy Vehicles (%)	2%	6%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	12	771	47	228	699	11	29	13	430	20	12	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	818	0	228	710	0	0	42	430	0	60	0
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)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.09	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
Number of Detectors	2	2		2	2		1	2	2	1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left		
Leading Detector (ft)	80	80		80	80		30	80	80	30	30	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10	-10	-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10	-10	-10	-10	
Detector 1 Size(ft)	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	
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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)	40	40		40	40			40	40			
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		pm+pt	NA		Perm	NA	Perm	Perm	NA	





Lanes, Volumes, Timings  
3: Lexington Avenue & Route 6/Main Street

2023 Mitigation  
Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	772	216	62	937	70	225	117	133	78	98	170
Future Volume (vph)	185	772	216	62	937	70	225	117	133	78	98	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	350		0	225		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967			0.990			0.920			0.905	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1744	0	1752	1778	0	1752	1697	0	1752	1669	0
Flt Permitted	0.047			0.050			0.162			0.383		
Satd. Flow (perm)	87	1744	0	92	1778	0	299	1697	0	707	1669	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		12			3							
Link Speed (mph)		35			35			30				30
Link Distance (ft)		440			527			466				490
Travel Time (s)		8.6			10.3			10.6				11.1
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.98	0.98	0.98	0.91	0.91	0.91
Heavy Vehicles (%)	3%	6%	3%	3%	6%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	195	813	227	65	976	73	230	119	136	86	108	187
Shared Lane Traffic (%)												
Lane Group Flow (vph)	195	1040	0	65	1049	0	230	255	0	86	295	0
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	1.00	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
Number of Detectors	2	1		2	1		2	2		2	2	
Detector Template	Left			Left			Left	Thru		Left	Thru	
Leading Detector (ft)	80	30		80	30		80	80		80	80	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	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	
Detector 1 Channel												
Detector 1 Extend (s)	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	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	40			40			40	40		40	40	
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		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	

Lanes, Volumes, Timings  
3: Lexington Avenue & Route 6/Main Street

2023 Mitigation  
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	35.0		9.0	40.0		9.0	29.0		9.0	9.0	
Total Split (s)	21.0	86.0		21.0	86.0		21.0	36.0		21.0	36.0	
Total Split (%)	12.8%	52.4%		12.8%	52.4%		12.8%	22.0%		12.8%	22.0%	
Maximum Green (s)	15.0	80.0		15.0	80.0		15.0	30.0		15.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
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		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		0			0			0				
Act Effct Green (s)	100.6	87.4		87.6	80.0		48.8	34.3		40.4	29.9	
Actuated g/C Ratio	0.61	0.53		0.53	0.49		0.30	0.21		0.25	0.18	
v/c Ratio	0.95	1.11		0.52	1.21		1.04	0.72		0.36	0.97	
Control Delay	97.8	100.9		36.5	141.1		116.0	72.9		45.8	109.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	97.8	100.9		36.5	141.1		116.0	72.9		45.8	109.8	
LOS	F	F		D	F		F	E		D	F	
Approach Delay		100.4			135.0			93.4			95.4	
Approach LOS		F			F			F			F	

Intersection Summary

Area Type: Other  
 Cycle Length: 164  
 Actuated Cycle Length: 163.8  
 Natural Cycle: 150  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.21  
 Intersection Signal Delay: 110.7      Intersection LOS: F  
 Intersection Capacity Utilization 111.9%      ICU Level of Service H  
 Analysis Period (min) 15

Splits and Phases: 3: Lexington Avenue & Route 6/Main Street





Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	41	91	316	64	67	259
Future Vol, veh/h	41	91	316	64	67	259
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	78	78	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	98	405	82	69	267

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	851	446	0	0	487
Stage 1	446	-	-	-	-
Stage 2	405	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	330	612	-	-	1076
Stage 1	645	-	-	-	-
Stage 2	673	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	305	612	-	-	1076
Mov Cap-2 Maneuver	305	-	-	-	-
Stage 1	645	-	-	-	-
Stage 2	623	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.1	0	1.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	466	1076
HCM Lane V/C Ratio	-	-	0.305	0.064
HCM Control Delay (s)	-	-	16.1	8.6
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.3	0.2

Intersection						
Int Delay, s/veh	28.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	172	79	341	197	107	194
Future Vol, veh/h	172	79	341	197	107	194
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	78	78	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	189	87	437	253	135	246

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1080	564	0	0	690
Stage 1	564	-	-	-	-
Stage 2	516	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	241	525	-	-	905
Stage 1	569	-	-	-	-
Stage 2	599	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	199	525	-	-	905
Mov Cap-2 Maneuver	199	-	-	-	-
Stage 1	569	-	-	-	-
Stage 2	495	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	135.4	0	3.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	247	905
HCM Lane V/C Ratio	-	-	1.117	0.15
HCM Control Delay (s)	-	-	135.4	9.7
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	12.1	0.5

Lanes, Volumes, Timings  
6: Crompond Road & Dayton Lane

2023 Mitigation  
Weekday PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	135	500	577	388	198	184
Future Volume (vph)	135	500	577	388	198	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	14	14	16	16
Storage Length (ft)	50			0	0	100
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.946			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1678	1888	1843	0	2006	1794
Flt Permitted	0.177				0.950	
Satd. Flow (perm)	313	1888	1843	0	2006	1794
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			71			190
Link Speed (mph)		40	40		30	
Link Distance (ft)		607	734		887	
Travel Time (s)		10.3	12.5		20.2	
Peak Hour Factor	0.94	0.94	0.93	0.93	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	144	532	620	417	204	190
Shared Lane Traffic (%)						
Lane Group Flow (vph)	144	532	1037	0	204	190
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	0.96	0.92	0.92	0.85	0.85
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	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
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	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			
Turn Type	Perm	NA	NA		Perm	Perm



Lanes, Volumes, Timings  
6: Crompond Road & Dayton Lane

2023 Mitigation  
Weekday PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases		2	6			
Permitted Phases	2				8	8
Detector Phase	2	2	6		8	8
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	22.0	22.0	22.0		21.0	21.0
Total Split (s)	77.0	77.0	77.0		28.0	28.0
Total Split (%)	73.3%	73.3%	73.3%		26.7%	26.7%
Maximum Green (s)	71.0	71.0	71.0		23.0	23.0
Yellow Time (s)	4.0	4.0	4.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	C-Max	C-Max	C-Max		None	None
Walk Time (s)	5.0	5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0		0	0
Act Effct Green (s)	78.1	78.1	78.1		15.9	15.9
Actuated g/C Ratio	0.74	0.74	0.74		0.15	0.15
v/c Ratio	0.62	0.38	0.75		0.67	0.44
Control Delay	22.7	6.2	8.6		52.8	8.7
Queue Delay	0.0	0.0	0.1		0.0	0.0
Total Delay	22.7	6.2	8.7		52.8	8.7
LOS	C	A	A		D	A
Approach Delay		9.7	8.7		31.5	
Approach LOS		A	A		C	

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 4 (4%), Referenced to phase 2:EBTL and 6:WBT, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 13.3  
 Intersection LOS: B  
 Intersection Capacity Utilization 86.7%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 6: Crompond Road & Dayton Lane



Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	690	5	2	958	1	2
Future Vol, veh/h	690	5	2	958	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	92	92	75	75
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	711	5	2	1041	1	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	716	0	1759
Stage 1	-	-	-	-	714
Stage 2	-	-	-	-	1045
Critical Hdwy	-	-	4.14	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-	3.518
Pot Cap-1 Maneuver	-	-	875	-	93
Stage 1	-	-	-	-	485
Stage 2	-	-	-	-	339
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	875	-	93
Mov Cap-2 Maneuver	-	-	-	-	93
Stage 1	-	-	-	-	485
Stage 2	-	-	-	-	338

Approach	EB	WB	NB
HCM Control Delay, s	0	0	23.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	195	-	-	875	-
HCM Lane V/C Ratio	0.021	-	-	0.002	-
HCM Control Delay (s)	23.8	-	-	9.1	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings  
8: Cortlandt Medical Dway/NY Presbyterian Driveway & Crompond Road

2023 Mitigation  
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	586	62	96	801	75	159	5	267	0	0	0
Future Volume (vph)	44	586	62	96	801	75	159	5	267	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.99	1.00			0.98	0.96			
Fr <sub>t</sub>		0.986			0.987				0.850			
Fl <sub>t</sub> Protected	0.950			0.950				0.954				
Satd. Flow (prot)	1736	1795	0	1736	1800	0	0	1777	1583	0	0	0
Fl <sub>t</sub> Permitted	0.213			0.354				0.954				
Satd. Flow (perm)	389	1795	0	643	1800	0	0	1738	1516	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			10				281			
Link Speed (mph)		40			40			10			10	
Link Distance (ft)		198			413			356			188	
Travel Time (s)		3.4			7.0			24.3			12.8	
Confl. Peds. (#/hr)	10		10	10		10	10		10			
Peak Hour Factor	0.98	0.98	0.98	0.93	0.93	0.93	0.95	0.95	0.95	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	45	598	63	103	861	81	167	5	281	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	661	0	103	942	0	0	172	281	0	0	0
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			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	1.00	1.00	1.00	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
Number of Detectors	2	2		2	2		1	2	1			
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right			
Leading Detector (ft)	80	80		80	80		20	80	20			
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	0			
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	0			
Detector 1 Size(ft)	40	40		40	40		20	40	20			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
Detector 2 Position(ft)	40	40		40	40			40				
Detector 2 Size(ft)	40	40		40	40			40				
Detector 2 Type	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				



Lanes, Volumes, Timings  
 8: Cortlandt Medical Dway/NY Presbyterian Driveway & Crompond Road

2023 Mitigation  
 Weekday PM

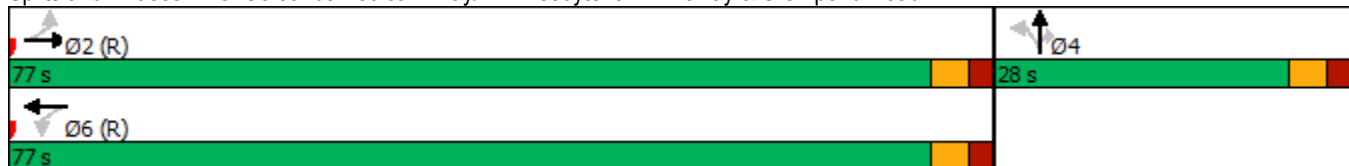


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm			
Protected Phases		2			6			4				
Permitted Phases	2			6			4		4			
Detector Phase	2	2		6	6		4	4	4			
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0			
Minimum Split (s)	32.0	32.0		32.0	32.0		28.0	28.0	28.0			
Total Split (s)	77.0	77.0		77.0	77.0		28.0	28.0	28.0			
Total Split (%)	73.3%	73.3%		73.3%	73.3%		26.7%	26.7%	26.7%			
Maximum Green (s)	72.0	72.0		72.0	72.0		23.0	23.0	23.0			
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0			
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0			
Lost Time Adjust (s)	0.0	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	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0			
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None	None			
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	20.0	20.0		20.0	20.0		16.0	16.0	16.0			
Pedestrian Calls (#/hr)	10	10		10	10		10	10	10			
Act Effct Green (s)	77.2	77.2		77.2	77.2			17.8	17.8			
Actuated g/C Ratio	0.74	0.74		0.74	0.74			0.17	0.17			
v/c Ratio	0.16	0.50		0.22	0.71			0.59	0.57			
Control Delay	4.9	5.5		3.4	5.9			47.5	9.3			
Queue Delay	0.0	0.9		0.0	0.2			0.0	0.4			
Total Delay	4.9	6.4		3.4	6.1			47.5	9.7			
LOS	A	A		A	A			D	A			
Approach Delay		6.3			5.8			24.1				
Approach LOS		A			A			C				

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 92 (88%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.71  
 Intersection Signal Delay: 9.7  
 Intersection LOS: A  
 Intersection Capacity Utilization 74.6%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 8: Cortlandt Medical Dway/NY Presbyterian Driveway & Crompond Road



Lanes, Volumes, Timings  
 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road

2023 Mitigation  
 Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	786	67	120	767	0	86	0	101	154	23	119
Future Volume (vph)	0	786	67	120	767	0	86	0	101	154	23	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	12	12	11
Storage Length (ft)	0		0	200		0	0		100	0		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										
Frt		0.989						0.850			0.874	
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	1801	0	1736	1827	0	1652	1478	0	1770	1628	0
Flt Permitted				0.067			0.506			0.404		
Satd. Flow (perm)	0	1801	0	122	1827	0	880	1478	0	753	1628	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6						245			129	
Link Speed (mph)		40			40			30			10	
Link Distance (ft)		413			793			1474			156	
Travel Time (s)		7.0			13.5			33.5			10.6	
Confl. Peds. (#/hr)			10	10								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.77	0.77	0.77	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	854	73	130	834	0	112	0	131	167	25	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	927	0	130	834	0	112	131	0	167	154	0
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	1.00	1.00	1.00	1.09	1.09	1.09	1.00	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		2	2		1	2		1	2	
Detector Template		Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)		80		80	80		30	80		30	80	
Trailing Detector (ft)		-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)		-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)		40		40	40		40	40		40	40	
Detector 1 Type		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	
Detector 1 Queue (s)		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	
Detector 2 Position(ft)		40		40	40			40			40	
Detector 2 Size(ft)		40		40	40			40			40	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings  
 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road

2023 Mitigation  
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0		0.0	0.0			0.0			0.0	
Turn Type		NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2		1	6		7	4		3	8	
Permitted Phases				6			4			8		
Detector Phase		2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)		10.0		5.0	10.0		4.0	7.0		7.0	7.0	
Minimum Split (s)		32.0		10.0	16.0		9.0	12.0		12.0	12.0	
Total Split (s)		58.0		12.0	70.0		20.0	15.0		20.0	15.0	
Total Split (%)		55.2%		11.4%	66.7%		19.0%	14.3%		19.0%	14.3%	
Maximum Green (s)		52.0		7.0	64.0		15.0	10.0		15.0	10.0	
Yellow Time (s)		4.0		3.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)		2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0		5.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag		Lag		Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?		Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode		C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		19.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)		54.9		68.8	67.8		19.2	7.9		23.1	9.9	
Actuated g/C Ratio		0.52		0.66	0.65		0.18	0.08		0.22	0.09	
v/c Ratio		0.98		0.65	0.71		0.46	0.39		0.57	0.57	
Control Delay		45.1		36.7	5.9		37.5	3.3		40.0	20.8	
Queue Delay		0.0		0.0	0.3		0.0	0.0		0.0	0.0	
Total Delay		45.1		36.7	6.1		37.5	3.3		40.0	20.8	
LOS		D		D	A		D	A		D	C	
Approach Delay		45.1			10.3			19.1			30.8	
Approach LOS		D			B			B			C	

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.98  
 Intersection Signal Delay: 27.0 Intersection LOS: C  
 Intersection Capacity Utilization 84.4% ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road





Lanes, Volumes, Timings  
10: Crompond Road & Conklin Avenue

2023 Mitigation  
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	339	652	50	56	690	59	44	11	48	75	13	158
Future Volume (vph)	339	652	50	56	690	59	44	11	48	75	13	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	125		0	0		0	0		0	0		125
Storage Lanes	1		0	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	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.990			0.878			0.860	
Flt Protected	0.950				0.997		0.950			0.950		
Satd. Flow (prot)	1678	1809	0	0	1806	0	1770	1635	0	1711	1602	0
Flt Permitted	0.260				0.907		0.400			0.715		
Satd. Flow (perm)	459	1809	0	0	1643	0	745	1635	0	1287	1602	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			6			52				186
Link Speed (mph)		40			40			30				10
Link Distance (ft)		793			962			211				1948
Travel Time (s)		13.5			16.4			4.8				132.8
Peak Hour Factor	0.95	0.95	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.85	0.92	0.85
Heavy Vehicles (%)	4%	4%	2%	2%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	357	686	54	61	767	66	48	12	52	88	14	186
Shared Lane Traffic (%)												
Lane Group Flow (vph)	357	740	0	0	894	0	48	64	0	88	200	0
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	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	80	80		80	80		80	80		80	80	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	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	
Detector 1 Channel												
Detector 1 Extend (s)	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	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	40	40		40	40		40	40		40	40	
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	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	



Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	768	15	29	812	7	12
Future Vol, veh/h	768	15	29	812	7	12
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	95	95	92	92	67	67
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	808	16	32	883	10	18

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	824	0	1763
Stage 1	-	-	-	-	816
Stage 2	-	-	-	-	947
Critical Hdwy	-	-	4.14	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-	3.518
Pot Cap-1 Maneuver	-	-	797	-	93
Stage 1	-	-	-	-	435
Stage 2	-	-	-	-	377
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	797	-	86
Mov Cap-2 Maneuver	-	-	-	-	86
Stage 1	-	-	-	-	435
Stage 2	-	-	-	-	347

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	30.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	168	-	-	797	-
HCM Lane V/C Ratio	0.169	-	-	0.04	-
HCM Control Delay (s)	30.7	-	-	9.7	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-



Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	682	10	23	798	0	32	0	91	0	0	0
Future Vol, veh/h	12	682	10	23	798	0	32	0	91	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	93	93	93	91	91	91	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	13	726	11	25	858	0	35	0	100	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	858	0	0	737	0	0	1666	1666	732	1716	1671	858
Stage 1	-	-	-	-	-	-	758	758	-	908	908	-
Stage 2	-	-	-	-	-	-	908	908	-	808	763	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	774	-	-	860	-	-	77	97	421	71	96	357
Stage 1	-	-	-	-	-	-	399	415	-	330	354	-
Stage 2	-	-	-	-	-	-	330	354	-	375	413	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	774	-	-	860	-	-	72	89	421	51	88	357
Mov Cap-2 Maneuver	-	-	-	-	-	-	72	89	-	51	88	-
Stage 1	-	-	-	-	-	-	388	403	-	321	334	-
Stage 2	-	-	-	-	-	-	312	334	-	278	401	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			63.4			0		
HCM LOS							F			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	186	774	-	-	860	-	-	-
HCM Lane V/C Ratio	0.727	0.016	-	-	0.029	-	-	-
HCM Control Delay (s)	63.4	9.7	0	-	9.3	0	-	0
HCM Lane LOS	F	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	4.6	0.1	-	-	0.1	-	-	-

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	738	0	0	769	2	0	0	0	1	0	34
Future Vol, veh/h	30	738	0	0	769	2	0	0	0	1	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	97	97	97	92	92	92	86	86	86
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	32	794	0	0	793	2	0	0	0	1	0	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	795	0	0	794	0	0	1672	1653	794	1652	1652	794
Stage 1	-	-	-	-	-	-	858	858	-	794	794	-
Stage 2	-	-	-	-	-	-	814	795	-	858	858	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	818	-	-	818	-	-	76	98	388	79	98	388
Stage 1	-	-	-	-	-	-	352	374	-	381	400	-
Stage 2	-	-	-	-	-	-	372	399	-	352	374	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	818	-	-	818	-	-	65	91	388	75	91	388
Mov Cap-2 Maneuver	-	-	-	-	-	-	65	91	-	75	91	-
Stage 1	-	-	-	-	-	-	327	348	-	354	400	-
Stage 2	-	-	-	-	-	-	334	399	-	327	348	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0			0			16.7		
HCM LOS							A			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	818	-	-	818	-	-	347
HCM Lane V/C Ratio	-	0.039	-	-	-	-	-	0.117
HCM Control Delay (s)	0	9.6	0	-	0	-	-	16.7
HCM Lane LOS	A	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.4

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	734	5	2	770	0	1	0	3	0	0	0
Future Vol, veh/h	0	734	5	2	770	0	1	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	50	50	50	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	765	5	2	802	0	2	0	6	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	802	0	0	770	0	0	1574	1574	768	1577	1576	802
Stage 1	-	-	-	-	-	-	768	768	-	806	806	-
Stage 2	-	-	-	-	-	-	806	806	-	771	770	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	813	-	-	836	-	-	89	110	402	89	110	384
Stage 1	-	-	-	-	-	-	394	411	-	376	395	-
Stage 2	-	-	-	-	-	-	376	395	-	393	410	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	813	-	-	836	-	-	89	110	402	87	110	384
Mov Cap-2 Maneuver	-	-	-	-	-	-	89	110	-	87	110	-
Stage 1	-	-	-	-	-	-	394	411	-	376	393	-
Stage 2	-	-	-	-	-	-	374	393	-	387	410	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			22.5			0		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	214	813	-	-	836	-	-	-
HCM Lane V/C Ratio	0.037	-	-	-	0.002	-	-	-
HCM Control Delay (s)	22.5	0	-	-	9.3	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-



Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	734	3	6	769	3	5
Future Vol, veh/h	734	3	6	769	3	5
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	91	91	93	93	50	50
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	807	3	6	827	6	10

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	810	0	1648
Stage 1	-	-	-	-	809
Stage 2	-	-	-	-	839
Critical Hdwy	-	-	4.14	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-	3.518
Pot Cap-1 Maneuver	-	-	807	-	109
Stage 1	-	-	-	-	438
Stage 2	-	-	-	-	424
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	807	-	107
Mov Cap-2 Maneuver	-	-	-	-	107
Stage 1	-	-	-	-	438
Stage 2	-	-	-	-	418

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	25.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	194	-	-	807	-
HCM Lane V/C Ratio	0.082	-	-	0.008	-
HCM Control Delay (s)	25.2	-	-	9.5	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	735	4	7	772	3	5
Future Vol, veh/h	735	4	7	772	3	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	67	67
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	799	4	8	839	4	7

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	803	0	1656
Stage 1	-	-	-	-	801
Stage 2	-	-	-	-	855
Critical Hdwy	-	-	4.14	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-	3.518
Pot Cap-1 Maneuver	-	-	812	-	108
Stage 1	-	-	-	-	442
Stage 2	-	-	-	-	417
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	812	-	106
Mov Cap-2 Maneuver	-	-	-	-	106
Stage 1	-	-	-	-	442
Stage 2	-	-	-	-	409

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	24.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	194	-	-	812	-
HCM Lane V/C Ratio	0.062	-	-	0.009	-
HCM Control Delay (s)	24.8	-	-	9.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↕	
Traffic Vol, veh/h	0	740	763	5	3	16
Future Vol, veh/h	0	740	763	5	3	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	92	92	65	65
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	0	841	829	5	5	25

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	834	0	-	0	1673 832
Stage 1	-	-	-	-	832 -
Stage 2	-	-	-	-	841 -
Critical Hdwy	4.14	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.236	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	791	-	-	-	105 369
Stage 1	-	-	-	-	427 -
Stage 2	-	-	-	-	423 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	791	-	-	-	105 369
Mov Cap-2 Maneuver	-	-	-	-	105 -
Stage 1	-	-	-	-	427 -
Stage 2	-	-	-	-	423 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	20.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	791	-	-	-	264
HCM Lane V/C Ratio	-	-	-	-	0.111
HCM Control Delay (s)	0	-	-	-	20.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4



Lanes, Volumes, Timings  
18: Crompond Road & Bear Mountain Parkway

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Lane Configurations		↑	↑	↗	↘					
Traffic Volume (vph)	0	743	736	733	605	32				
Future Volume (vph)	0	743	736	733	605	32				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	13	13	12	12	13	12				
Storage Length (ft)	0			160	0	0				
Storage Lanes	0			1	1	0				
Taper Length (ft)	25				25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Fr <sub>t</sub>				0.850	0.993					
Fl <sub>t</sub> Protected					0.955					
Satd. Flow (prot)	0	1888	1827	1583	1825	0				
Fl <sub>t</sub> Permitted					0.955					
Satd. Flow (perm)	0	1888	1827	1583	1825	0				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				408	2					
Link Speed (mph)		45	45		45					
Link Distance (ft)		1145	665		990					
Travel Time (s)		17.3	10.1		15.0					
Peak Hour Factor	0.95	0.95	0.99	0.99	0.98	0.98				
Heavy Vehicles (%)	2%	4%	4%	2%	2%	2%				
Adj. Flow (vph)	0	782	743	740	617	33				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	782	743	740	650	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Left	Left	Right	Left	Right				
Median Width(ft)		11	11		23					
Link Offset(ft)		0	0		0					
Crosswalk Width(ft)		16	16		16					
Two way Left Turn Lane										
Headway Factor	0.96	0.96	1.00	1.00	0.96	1.00				
Turning Speed (mph)	15			9	15	9				
Number of Detectors		0	0	0	2					
Detector Template					Thru					
Leading Detector (ft)		0	0	0	80					
Trailing Detector (ft)		0	0	0	-10					
Detector 1 Position(ft)		-10	-10	-10	-10					
Detector 1 Size(ft)		40	40	40	40					
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)					40					
Detector 2 Size(ft)					40					
Detector 2 Type					Cl+Ex					
Detector 2 Channel										
Detector 2 Extend (s)					0.0					
Turn Type		NA	NA	custom	Prot					

Lanes, Volumes, Timings  
 18: Crompond Road & Bear Mountain Parkway

2023 Mitigation  
 Weekday PM

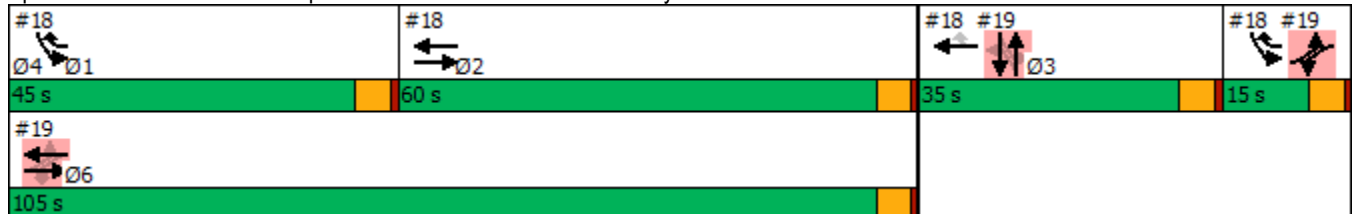


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Protected Phases		2	2 3	1 4	1 4		1	3	4	6
Permitted Phases				3						
Detector Phase		2	2 3	1 4	1 4					
Switch Phase										
Minimum Initial (s)		3.0					3.0	3.0	3.0	3.0
Minimum Split (s)		8.0					13.0	21.0	8.0	8.0
Total Split (s)		60.0					45.0	35.0	15.0	105.0
Total Split (%)		38.7%					29%	23%	10%	68%
Maximum Green (s)		55.0					40.0	30.0	10.0	100.0
Yellow Time (s)		4.0					4.0	4.0	4.0	4.0
All-Red Time (s)		1.0					1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0								
Total Lost Time (s)		5.0								
Lead/Lag		Lag					Lead	Lead	Lag	
Lead-Lag Optimize?		Yes					Yes	Yes	Yes	
Vehicle Extension (s)		2.0					2.0	2.0	2.0	2.0
Recall Mode		Max					None	None	None	Max
Act Effct Green (s)		55.0	90.0	90.0	55.0					
Actuated g/C Ratio		0.35	0.58	0.58	0.35					
v/c Ratio		1.17	0.70	0.68	1.00					
Control Delay		135.3	16.5	16.4	85.1					
Queue Delay		0.0	23.3	2.4	34.3					
Total Delay		135.3	39.9	18.9	119.5					
LOS		F	D	B	F					
Approach Delay		135.3	29.4		119.5					
Approach LOS		F	C		F					

Intersection Summary

Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	155
Natural Cycle:	150
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.17
Intersection Signal Delay:	77.9
Intersection LOS:	E
Intersection Capacity Utilization	82.9%
ICU Level of Service	E
Analysis Period (min)	15

Splits and Phases: 18: Crompond Road & Bear Mountain Parkway



Lanes, Volumes, Timings  
19: Croton Avenue/Maple Row & Crompond Road

2023 Mitigation  
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	1106	183	125	1222	66	193	47	92	54	40	54
Future Volume (vph)	50	1106	183	125	1222	66	193	47	92	54	40	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	12	12	10	12	12	12	12
Storage Length (ft)	125		75	100		0	175		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	50			75			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.992			0.901			0.951	
Flt Protected	0.950			0.950			0.950				0.982	
Satd. Flow (prot)	1678	1766	1501	1678	1752	0	1752	1551	0	0	1740	0
Flt Permitted	0.040			0.040			0.526				0.676	
Satd. Flow (perm)	71	1766	1501	71	1752	0	970	1551	0	0	1198	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			49		4			56			17	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		665			3721			466			589	
Travel Time (s)		10.1			56.4			10.6			13.4	
Peak Hour Factor	0.96	0.96	0.96	0.99	0.99	0.99	0.94	0.94	0.94	0.83	0.83	0.83
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	52	1152	191	126	1234	67	205	50	98	65	48	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	1152	191	126	1301	0	205	148	0	0	178	0
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)		11			11			12			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.09	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2		1	2	
Detector Template	Left			Left			Left	Thru		Left	Thru	
Leading Detector (ft)	80	0	0	80	0		80	80		30	80	
Trailing Detector (ft)	-10	0	0	-10	0		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10	-10	-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	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	
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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)	40			40			40	40			40	
Detector 2 Size(ft)	40			40			40	40			40	
Detector 2 Type	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	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	



Lane Group	Ø1	Ø2
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		

Lanes, Volumes, Timings  
 19: Croton Avenue/Maple Row & Crompond Road

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 Weekday PM

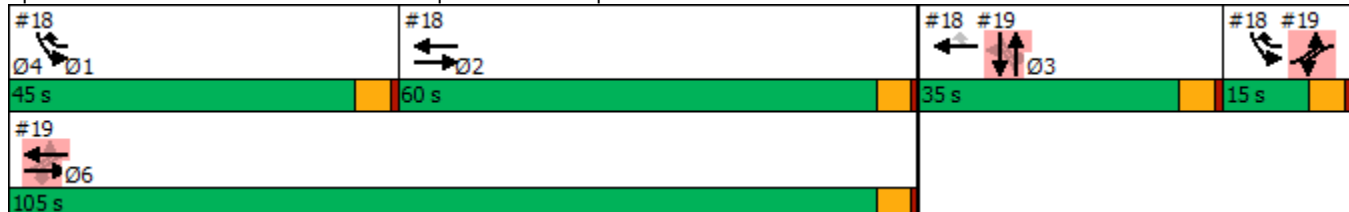


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	6		4	6			3			3	
Permitted Phases	6		6	6			3			3		
Detector Phase	4	6	6	4	6		3	3		3	3	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	8.0	8.0	8.0	8.0	8.0		21.0	21.0		21.0	21.0	
Total Split (s)	15.0	105.0	105.0	15.0	105.0		35.0	35.0		35.0	35.0	
Total Split (%)	9.7%	67.7%	67.7%	9.7%	67.7%		22.6%	22.6%		22.6%	22.6%	
Maximum Green (s)	10.0	100.0	100.0	10.0	100.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0	4.0	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	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)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Lead/Lag	Lag			Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes			Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Max	Max	None	Max		None	None		None	None	
Act Effct Green (s)	110.0	100.0	100.0	110.0	100.0		30.0	30.0			30.0	
Actuated g/C Ratio	0.71	0.65	0.65	0.71	0.65		0.19	0.19			0.19	
v/c Ratio	0.34	1.01	0.19	0.82	1.15		1.10	0.43			0.73	
Control Delay	25.7	23.8	2.8	74.0	105.6		149.7	38.0			70.8	
Queue Delay	0.0	32.8	0.0	0.0	0.2		0.0	0.0			0.0	
Total Delay	25.7	56.6	2.8	74.0	105.8		149.7	38.0			70.8	
LOS	C	E	A	E	F		F	D			E	
Approach Delay		48.0			103.0			102.9			70.8	
Approach LOS		D			F			F			E	

Intersection Summary

Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	155
Natural Cycle:	150
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.17
Intersection Signal Delay:	78.4
Intersection LOS:	E
Intersection Capacity Utilization:	107.4%
ICU Level of Service:	G
Analysis Period (min):	15

Splits and Phases: 19: Croton Avenue/Maple Row & Crompond Road



Lane Group	Ø1	Ø2
Protected Phases	1	2
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	3.0	3.0
Minimum Split (s)	13.0	8.0
Total Split (s)	45.0	60.0
Total Split (%)	29%	39%
Maximum Green (s)	40.0	55.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	2.0
Recall Mode	None	Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		



Lanes, Volumes, Timings  
20: Crompond Road & Lexington Avenue

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	1118	56	30	1277	204	30	15	2	155	25	73
Future Volume (vph)	130	1118	56	30	1277	204	30	15	2	155	25	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	11	15	15	15	12	12	14
Storage Length (ft)	75		0	70		390	0		0	0		50
Storage Lanes	1		0	1		1	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										0.98
Frt		0.993				0.850		0.994				0.888
Flt Protected	0.950			0.950				0.969		0.950		
Satd. Flow (prot)	1678	1691	0	1678	1766	1501	0	1974	0	1752	1600	0
Flt Permitted	0.062			0.066				0.765		0.759		
Satd. Flow (perm)	109	1691	0	117	1766	1501	0	1558	0	1400	1600	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				199		2				79
Link Speed (mph)		45			45			30				30
Link Distance (ft)		3721			904			130				1536
Travel Time (s)		56.4			13.7			3.0				34.9
Confl. Peds. (#/hr)			5									5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.71	0.71	0.71	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	1
Adj. Flow (vph)	146	1256	63	34	1435	229	42	21	3	168	27	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	146	1319	0	34	1435	229	0	66	0	168	106	0
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)		11			11			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.04	0.88	0.88	0.88	1.00	1.00	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0	0	1	1		1		2
Detector Template	Left			Left			Left			Left		Thru
Leading Detector (ft)	80	0		80	0	0	30	20		30		80
Trailing Detector (ft)	-10	0		-10	0	0	-10	0		-10		-10
Detector 1 Position(ft)	-10	-10		-10	-10	-10	-10	0		-10		-10
Detector 1 Size(ft)	40	40		40	40	40	40	20		40		40
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				40								40
Detector 2 Size(ft)				40								40
Detector 2 Type		Cl+Ex		Cl+Ex								Cl+Ex

Lanes, Volumes, Timings  
20: Crompond Road & Lexington Avenue

2023 Mitigation  
Weekday PM

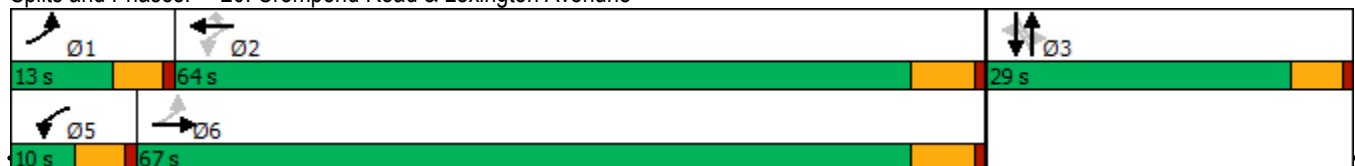


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			3				3
Permitted Phases	6			2		2	3			3		
Detector Phase	1	6		5	2	2	3	3		3		3
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0	10.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	8.0	31.0		8.0	16.0	16.0	29.0	29.0		29.0	29.0	
Total Split (s)	13.0	67.0		10.0	64.0	64.0	29.0	29.0		29.0	29.0	
Total Split (%)	12.3%	63.2%		9.4%	60.4%	60.4%	27.4%	27.4%		27.4%	27.4%	
Maximum Green (s)	8.0	61.0		5.0	58.0	58.0	24.0	24.0		24.0	24.0	
Yellow Time (s)	4.0	5.0		4.0	5.0	5.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	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)	5.0	6.0		5.0	6.0	6.0		5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0	2.0	2.0		2.0	2.0	
Recall Mode	None	Max		None	Max	Max	None	None		None	None	
Walk Time (s)		8.0					8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		17.0					16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)		0					0	0		0	0	
Act Effct Green (s)	70.5	64.8		64.1	58.2	58.2		16.3		16.3	16.3	
Actuated g/C Ratio	0.72	0.66		0.65	0.59	0.59		0.17		0.17	0.17	
v/c Ratio	0.74	1.18		0.22	1.37	0.24		0.25		0.72	0.32	
Control Delay	42.5	109.7		8.6	193.7	3.0		36.5		56.5	15.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	42.5	109.7		8.6	193.7	3.0		36.5		56.5	15.0	
LOS	D	F		A	F	A		D		E	B	
Approach Delay		103.0			164.3			36.5			40.5	
Approach LOS		F			F			D			D	

Intersection Summary

Area Type:	Other
Cycle Length:	106
Actuated Cycle Length:	97.9
Natural Cycle:	150
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.37
Intersection Signal Delay:	126.6
Intersection LOS:	F
Intersection Capacity Utilization:	101.1%
ICU Level of Service:	G
Analysis Period (min):	15

Splits and Phases: 20: Crompond Road & Lexington Avenue



Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑		↔
Traffic Vol, veh/h	643	34	3	638	6	6
Future Vol, veh/h	643	34	3	638	6	6
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	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	94	94	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	707	37	3	679	7	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	744	0	1411 726
Stage 1	-	-	-	-	726 -
Stage 2	-	-	-	-	685 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	864	-	152 425
Stage 1	-	-	-	-	479 -
Stage 2	-	-	-	-	500 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	864	-	152 425
Mov Cap-2 Maneuver	-	-	-	-	152 -
Stage 1	-	-	-	-	479 -
Stage 2	-	-	-	-	499 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	425	-	-	864	-
HCM Lane V/C Ratio	0.016	-	-	0.004	-
HCM Control Delay (s)	13.6	-	-	9.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-



Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗		↘	↗			↕			↕	
Traffic Vol, veh/h	5	635	30	0	732	4	7	1	0	2	0	12
Future Vol, veh/h	5	635	30	0	732	4	7	1	0	2	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	94	94	94	63	63	63	41	41	41
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	698	33	0	779	4	11	2	0	5	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	783	0	0	731	0	0	1521	1508	715	1507	1522	781
Stage 1	-	-	-	-	-	-	725	725	-	781	781	-
Stage 2	-	-	-	-	-	-	796	783	-	726	741	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	835	-	-	873	-	-	97	121	431	99	118	395
Stage 1	-	-	-	-	-	-	416	430	-	388	405	-
Stage 2	-	-	-	-	-	-	380	404	-	416	423	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	835	-	-	873	-	-	89	120	431	98	117	395
Mov Cap-2 Maneuver	-	-	-	-	-	-	89	120	-	98	117	-
Stage 1	-	-	-	-	-	-	414	427	-	386	405	-
Stage 2	-	-	-	-	-	-	352	404	-	412	420	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			50.3			19.9		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	92	835	-	-	873	-	-	276
HCM Lane V/C Ratio	0.138	0.007	-	-	-	-	-	0.124
HCM Control Delay (s)	50.3	9.3	-	-	0	-	-	19.9
HCM Lane LOS	F	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.4

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	3	3	9	1	4	33
Future Vol, veh/h	3	3	9	1	4	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	88	88	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	4	10	1	5	40

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	61	11	0	0	11	0
Stage 1	11	-	-	-	-	-
Stage 2	50	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	945	1070	-	-	1608	-
Stage 1	1012	-	-	-	-	-
Stage 2	972	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	942	1070	-	-	1608	-
Mov Cap-2 Maneuver	942	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	969	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1002	1608
HCM Lane V/C Ratio	-	-	0.008	0.003
HCM Control Delay (s)	-	-	8.6	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	38	149	12	39	171
Future Vol, veh/h	7	38	149	12	39	171
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	41	162	13	42	186

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	439	169	0	0	175
Stage 1	169	-	-	-	-
Stage 2	270	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	575	875	-	-	1401
Stage 1	861	-	-	-	-
Stage 2	775	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	556	875	-	-	1401
Mov Cap-2 Maneuver	556	-	-	-	-
Stage 1	861	-	-	-	-
Stage 2	749	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	1.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	803	1401
HCM Lane V/C Ratio	-	-	0.061	0.03
HCM Control Delay (s)	-	-	9.8	7.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1



Lanes, Volumes, Timings

2023 Mitigation

30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6

Weekday PM



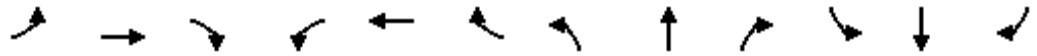
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	1095	55	50	910	185	56	28	60	441	35	69
Future Volume (vph)	69	1095	55	50	910	185	56	28	60	441	35	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	10	11	11	14	14	14	11	11	12
Storage Length (ft)	45		0	80		0	0		0	135		135
Storage Lanes	1		0	1		0	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	1.00				1.00							
Frt		0.993			0.975				0.850			0.850
Flt Protected	0.950			0.950				0.968		0.950	0.959	
Satd. Flow (prot)	1694	3397	0	1652	3322	0	0	1923	1689	1625	1640	1583
Flt Permitted	0.113			0.116				0.647		0.950	0.959	
Satd. Flow (perm)	201	3397	0	202	3322	0	0	1286	1689	1625	1640	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			30				182			182
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1070			371			135				410
Travel Time (s)		18.2			6.3			3.1				9.3
Confl. Peds. (#/hr)	3						3					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	73	1153	58	53	958	195	59	29	63	464	37	73
Shared Lane Traffic (%)										46%		
Lane Group Flow (vph)	73	1211	0	53	1153	0	0	88	63	251	250	73
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)		11			11			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.09	1.04	1.04	0.92	0.92	0.92	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		0	2		0	2	0	2	2	0
Detector Template				Thru			Thru		Thru			Thru
Leading Detector (ft)	83	83		0	83		50	83	0	83	83	0
Trailing Detector (ft)	-5	-5		0	-5		0	-5	0	-5	-5	0
Detector 1 Position(ft)	-5	-5		0	-5		0	-5	0	-5	-5	0
Detector 1 Size(ft)	40	40		0	40		0	40	0	40	40	0
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	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	
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												

Lanes, Volumes, Timings

2023 Mitigation

30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6

Weekday PM

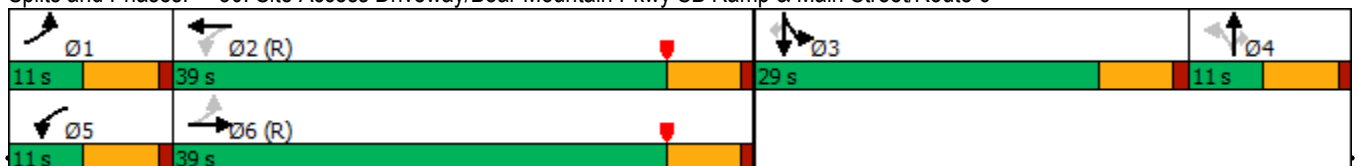


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2			4		3	3	
Permitted Phases	6			2			4		4			3
Detector Phase	1	6		5	2		4	4	4	3	3	3
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	32.0		11.0	32.0		11.0	11.0	11.0	29.0	29.0	29.0
Total Split (s)	11.0	39.0		11.0	39.0		11.0	11.0	11.0	29.0	29.0	29.0
Total Split (%)	12.2%	43.3%		12.2%	43.3%		12.2%	12.2%	12.2%	32.2%	32.2%	32.2%
Maximum Green (s)	5.0	33.0		5.0	33.0		5.0	5.0	5.0	23.0	23.0	23.0
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		Lead	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0		3.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		8.0			8.0					7.0	7.0	7.0
Flash Dont Walk (s)		18.0			18.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		5			5					5	5	5
Act Effct Green (s)	40.8	37.8		39.6	35.6			9.6	9.6	18.0	18.0	18.0
Actuated g/C Ratio	0.45	0.42		0.44	0.40			0.11	0.11	0.20	0.20	0.20
v/c Ratio	0.41	0.85		0.31	0.86			0.64	0.18	0.77	0.76	0.16
Control Delay	20.0	32.2		14.6	28.1			66.2	1.2	49.8	48.9	0.7
Queue Delay	0.0	6.1		0.0	0.5			0.0	0.2	1.0	0.9	0.0
Total Delay	20.0	38.2		14.6	28.6			66.2	1.4	50.8	49.8	0.7
LOS	C	D		B	C			E	A	D	D	A
Approach Delay		37.2			28.0			39.2			44.0	
Approach LOS		D			C			D			D	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.86  
 Intersection Signal Delay: 35.0  
 Intersection LOS: D  
 Intersection Capacity Utilization 71.0%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 30: Site Access Driveway/Bear Mountain Pkwy SB Ramp & Main Street/Route 6



Lanes, Volumes, Timings  
 31: Bear Mountain Pkwy NB Ramp/Driveway & Main Street/Route 6

2023 Mitigation  
 Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖	↕↕		↖	↖			↕↕	
Traffic Volume (vph)	78	1314	204	281	968	64	80	25	30	50	17	98
Future Volume (vph)	78	1314	204	281	968	64	80	25	30	50	17	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	11	12	12	12	12	12
Grade (%)		1%			0%			-4%			-1%	
Storage Length (ft)	0		0	0		0	65		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							0.99
Frt		0.981			0.991			0.918				0.920
Flt Protected		0.998		0.950			0.950					0.985
Satd. Flow (prot)	0	3448	0	1711	3503	0	1745	1664	0	0	1649	0
Flt Permitted		0.808		0.074			0.487					0.877
Satd. Flow (perm)	0	2791	0	133	3503	0	894	1664	0	0	1466	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			15			31				69
Link Speed (mph)		40			40			30				30
Link Distance (ft)		371			729			266				129
Travel Time (s)		6.3			12.4			6.0				2.9
Confl. Peds. (#/hr)	3					3				3		3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	11%	2%	2%	5%
Adj. Flow (vph)	80	1341	208	287	988	65	82	26	31	51	17	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1629	0	287	1053	0	82	57	0	0	168	0
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)		11			11			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.04	1.00	1.00	1.02	0.97	0.97	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0		0	0		0	0		0	0	
Detector Template	Thru	Thru		Thru	Thru		Thru	Thru		Thru	Thru	
Leading Detector (ft)	50	0		0	0		0	0		50	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		4		3	8			2				6
Permitted Phases	4			8			2			6		
Detector Phase	4	4		3	8		2	2		6		6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.0	23.0		10.0	23.0		11.0	11.0		10.0	10.0	
Total Split (s)	47.0	47.0		25.0	72.0		18.0	18.0		18.0	18.0	
Total Split (%)	52.2%	52.2%		27.8%	80.0%		20.0%	20.0%		20.0%	20.0%	
Maximum Green (s)	42.0	42.0		20.0	57.0		13.0	13.0		13.0	13.0	



Lanes, Volumes, Timings  
 31: Bear Mountain Pkwy NB Ramp/Driveway & Main Street/Route 6

2023 Mitigation  
 Weekday PM

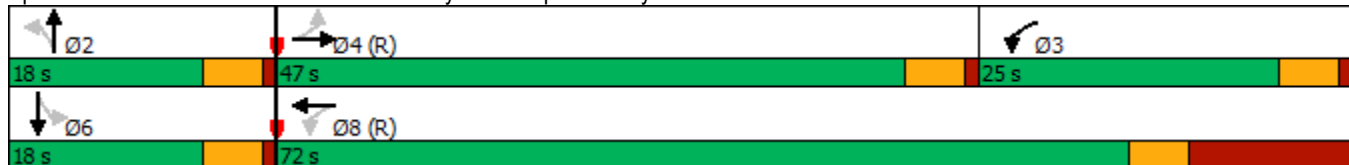


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	11.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0		5.0	15.0		5.0	5.0			5.0	
Lead/Lag	Lead	Lead		Lag								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		Min	C-Min		None	None		None	None	
Act Effct Green (s)		48.8		68.3	58.3		11.7	11.7				11.7
Actuated g/C Ratio		0.54		0.76	0.65		0.13	0.13				0.13
v/c Ratio		1.07		0.81	0.46		0.71	0.23				0.67
Control Delay		62.4		44.1	9.0		68.9	21.6				35.4
Queue Delay		0.0		0.0	0.3		0.0	0.0				0.5
Total Delay		62.4		44.1	9.3		68.9	21.6				35.9
LOS		E		D	A		E	C				D
Approach Delay		62.4			16.7			49.5				35.9
Approach LOS		E			B			D				D

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 43 (48%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.07  
 Intersection Signal Delay: 41.8  
 Intersection LOS: D  
 Intersection Capacity Utilization 111.3%  
 ICU Level of Service H  
 Analysis Period (min) 15

Splits and Phases: 31: Bear Mountain Pkwy NB Ramp/Driveway & Main Street/Route 6



# Queue Table





Intersection	Weekday AM									Weekday PM								
	2023 No Action			2023 With Action			2023 Mitigation			2023 No Action			2023 With Action			2023 Mitigation		
	Lane Group	Storage Length (ft)	Queue Length (ft)	Lane Group	Storage Length (ft)	Queue Length (ft)	Lane Group	Storage Length (ft)	Queue Length (ft)	Lane Group	Storage Length (ft)	Queue Length (ft)	Lane Group	Storage Length (ft)	Queue Length (ft)	Lane Group	Storage Length (ft)	Queue Length (ft)
Cortlandt Medical Driveway/NY Presbyterian Driveway and Crompond Road																		
Eastbound				L	50	57	L	50	42	Intersection Unsignalized in No Build Condition			L	50	25	L	50	m16
				TR <sup>1</sup>	140	352	TR <sup>1</sup>	140	111				TR <sup>1</sup>	140	277	TR <sup>1</sup>	140	129
Westbound	Intersection Unsignalized in No Build Condition			L	125	m11	L	125	30				L	125	m9	L	125	m17
				TR	330	28	TR	325	73				TR	330	586	TR	325	148
Northbound				LT	-	42	LT	-	42				LT	-	167	LT	-	167
				R	100	22	R	100	22	R	100	68	R	100	68			
Lafayette Avenue/NY Presbyterian Driveway and Crompond Road																		
Eastbound	TR	325	497	TR	325	#631	TR	325	90	TR	325	#553	TR	325	#1021	TR	325	#926
Westbound	L	200	m47	L	200	m37	L	200	m10	L	200	m96	L	200	m70	L	200	m61
	T	660	589	T	660	#770	T	660	138	T	660	603	T	660	m672	T	660	m120
Northbound	LTR	1395	62	LTR	1395	70	L	1395	75	LTR	1395	111	LTR	1395	#137	L	1395	88
							TR	100	0				TR	100	0	TR	100	0
Southbound	LT	85	#132	LT	85	#128	L	85	77	LT	85	#319	LT	85	#318	L	85	147
	R	85	0	R	85	0	TR	85	52	R	85	49	R	85	49	TR	85	80
Crompond Road and Conklin Avenue																		
Eastbound	L	125	m6	L	125	m11	L	200	67	L	125	m10	L	125	m8	L	200	m102
	TR	670	18	TR	670	23	TR	670	209	T	670	m29	TR	670	m26	TR	670	m368
Westbound	TR	200	381	LTR	200	543	LTR	200	415	TR	200	#658	LTR	200	#967	LTR	200	#842
Northbound				L	200	56	L	200	48				L	200	67	L	200	59
				TR	-	38	TR	-	42				TR	-	42	TR	-	49
Southbound	L	190	95	L	190	93	L	190	89	L	190	96	L	190	92	L	190	89
	R	125	83	TR	125	76	TR	125	86	R	125	53	TR	125	68	TR	125	79
Crompond Road and Bear Mountain Parkway																		
Eastbound	LT <sup>2</sup>	1110	#937	LT <sup>2</sup>	1110	#1218	L	50	57	LT <sup>2</sup>	1110	#1048	LT <sup>2</sup>	1110	#1397	L	50	#103
							T	1110	#898							T	1110	#1194
Westbound	T	560	m336	T	560	m398	T	560	m397	T	560	m339	T	560	m393	T	560	m393
	R	160	m97	R	160	m156	R	160	m153	R	160	m260	R	160	m253	R	160	m253
Southbound	LR	935	#1486	LR	935	#1499	LR	935	#1486	LR	935	#925	LR	935	#930	LR	935	#930
Croton Avenue/Maple Row and Crompond Road																		
Eastbound	L	125	m3	L	125	m3	L	125	m4	L	125	m4	L	125	m4	L	125	m7
	T	555	m700	T	555	m315	T	555	m786	T	555	m258	T	555	m156	T	555	m421
	R	75	m5	R	75	m5	R	75	m7	R	75	m4	R	75	m5	R	75	m8
Westbound	L	100	#282	L	100	#282	L	225	#270	L	100	52	L	100	#197	L	225	#197
	TR	920	654	TR	920	834	TR	920	817	TR	920	#1628	TR	920	#1815	TR	920	#1815
Northbound	L	175	#399	L	175	#475	L	175	#472	L	175	#341	L	175	#405	L	175	#405
	TR	865	131	TR	865	131	TR	865	128	TR	865	155	TR	865	155	TR	865	155
Southbound	LTR	810	#471	LTR	810	#471	LTR	810	#458	LTR	810	225	LTR	810	224	LTR	810	224

Intersection	Weekday AM									Weekday PM								
	2023 No Action			2023 With Action			2023 Mitigation			2023 No Action			2023 With Action			2023 Mitigation		
	Lane Group	Storage Length (ft)	Queue Length (ft)	Lane Group	Storage Length (ft)	Queue Length (ft)	Lane Group	Storage Length (ft)	Queue Length (ft)	Lane Group	Storage Length (ft)	Queue Length (ft)	Lane Group	Storage Length (ft)	Queue Length (ft)	Lane Group	Storage Length (ft)	Queue Length (ft)
Crompond Road and Lexington Avenue																		
Eastbound	L	75	24	L	75	26	L	75	25	L	75	85	L	75	105	L	75	#150
	TR	115	#1338	TR	115	#1401	TR	115	#1404	TR	115	#1215	TR	115	#1448	TR	115	#1425
Westbound	L	70	11	L	70	11	L	70	11	L	70	17	L	70	17	L	70	16
	T	1130	#788	T	1130	#908	T	1130	#893	T	1130	#1517	T	1130	#1663	T	1130	#1583
	R	390	24	R	390	24	R	390	23	R	390	57	R	390	63	R	390	43
Northbound	LTR	50	40	LTR	50	45	LTR	50	47	LTR	50	50	LTR	50	56	LTR	50	56
Southbound	LT	240	196	LT	240	197	L	240	173	LT	240	190	LT	240	194	L	240	171
	R	50	39	R	50	49	TR	50	63	R	50	25	R	50	36	TR	50	60
Bear Mountain Parkway SB Ramp and Main Street/Route 6																		
Eastbound	L	45	55	L	45	55	L	45	53	L	45	44	L	45	44	L	45	44
	T	185	232	T	185	240	T	185	230	T	185	#386	T	185	#441	T	185	#441
Westbound	L	80	43	L	80	43	L	80	38	L	80	m19	L	80	m19	L	80	m19
	TR	305	311	TR	305	316	TR	305	290	TR	305	#454	TR	305	#462	TR	305	#462
Southbound	L	135	174	L	135	174	L	135	169	L	135	216	L	135	216	L	135	216
	LT	340	176	LT	340	176	LT	340	170	LT	340	215	LT	340	215	LT	340	215
	R	135	1	R	135	13	R	135	13	R	135	0	R	135	0	R	135	0
Bear Mountain Parkway NB Ramp and Main Street/Route 6																		
Eastbound	LTR	320	264	LTR	320	271	LTR	320	271	LTR	320	#645	LTR	320	#678	LTR	320	#678
Westbound	L	105	57	L	105	57	L	105	54	L	105	177	L	105	186	L	105	186
	TR	705	104	TR	705	105	TR	705	100	TR	705	186	TR	705	189	TR	705	189
Northbound	L	65	53	L	65	53	L	65	52	L	65	#112	L	65	#112	L	65	#112
	TR	185	45	TR	185	45	TR	185	44	TR	185	48	TR	185	48	TR	185	48
Unsignalized Intersections																		
Dayton Lane and North Driveway																		
Westbound	LR	125	15	LR	125	18	LR	125	18	LR	125	28	LR	125	33	LR	125	33
Southbound	L	200	3	L	200	3	L	200	3	L	200	5	L	200	5	L	200	5
Dayton Lane and South Driveway																		
Westbound	LR	400	8	LR	400	8	LR	400	8	LR	400	240	LR	400	303	LR	400	303
Southbound	L	180	3	L	180	3	L	180	3	L	180	13	L	180	13	L	180	13
Crompond Road and Dayton Lane																		
Eastbound	L	50	10	L	50	13	Intersection Signalized in Mitigation Condition			L	50	18	L	50	20	Intersection Signalized in Mitigation Condition		
Southbound	LR	575	403	LR	575	598				LR	575	633	LR	575	910			
Buttonwood Avenue and Crompond Road																		
Westbound	L	50	0	L	50	0	L	50	0	L	50	0	L	50	0	L	50	0
Northbound	LR	1765	18	LR	1765	25	LR	1765	25	LR	1765	0	LR	1765	3	LR	1765	3
Cortlandt Medical Driveway/NY Presbyterian Driveway and Crompond Road																		
Eastbound	L	50	13	Intersection Signalized in Build Condition			Intersection Signalized in Build Condition			L	50	5	Intersection Signalized in Build Condition			Intersection Signalized in Build Condition		
Westbound	L	125	3							L	125	0						
Northbound	LTR	125	3							LTR	125	13						

Intersection	Weekday AM									Weekday PM								
	2023 No Action			2023 With Action			2023 Mitigation			2023 No Action			2023 With Action			2023 Mitigation		
	Lane Group	Storage Length (ft)	Queue Length (ft)	Lane Group	Storage Length (ft)	Queue Length (ft)	Lane Group	Storage Length (ft)	Queue Length (ft)	Lane Group	Storage Length (ft)	Queue Length (ft)	Lane Group	Storage Length (ft)	Queue Length (ft)	Lane Group	Storage Length (ft)	Queue Length (ft)
Tamarack Drive and Crompond Road																		
Westbound	L	160	0	L	160	0	L	160	0	L	160	3	L	160	3	L	160	3
Northbound	LR	385	13	LR	385	20	LR	385	20	LR	385	8	LR	385	18	LR	385	18
Crompond Road and Shipley Drive																		
Eastbound	LTR	330	0	LTR	330	0	LTR	330	0	LTR	330	0	LTR	330	3	LTR	330	3
Westbound	LTR	340	0	LTR	340	0	LTR	340	0	LTR	340	3	LTR	340	3	LTR	340	3
Northbound	LTR	490	10	LTR	490	13	LTR	490	13	LTR	490	65	LTR	490	140	LTR	490	140
Crompond Road and Locust Avenue																		
Eastbound	L	220	0	L	220	0	L	220	0	L	220	3	L	220	3	L	220	3
Westbound	L	400	0	L	400	0	L	400	0	L	400	0	L	400	0	L	400	0
Southbound	LTR	1265	50	LTR	1265	83	LTR	1265	83	LTR	1265	8	LTR	1265	10	LTR	1265	10
Crestview Avenue and Crompond Road																		
Eastbound	L	400	0	L	400	0	L	400	0	L	400	0	L	400	0	L	400	0
Westbound	L	105	0	L	105	0	L	105	0	L	105	0	L	105	0	L	105	0
Northbound	LTR	460	8	LTR	460	13	LTR	460	13	LTR	460	3	LTR	460	3	LTR	460	3
Forest Avenue and Crompond Road																		
Westbound	L	450	0	L	450	0	L	450	0	L	450	0	L	450	0	L	450	0
Northbound	LR	1450	3	LR	1450	5	LR	1450	5	LR	1450	5	LR	1450	8	LR	1450	8
Rick Lane and Crompond Road																		
Westbound	L	360	0	L	360	0	L	360	0	L	360	0	L	360	0	L	360	0
Northbound	LR	1450	3	LR	1450	5	LR	1450	5	LR	1450	3	LR	1450	5	LR	1450	5
Crompond Road and Arlo Lane																		
Eastbound	L	355	0	L	355	3	L	355	3	L	355	3	L	355	5	L	355	5
Southbound	LR	720	8	LR	720	10	LR	720	10	LR	720	5	LR	720	10	LR	720	10
Locust Avenue and Bear Mountain Parkway																		
Northbound	R	40	3	R	40	3	R	40	3	R	40	0	R	40	0	R	40	0



Intersection	Weekday AM									Weekday PM								
	2023 No Action			2023 With Action			2023 Mitigation			2023 No Action			2023 With Action			2023 Mitigation		
	Lane Group	Storage Length (ft)	Queue Length (ft)	Lane Group	Storage Length (ft)	Queue Length (ft)	Lane Group	Storage Length (ft)	Queue Length (ft)	Lane Group	Storage Length (ft)	Queue Length (ft)	Lane Group	Storage Length (ft)	Queue Length (ft)	Lane Group	Storage Length (ft)	Queue Length (ft)
Arlo Lane and Bear Mountain Parkway																		
Eastbound	L	130	0	L	130	0	L	130	0	L	130	0	L	130	0	L	130	0
Northbound	LTR	720	50	LTR	720	58	LTR	720	58	LTR	720	93	LTR	720	130	LTR	720	130
Southbound	LTR	1190	35	LTR	1190	38	LTR	1190	38	LTR	1190	10	LTR	1190	10	LTR	1190	10
Locust Avenue and Old Locust Avenue																		
Westbound	LR	1250	0	LR	1250	0	LR	1250	0	LR	1250	0	LR	1250	0	LR	1250	0
Lafayette Avenue and Ridge Road																		
Westbound	LR	2175	3	LR	2175	3	LR	2175	3	LR	2175	5	LR	2175	5	LR	2175	5
Southbound	L	485	0	L	485	0	L	485	0	L	485	3	L	485	3	L	485	3

**Notes:**

- (1) Storage length measures to nearest public street (Buttonwood Avenue) however over 900 feet to the nearest signalized intersection available for queuing
- (2) Storage length measures to nearest public street (Arlo Lane) however it is approximately 1 mile to the nearest signalized intersection available for queuing

**m** = 95th Percentile queue exceeds storage length  
**m** = Volume for 95th percentile queue is metered by upstream signal  
**Bold** = Increased storage length to mitigate queue impacts

# Peak Period Parking Demand

**Evergreen**

Time-of-Day Distribution of Parking Demand (No. of Parked Cars)					
Hour Beginning	Land Use				Total
	Assisted Living	Retail	idential - mid	idential - Low-	
12:00 AM	0	0	214	78	292
1:00 AM	0	0	214	78	292
2:00 AM	0	0	214	78	292
3:00 AM	0	0	214	78	292
4:00 AM	0	0	214	78	292
5:00 AM	0	0	201	76	277
6:00 AM	0	0	178	70	248
7:00 AM	24	0	152	60	236
8:00 AM	29	17	131	44	221
9:00 AM	37	36	118	35	226
10:00 AM	39	60	116	31	246
11:00 AM	44	79	113	29	265
12:00 PM	45	110	107	28	290
1:00 PM	47	111	105	28	291
2:00 PM	45	100	105	29	279
3:00 PM	40	92	107	34	273
4:00 PM	35	90	124	35	284
5:00 PM	32	93	137	43	305
6:00 PM	29	95	143	51	318
7:00 PM	0	89	150	57	296
8:00 PM	0	70	163	60	293
9:00 PM	0	47	178	67	292
10:00 PM	0	17	193	72	282
11:00 PM	0	0	199	76	275



### Gyrodyne

Summary - # of Parked Cars		
Hour Beginning	Medical Office	Total
12:00 AM	0	0
1:00 AM	0	0
2:00 AM	0	0
3:00 AM	0	0
4:00 AM	0	0
5:00 AM	0	0
6:00 AM	0	0
7:00 AM	75	75
8:00 AM	269	269
9:00 AM	550	550
10:00 AM	619	619
11:00 AM	625	625
12:00 PM	519	519
1:00 PM	463	463
2:00 PM	588	588
3:00 PM	581	581
4:00 PM	538	538
5:00 PM	338	338
6:00 PM	0	0
7:00 PM	0	0
8:00 PM	0	0
9:00 PM	0	0
10:00 PM	0	0
11:00 PM	0	0

# NYSDOT Crash Records

# Accident Location Information System(ALIS)

Date: 3/22/2019  
12:04:00 PM

## Accident Verbal Description

15893\_VDR

Date in this report covers the period - 12/1/2015-12/31/2018

Complete Accident data from NYS DMV is only available thru 11/30/2018 12:00:00 AM

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012016 Street: BEAR MOUNTAIN STATE PKWY  
33 Meters North of Crompond Rd

<b>12/1/2015</b>	Tue 13:39 PM	Persons Killed: 0	Persons Injured: 1	Extent of Injuries: C	<b>Case: 2015-35990958</b>
	Accident Class: INJURY		Police Agency: NYSP CORTLANDT		Num of Veh: 2
	Type Of Accident: COLLISION WITH MOTOR VEHICLE			Traffic Control: NO PASSING ZONE	
	Manner of Collision: REAR END			Weather: RAIN	
	Road Surface Condition: WET	Road Char.: CURVE AND HILLCREST		Light Condition: DAYLIGHT	
	Loc. of Ped/Bicycle: NOT APPLICABLE		Action of Ped/Bicycle: NOT APPLICABLE		

Veh :1	CAR/VAN/PICKUP	Registered Weight: 3546	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 46	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		

Veh :2	CAR/VAN/PICKUP	Registered Weight: 2743	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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012009 Street: CROMPOND RD  
AT INTERSECTION WITH Locust Ave

<b>12/2/2015</b>	Wed 10:14 AM	Persons Killed: 0	Persons Injured: 0	Extent of Injuries:	<b>Case: 2015-35997366</b>
	Accident Class: PROPERTY DAMAGE		Police Agency: NYSP CORTLANDT		Num of Veh: 2
	Type Of Accident: COLLISION WITH MOTOR VEHICLE			Traffic Control: NO PASSING ZONE	
	Manner of Collision: LEFT TURN (WITH OTHER CAR)			Weather: RAIN	
	Road Surface Condition: WET	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: 2740	State of Registration: NY
	Num of Occupants: 1	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: MAKING LEFT TURN		
	Apparent Factors: NOT APPLICABLE, NOT APPLICABLE		

Veh :2	CAR/VAN/PICKUP	Registered Weight: 2324	State of Registration: NY
	Num of Occupants: 3	Driver's Age: 31	Sex: M Citation Issued: Y



Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING RIGHT TURN  
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033022 Street: E MAIN ST  
 AT INTERSECTION WITH Lexington Ave

**12/12/2015** Sat 15:13 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-36008472**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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/ GRADE 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: 45 Sex: F Citation Issued: N  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: BACKING  
 Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 32 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: Westchester Muni: Cortlandt(T) Ref. Marker: Street: OLD CROMPOND RD  
 AT INTERSECTION WITH Crompond Rd

**12/11/2015** Fri 22:54 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-36009901**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 1  
 Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: TRAFFIC SIGNAL  
 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: 3075 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 27 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 LANE CHANGE, ALCOHOL INVOLVEMENT

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012005 Street: CROMPOND RD  
 41 Meters East of Taylor Ave

**12/9/2015** Wed 18:49 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-36009904**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 1  
 Type Of Accident: COLLISION WITH OTHER FIXED OBJECT 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: 2860 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: ENTERING PARKED POSITION  
 Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012014 Street: CROMPOND RD  
**12/14/2015** Mon 17:26 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-36015083**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY  
 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: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 27 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, UNSAFE SPEED

Veh :2 CAR/VAN/PICKUP Registered Weight: 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: MAKING LEFT TURN  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012014 Street: CROMPOND RD  
**1/1/2016** Fri 00:35 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36033103**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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 :2 CAR/VAN/PICKUP Registered Weight: 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: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 57 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: Westchester Muni: Cortlandt(T) Ref. Marker: Street: CROTON AVE  
AT INTERSECTION WITH Crompond Rd

1/3/2016 Sun 22:47 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36035851  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 4891 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 47 Sex: F Citation Issued: N  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING RIGHT TURN  
 Apparent Factors: TURNING IMPROPER, UNSAFE LANE CHANGE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3028 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 39 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012000 Street: CROMPOND RD  
AT INTERSECTION WITH Dayton Ln

1/4/2016 Mon 19:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36037680  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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.: CURVE 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: 3310 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 41 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: HEADLIGHTS DEFECTIVE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3483 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 60 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012015 Street: [Route] 202  
61 Meters West of CROTON AVE

**12/15/2015** Tue 18:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-36048665**  
Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS 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 :2 CAR/VAN/PICKUP Registered Weight: 5610 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 54 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 ENTERED, NOT ENTERED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4235 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 37 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 ENTERED, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012008 Street: CROMPOND RD  
12 Meters East of Clinton Ave

**1/16/2016** Sat 12:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36054466**  
Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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 :2 CAR/VAN/PICKUP Registered Weight: 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

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
Num of Occupants: 1 Driver's Age: 36 Sex: M Citation Issued: Y  
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: MAKING U TURN  
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: [Route] 6  
AT INTERSECTION WITH DAYTON LN

**12/22/2015** Tue 21:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-36056971**  
Accident Class: PROPERTY DAMAGE Police Agency: PEEKSKILL CITY PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: OVERTAKING 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: 2945 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 44 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: 3793 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 70 Sex: M Citation Issued: N  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: CHANGING LANES  
 Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: DIMOND AVE  
 AT INTERSECTION WITH Crompond Rd

**1/18/2016** Mon 14:00 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2016-36058008**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP SOMERS 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 :1 CAR/VAN/PICKUP Registered Weight: 3300 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 16 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: DRIVER INEXPERIENCE, TURNING IMPROPER

Veh :2 CAR/VAN/PICKUP Registered Weight: 2857 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012018 Street: CROMPOND RD  
 73 Meters East of Pops Rd

**1/14/2016** Thu 17:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36080866**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 3564 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 18 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT  
 Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: Y  
 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: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST  
 AT INTERSECTION WITH DAYTON LN

1/22/2016 Fri 06:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36082778  
 Accident Class: PROPERTY DAMAGE Police Agency: PEEKSKILL CITY PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: RIGHT TURN (WITH OTHER CAR) Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DUSK  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration: IN  
 Num of Occupants: 1 Driver's Age: 41 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, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2425 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 27 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, PASSING OR LANE USAGE IMPROPERLY

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST  
 46 Meters East of DAYTON LN

1/13/2016 Wed 12:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36086052  
 Accident Class: NON-REPORTABLE Police Agency: PEEKSKILL CITY PD 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/ GRADE 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: 4 Driver's Age: 18 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      CAR/VAN/PICKUP      Registered Weight:      State of Registration: NY  
 Num of Occupants: 1      Driver's Age: 38      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

County: Westchester    Muni: Cortlandt(T)    Ref. Marker: 987H87012016    Street: BEAR MOUNTAIN STATE PKWY  
 87 Meters North of Crompond Rd

**2/14/2016**    Sun 04:10 AM      Persons Killed: 0      Persons Injured: 1      Extent of Injuries: A      **Case: 2016-36099732**  
 Accident Class: PROPERTY DAMAGE AND INJURY      Police Agency: NYSP CORTLANDT      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 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: 3278      State of Registration: NY  
 Num of Occupants: 1      Driver's Age: 41      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: UNSAFE SPEED, ALCOHOL INVOLVEMENT

County: Westchester    Muni: Cortlandt(T)    Ref. Marker:    Street:  
**2/20/2016**    Sat 15:20 PM      Persons Killed: 0      Persons Injured: 0      Extent of Injuries:      **Case: 2016-36104722**  
 Accident Class: PROPERTY DAMAGE      Police Agency: NYSP CORTLANDT      Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE      Traffic Control: STOP SIGN  
 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 :1      CAR/VAN/PICKUP      Registered Weight: 3391      State of Registration: NY  
 Num of Occupants: 1      Driver's Age: 75      Sex: F      Citation Issued: N  
 Direction of Travel: EAST      Public Property Damage: OTHER      School Bus Involved: OTHER  
 Pre-Accd Action: MAKING RIGHT TURN  
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2      CAR/VAN/PICKUP      Registered Weight: 3108      State of Registration: NY  
 Num of Occupants: 1      Driver's Age: 26      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, NOT APPLICABLE

County: Westchester    Muni: Cortlandt(T)    Ref. Marker: 987H87012012    Street: BEAR MOUNTAIN STATE PKWY  
 32 Meters West of Brookside Ave

2/24/2016 Wed 22:23 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36110277  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 1  
 Type Of Accident: COLLISION WITH TREE Traffic Control: NO PASSING ZONE  
 Manner of Collision: OTHER Weather: RAIN  
 Road Surface Condition: WET 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: 3627 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 27 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, OBSTRUCTION/DEBRIS

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012011 Street: BEAR MOUNTAIN STATE PKWY  
 102 Meters West of Brookside Ave

2/24/2016 Wed 22:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36110279  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 1  
 Type Of Accident: COLLISION WITH TREE Traffic Control: NO PASSING ZONE  
 Manner of Collision: OTHER Weather: RAIN  
 Road Surface Condition: WET 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: NY  
 Num of Occupants: 1 Driver's Age: 49 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, OBSTRUCTION/DEBRIS

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012019 Street: CROMPOND RD  
 AT INTERSECTION WITH BARON DEHIRSCH RD

2/25/2016 Thu 14:31 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36110503  
 Accident Class: NON-REPORTABLE Police Agency: PD WESTCHESTER COUNTY DPS 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: State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 17 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: REACTION TO OTHER UNINVOLVED VEHICL, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 80 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, REACTION TO OTHER UNINVOLVED VEHICL

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012009 Street: CROMPOND RD  
40 Meters East of Locust Ave

**2/22/2016** Mon 13:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36111635**  
Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
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: State of Registration: CT  
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: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
Num of Occupants: 1 Driver's Age: 34 Sex: M Citation Issued: Y  
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: STARTING FROM PARKING  
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012023 Street: [Route] 202  
AT INTERSECTION WITH LEXINGTON AVE

**2/11/2016** Thu 00:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36116325**  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 1  
Type Of Accident: COLLISION WITH GUIDE RAIL 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: 3450 State of Registration: NY  
Num of Occupants: 3 Driver's Age: 81 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012011 Street: CROMPOND RD  
67 Meters West of Rick Ln

**3/1/2016** Tue 12:42 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36118665**  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 2498 State of Registration: NY



Num of Occupants: 1 Driver's Age: 26 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, BRAKES DEFECTIVE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3296 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: SLOWED OR STOPPING  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST  
 AT INTERSECTION WITH DAYTON LN

**2/18/2016** Thu 21:25 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2016-36120775**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: BUFFALO CITY PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: UNKNOWN Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3482 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 28 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: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 4180 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 50 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012015 Street: CROMPOND RD

**2/20/2016** Sat 16:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36123067**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 2429 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 36 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: TURNING IMPROPER, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4456 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 49 Sex: F 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, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012019 Street: CROMPOND RD  
 17 Meters East of Baron Dehirsch Rd

**3/3/2016** Thu 07:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36123072**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 3040 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 52 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 :2 CAR/VAN/PICKUP Registered Weight: 2762 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: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012003 Street: CROMPOND RD  
 115 Meters East of Lafayette Ave

**3/3/2016** Thu 10:50 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36123073**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 11200 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 59 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

Veh :2 CAR/VAN/PICKUP Registered Weight: 2623 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 86 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: Westchester Muni: Cortlandt(T) Ref. Marker: Street: CONKLIN AVE  
AT INTERSECTION WITH Main St

3/7/2016 Mon 14:47 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36128234  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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/ GRADE 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: 32 Sex: F Citation Issued: N  
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING RIGHT TURN  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 27 Sex: F Citation Issued: N  
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING RIGHT TURN  
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012019 Street: CROMPOND RD  
AT INTERSECTION WITH Baron Dehirsch Rd

3/8/2016 Tue 16:55 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36132125  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
 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: 2690 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 52 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: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3816 State of Registration: NY  
 Num of Occupants: 1 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: NOT APPLICABLE, NOT APPLICABLE



County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012015 Street: BEAR MOUNTAIN STATE PKWY  
42 Meters East of Arlo Ln

**2/24/2016** Wed 15:09 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36136309**  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: OVERTAKING Weather: RAIN  
Road Surface Condition: WET Road Char.: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4359 State of Registration: NY  
Num of Occupants: 1 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: UNSAFE LANE CHANGE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3944 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 47 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, UNSAFE LANE CHANGE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012019 Street: CROMPOND RD  
AT INTERSECTION WITH Baron Dehirsch Rd

**3/17/2016** Thu 14:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36142781**  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 4753 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: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3065 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, FOLLOWING TOO CLOSELY

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: DAYTON LN  
AT INTERSECTION WITH MAIN ST

**3/22/2016** Tue 17:26 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36152329**  
Accident Class: PROPERTY DAMAGE Police Agency: PEEKSKILL CITY PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 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 :2 CAR/VAN/PICKUP Registered Weight: 4031 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 88 Sex: M Citation Issued: N  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING RIGHT TURN  
 Apparent Factors: NOT APPLICABLE, PASSING OR LANE USAGE IMPROPERLY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3065 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 46 Sex: F Citation Issued: N  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING RIGHT TURN  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012007 Street: CROMPOND RD  
 AT INTERSECTION WITH Northridge Rd

**3/28/2016** Mon 09:34 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36157267**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: RAIN  
 Road Surface Condition: WET Road Char.: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2641 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 23 Sex: M 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, TURNING IMPROPER

Veh :2 CAR/VAN/PICKUP Registered Weight: 4364 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 71 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, UNSAFE SPEED

County: Westchester Muni: Yorktown(T) Ref. Marker: 6 87033022 Street: E MAIN ST  
 AT INTERSECTION WITH Lexington Ave

**4/1/2016** Fri 13:11 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36157269**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 1  
 Type Of Accident: COLLISION WITH PEDESTRIAN Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: OTHER Weather: CLOUDY  
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION Action of Ped/Bicycle: CROSSING AGAINST SIGNAL

Veh :1 CAR/VAN/PICKUP Registered Weight: 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: MAKING LEFT TURN  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 PEDESTRIAN Registered Weight: State of Registration:  
 Num of Occupants: 1 Driver's Age: 49 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: PEDESTRIAN'S ERROR/CONFUSION, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012023 Street: CROMPOND RD

AT INTERSECTION WITH Lexington Ave

4/12/2016 Tue 14:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36168560**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 34 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: NY  
 Num of Occupants: 1 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, NOT APPLICABLE

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST

AT INTERSECTION WITH DAYTON LN

4/8/2016 Fri 12:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36171219**  
 Accident Class: NON-REPORTABLE Police Agency: PEEKSKILL CITY PD 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 :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: Sex: Citation Issued:  
 Direction of Travel: UNKNOWN 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: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: N  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: ENTERING PARKED POSITION  
 Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012023 Street: CROMPOND RD  
 AT INTERSECTION WITH Lexington Ave

4/7/2016 Thu 21:21 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36173732  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: OVERTAKING 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: 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, NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration: NY  
 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: GOING STRAIGHT AHEAD  
 Apparent Factors: FAILURE TO KEEP RIGHT, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: LEXINGTON AVE  
 AT INTERSECTION WITH E Main St

1/14/2016 Thu 07:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36175110  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: OVERTAKING 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 OTHER Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: Sex: U 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 :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: N  
 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: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032027 Street: [Route] 6  
 100 Meters East of Beecher Ln

**4/6/2016** Wed 02:40 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2016-36175191**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: PEEKSKILL CITY PD Num of Veh: 1  
 Type Of Accident: COLLISION WITH MEDIAN/BARRIER Traffic Control: NONE  
 Manner of Collision: OTHER Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: CURVE AND 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: 3300 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 50 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, DRIVER INATTENTION

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012023 Street: [Route] 202  
 AT INTERSECTION WITH LEXINGTON AVE

**4/14/2016** Thu 15:23 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36182995**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: YORKTOWN TOWN PD 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: 3252 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 73 Sex: F Citation Issued: N  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: STOPPED IN TRAFFIC  
 Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3113 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 20 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: DRIVER INATTENTION, NOT ENTERED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012016 Street: BEAR MOUNTAIN STATE PKWY  
 AT INTERSECTION WITH Crompond Rd

**4/25/2016** Mon 14:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36183756**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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  
 Loc. of Ped/Bicycle: NOT APPLICABLE

Road Char.: STRAIGHT/ GRADE  
 Action of Ped/Bicycle: NOT APPLICABLE

Light Condition: DAYLIGHT

Veh :1 CAR/VAN/PICKUP Registered Weight: 9600 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N  
 Direction of Travel: SOUTH-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: State of Registration: CT  
 Num of Occupants: 1 Driver's Age: 69 Sex: F Citation Issued: N  
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING LEFT TURN  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Yorktown(T) Ref. Marker: 6 87033022 Street: [Route] 6

AT INTERSECTION WITH LEXINGTON AVE

4/22/2016 Fri 15:52 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2016-36187325  
 Accident Class: INJURY Police Agency: RYE CITY PD (LAN) 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: 4509 State of Registration: NY  
 Num of Occupants: 3 Driver's Age: 32 Sex: F Citation Issued: N  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: STARTING IN TRAFFIC  
 Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 2542 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 65 Sex: F 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012016 Street: CROMPOND RD

AT INTERSECTION WITH Horton Ln

4/27/2016 Wed 11:45 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2016-36189073  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT 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/ GRADE Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3455 State of Registration: NY



Num of Occupants: 1 Driver's Age: 62 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: 3555 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 16 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: 4120 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: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012019 Street: CROMPOND RD  
 AT INTERSECTION WITH Baron Dehirsch Rd

**4/27/2016** Wed 12:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36189077**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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 :2 CAR/VAN/PICKUP Registered Weight: 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: SLOWED OR STOPPING  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 21 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, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012022 Street: CROMPOND RD  
 AT INTERSECTION WITH Old Crompond Rd

**5/1/2016** Sun 11:20 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36191817**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 53 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

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 34 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012019 Street: CROMPOND RD  
 15 Meters West of BARON DEHIRSCH RD

4/26/2016 Tue 08:20 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36193762  
 Accident Class: PROPERTY DAMAGE Police Agency: 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: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 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 ENTERED, NOT ENTERED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3376 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: SLOWED OR STOPPING  
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012017 Street: CROMPOND RD

4/28/2016 Thu 16:23 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36204185  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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/ GRADE Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3358 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 63 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3650 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 68 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: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033001 Street: E MAIN ST  
 AT INTERSECTION WITH Main St

**5/13/2016** Fri 16:24 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36204213**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 21 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: FOLLOWING TOO CLOSELY, OTHER (VEHICLE)

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 36 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012016 Street: CROMPOND RD  
 AT INTERSECTION WITH HORTON LN

**5/16/2016** Mon 15:07 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36208444**  
 Accident Class: NON-REPORTABLE Police Agency: PD WESTCHESTER COUNTY DPS 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/ GRADE 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: 22 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: REACTION TO OTHER UNINVOLVED VEHICL, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: RI



Num of Occupants: 3 Driver's Age: 26 Sex: F Citation Issued: N  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: STOPPED IN TRAFFIC  
 Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012014 Street: BEAR MOUNTAIN STATE PKWY  
 47 Meters East of Ramp

**5/26/2016** Thu 23:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36229867**  
 Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 1  
 Type Of Accident: COLLISION WITH ANIMAL 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: 4815 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: NOT APPLICABLE, ANIMAL'S ACTION

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032029 Street: MAIN ST  
 30 Meters West of E MAIN ST

**6/2/2016** Thu 19:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36237312**  
 Accident Class: NON-REPORTABLE Police Agency: PEEKSKILL CITY PD 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 :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 47 Sex: M Citation Issued: N  
 Direction of Travel: EAST 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: State of Registration: NY  
 Num of Occupants: 4 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012017 Street: CROMPOND RD

**6/1/2016** Wed 16:13 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2016-36237975**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT 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/ GRADE Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3367 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 90 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: OTHER (VEHICLE), FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3450 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012015 Street: CROMPOND RD  
 AT INTERSECTION WITH Croton Ave

6/5/2016 Sun 13:54 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36244818  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: RIGHT TURN (WITH 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: 3166 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 77 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: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2357 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 23 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012022 Street: CROMPOND RD  
 AT INTERSECTION WITH Old Crompond Rd

6/6/2016 Mon 17:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36252492  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 3391 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 70 Sex: F Citation Issued: N





Veh :1 CAR/VAN/PICKUP Registered Weight: 3173 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 53 Sex: F 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012002 Street: CROMPOND RD  
 24 Meters West of Parking Lot

**6/17/2016** Fri 16:43 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36261734**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 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 :2 CAR/VAN/PICKUP Registered Weight: 3408 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 53 Sex: F 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 2729 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 56 Sex: F 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012009 Street: CROMPOND RD  
 AT INTERSECTION WITH Locust Ave

**6/29/2016** Wed 20:11 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36276869**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
 Manner of Collision: OVERTAKING 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: 3120 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: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

Veh :2 OTHER Registered Weight: 19548 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 28 Sex: M Citation Issued: N  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012008 Street: CROMPOND RD  
AT INTERSECTION WITH Clinton Ave

7/3/2016 Sun 23:49 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36282186**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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 LIGHTED  
 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: Y  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: ALCOHOL INVOLVEMENT, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 34 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: Westchester Muni: Cortlandt(T) Ref. Marker: Street: LEXINGTON AVE  
AT INTERSECTION WITH E Main St

7/5/2016 Tue 15:11 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36283729**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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: 38 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: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 52 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, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012014 Street: [Route] 202  
256 Meters East of Arlo Ln

**6/22/2016** Wed 17:47 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36293458**  
Accident Class: INJURY Police Agency: YORKTOWN TOWN PD 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: 3989 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: SLOWED OR STOPPING  
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2932 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: SLOWED OR STOPPING  
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033022 Street: E MAIN ST  
AT INTERSECTION WITH Lexington Ave

**7/13/2016** Wed 21:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36296636**  
Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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/ GRADE Light Condition: DARK-ROAD LIGHTED  
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: 31 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

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
Num of Occupants: 1 Driver's Age: 18 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: Westchester Muni: Cortlandt(T) Ref. Marker: Street: CROMPOND RD

**7/14/2016** Thu 08:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36304820**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE



Manner of Collision: REAR END  
 Road Surface Condition: DRY  
 Loc. of Ped/Bicycle: NOT APPLICABLE  
 Road Char.: STRAIGHT AT HILLCREST  
 Action of Ped/Bicycle: NOT APPLICABLE  
 Weather: CLEAR  
 Light Condition: DAYLIGHT

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: WA  
 Num of Occupants: 1 Driver's Age: 41 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: 3882 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, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012017 Street: CROMPOND RD  
**7/18/2016** Mon 12:07 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36304824**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT 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 :3 CAR/VAN/PICKUP Registered Weight: State of Registration: CT  
 Num of Occupants: 1 Driver's Age: 53 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 :1 TRUCK Registered Weight: State of Registration: CT  
 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3969 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 61 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: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012014 Street: BEAR MOUNTAIN STATE PKWY  
 AT INTERSECTION WITH Arlo Ln  
**7/19/2016** Tue 22:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36308672**

Accident Class: NON-REPORTABLE  
 Type Of Accident: COLLISION WITH ANIMAL  
 Manner of Collision: OTHER  
 Road Surface Condition: DRY  
 Loc. of Ped/Bicycle: NOT APPLICABLE

Police Agency: NYSP CORTLANDT  
 Traffic Control: NO PASSING ZONE  
 Weather: CLOUDY  
 Light Condition: DARK-ROAD UNLIGHTED  
 Action of Ped/Bicycle: NOT APPLICABLE

Num of Veh: 1

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 3 Driver's Age: 34 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012016 Street: CROMPOND RD  
 31 Meters East of Horton Ln

7/20/2016 Wed 12:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36313584  
 Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS Traffic Control: OFFICER/FLAGMAN/GUARD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE  
 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 :2 CAR/VAN/PICKUP Registered Weight: 4168 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 55 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, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 7579 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: SLOWED OR STOPPING  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012019 Street: CROMPOND RD  
 AT INTERSECTION WITH Baron Dehirsch Rd

7/28/2016 Thu 07:20 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36318125  
 Accident Class: NON-REPORTABLE Police Agency: PD WESTCHESTER COUNTY DPS Traffic Control: NONE Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE  
 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: 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: FOLLOWING TOO CLOSELY, GLARE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 36 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012016 Street: CROMPOND RD  
 25 Meters West of Horton Ln

7/26/2016 Tue 08:02 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36319263  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 3  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
 Manner of Collision: OTHER 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 :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 28 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 :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 53 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 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 41 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, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012010 Street: CROMPOND RD  
 AT INTERSECTION WITH Forest Ave

7/29/2016 Fri 22:30 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2016-36320432  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT 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: 2791 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: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3341 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012022 Street: CROMPOND RD  
 AT INTERSECTION WITH OLD CROMPOND RD

**8/5/2016** Fri 09:32 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36336943**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: YORKTOWN TOWN PD 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: 4237 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: STOPPED IN TRAFFIC  
 Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3351 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 72 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: PHYSICAL DISABILITY, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012000 Street: CROMPOND RD  
 AT INTERSECTION WITH DAYTON LN

**8/13/2016** Sat 16:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36338717**  
 Accident Class: PROPERTY DAMAGE Police Agency: PEEKSKILL CITY PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
 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 CAR/VAN/PICKUP Registered Weight: 2701 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N  
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING LEFT TURN  
 Apparent Factors: UNSAFE SPEED, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4405 State of Registration: NY



Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3723 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: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4214 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 54 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: LAFAYETTE AVE  
 119 Meters South of Crompond Rd

**8/1/2016** Mon 20:47 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2016-36342037**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 1  
 Type Of Accident: COLLISION WITH TREE Traffic Control: NO PASSING ZONE  
 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: 3408 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 60 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: REACTION TO OTHER UNINVOLVED VEHICL, UNSAFE LANE CHANGE

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: DAYTON LN  
 AT INTERSECTION WITH MAIN ST

**7/31/2016** Sun 13:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36344306**  
 Accident Class: PROPERTY DAMAGE Police Agency: PEEKSKILL CITY PD 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 AT HILLCREST Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5577 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 58 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, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3466 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 59 Sex: F Citation Issued: N





County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012013 Street: CROMPOND RD  
96 Meters East of Arlo Ln

**8/25/2016** Thu 08:23 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36357631**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: HEAD ON 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: 3230 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 17 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, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3400 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 48 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012000 Street: CROMPOND RD  
AT INTERSECTION WITH DAYTON LN

**8/17/2016** Wed 15:17 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36362844**  
Accident Class: NON-REPORTABLE Police Agency: PEEKSKILL CITY PD 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 :1 CAR/VAN/PICKUP Registered Weight: 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: MAKING LEFT TURN  
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
Num of Occupants: 3 Driver's Age: 63 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: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032027 Street: MAIN ST

**9/2/2016** Fri 16:08 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36366968**  
Accident Class: NON-REPORTABLE Police Agency: PEEKSKILL CITY PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE  
 Manner of Collision: REAR END  
 Road Surface Condition: DRY  
 Loc. of Ped/Bicycle: NOT APPLICABLE

Road Char.: STRAIGHT/ GRADE  
 Action of Ped/Bicycle: NOT APPLICABLE

Traffic Control: NONE  
 Weather: CLEAR  
 Light Condition: DAYLIGHT

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 20 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, REACTION TO OTHER UNINVOLVED VEHICL

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 19 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: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033000 Street: CONKLIN AVE  
 AT INTERSECTION WITH [Route] 6

9/7/2016 Wed 12:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36374683  
 Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS 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: 3445 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 39 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 3166 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 25 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: DRIVER INATTENTION, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012001 Street: CROMPOND RD  
 55 Meters West of Buttonwood Ave

9/6/2016 Tue 15:55 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B Case: 2016-36375396  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 1  
 Type Of Accident: COLLISION WITH SIGN POST Traffic Control: NONE  
 Manner of Collision: OTHER Weather: CLOUDY  
 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: 2547 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 20 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: FAILURE TO KEEP RIGHT, UNSAFE SPEED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033022 Street: E MAIN ST  
 AT INTERSECTION WITH Lexington Ave

9/7/2016 Wed 15:07 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2016-36375402  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT 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/ GRADE Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 10000 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 40 Sex: M Citation Issued: N  
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: STARTING IN TRAFFIC  
 Apparent Factors: FOLLOWING TOO CLOSELY, CELL PHONE (HANDS FREE)

Veh :1 CAR/VAN/PICKUP Registered Weight: 4502 State of Registration: NY  
 Num of Occupants: 2 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012022 Street: CROMPOND RD  
 30 Meters West of LEXINGTON AVE

9/2/2016 Fri 15:23 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36379149  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 4529 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: SLOWED OR STOPPING  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 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: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortland(T) Ref. Marker: 35 87012010 Street: CROMPOND RD  
13 Meters West of Forest Ave

<b>7/15/2016</b>	Fri 06:50 AM	Persons Killed: 0	Persons Injured: 0	Extent of Injuries:	<b>Case: 2016-36384173</b>
	Accident Class: PROPERTY DAMAGE			Police Agency:	Num of Veh: 2
	Type Of Accident: COLLISION WITH MOTOR VEHICLE				Traffic Control: NONE
	Manner of Collision: REAR END			Weather: CLEAR	Light Condition: DAYLIGHT
	Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEVEL			Action of Ped/Bicycle: NOT APPLICABLE
	Loc. of Ped/Bicycle: NOT APPLICABLE				

Veh :1	CAR/VAN/PICKUP	Registered Weight: 3933	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 36	Sex: F Citation Issued: N
	Direction of Travel: WEST	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: STOPPED IN TRAFFIC		
	Apparent Factors: NOT ENTERED, NOT ENTERED		

Veh :2	CAR/VAN/PICKUP	Registered Weight: 2286	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 76	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 ENTERED, NOT ENTERED		

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST  
AT INTERSECTION WITH DAYTON LN

<b>9/15/2016</b>	Thu 15:55 PM	Persons Killed: 0	Persons Injured: 1	Extent of Injuries: C	<b>Case: 2016-36384871</b>
	Accident Class: PROPERTY DAMAGE AND INJURY			Police Agency: PEEKSKILL CITY PD	Num of Veh: 2
	Type Of Accident: COLLISION WITH MOTOR VEHICLE			Traffic Control: TRAFFIC SIGNAL	
	Manner of Collision: HEAD ON			Weather: CLEAR	Light Condition: DAYLIGHT
	Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEVEL			Action of Ped/Bicycle: NOT APPLICABLE
	Loc. of Ped/Bicycle: NOT APPLICABLE				

Veh :1	CAR/VAN/PICKUP	Registered Weight: 3254	State of Registration: NY
	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 LEFT TURN		
	Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE		

Veh :2	CAR/VAN/PICKUP	Registered Weight:	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 69	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: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST  
61 Meters East of DAYTON LN

**9/17/2016** Sat 13:25 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2016-36389808**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: PEEKSKILL CITY PD Num of Veh: 1  
Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE 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: 3700 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 68 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, DRIVER INATTENTION

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012000 Street: CROMPOND RD  
AT INTERSECTION WITH DAYTON LN

**9/16/2016** Fri 16:00 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2016-36397397**  
Accident Class: INJURY Police Agency: PEEKSKILL CITY PD Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLEAR  
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 :1 CAR/VAN/PICKUP Registered Weight: 4966 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 36 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: FAILURE TO YIELD RIGHT OF WAY, NOT ENTERED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3093 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 24 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 ENTERED, NOT ENTERED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012015 Street: CROMPOND RD  
AT INTERSECTION WITH Croton Ave

**9/23/2016** Fri 14:13 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36412006**  
Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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: State of Registration: NY  
Num of Occupants: 1 Driver's Age: 26 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, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 27 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: Westchester Muni: Cortlandt(T) Ref. Marker: Street:  
**10/7/2016** Fri 16:36 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36415903**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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: 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: GOING STRAIGHT AHEAD  
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 47 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: Westchester Muni: Cortlandt(T) Ref. Marker: Street: LAFAYETTE AVE  
 148 Meters South of Crompond Rd  
**8/8/2016** Mon 01:30 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36419257**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: HEAD ON 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: State of Registration: MD  
 Num of Occupants: 1 Driver's Age: 25 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 KEEP RIGHT

Veh :2 CAR/VAN/PICKUP Registered Weight: 3069 State of Registration: NY

Num of Occupants: 1 Driver's Age: 30 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012017 Street: CROMPOND RD  
**10/11/2016** Tue 16:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36420952**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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: 61 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: State of Registration: NY  
 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: SLOWED OR STOPPING  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: OLD CROMPOND RD  
 AT INTERSECTION WITH Crompond Rd  
**10/16/2016** Sun 16:14 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36429481**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP SOMERS Num of Veh: 3  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE 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: 5703 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 51 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: 3213 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 26 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 :3 CAR/VAN/PICKUP Registered Weight: State of Registration: CT  
 Num of Occupants: 4 Driver's Age: 35 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: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033000 Street: E MAIN ST  
 AT INTERSECTION WITH [Route] 6

**10/10/2016** Mon 08:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36435795**  
 Accident Class: PROPERTY DAMAGE Police Agency: 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.: 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: 3475 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: MAKING RIGHT TURN  
 Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3300 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 61 Sex: F Citation Issued: N  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING RIGHT TURN  
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012023 Street: CROMPOND RD  
 AT INTERSECTION WITH Lexington Ave

**10/28/2016** Fri 17:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36444919**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 3997 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 40 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3366 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 41 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: Westchester Muni: Cortlandt(T) Ref. Marker: Street: CROTON AVE  
AT INTERSECTION WITH [Route] 202

**10/11/2016** Tue 08:50 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36446070**  
 Accident Class: PROPERTY DAMAGE Police Agency: 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: 3358 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 32 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 ENTERED, NOT ENTERED

Veh :2 OTHER Registered Weight: State of Registration: -3  
 Num of Occupants: 1 Driver's Age: 18 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 ENTERED, NOT ENTERED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033022 Street: E MAIN ST  
AT INTERSECTION WITH Lexington Ave

**10/22/2016** Sat 17:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36449224**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 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: 37 Sex: F 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

Veh :2 CAR/VAN/PICKUP Registered Weight: 4319 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 24 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012000 Street: CROMPOND RD  
AT INTERSECTION WITH DAYTON LN

**10/30/2016** Sun 06:44 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2016-36458289**  
Accident Class: INJURY Police Agency: PEEKSKILL CITY PD Num of Veh: 1  
Type Of Accident: COLLISION WITH BUILDING/WALL Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLOUDY  
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAWN  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3890 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 53 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: LOST CONSCIOUSNESS, FELL ASLEEP

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012019 Street: [Route] 202  
AT INTERSECTION WITH BUTTONWOOD RD

**10/18/2016** Tue 17:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36459205**  
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: 3439 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 63 Sex: M Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :2 OTHER Registered Weight: State of Registration: FL  
Num of Occupants: 1 Driver's Age: 35 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: Westchester Muni: Cortlandt(T) Ref. Marker: Street: CROMPOND RD

**11/8/2016** Tue 05:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36466404**  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 3503 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: NOT APPLICABLE, ANIMAL'S ACTION

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012009 Street: CROMPOND RD  
49 Meters East of Locust Ave

**11/4/2016** Fri 11:06 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36466425**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 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: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 74 Sex: F Citation Issued: Y  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: BACKING  
 Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012017 Street: CROMPOND RD  
29 Meters West of Buttonwood Rd

**10/18/2016** Tue 18:03 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36466429**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: DUSK  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2767 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 21 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 2871 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, FOLLOWING TOO CLOSELY



County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012014 Street: CROMPOND RD  
 AT INTERSECTION WITH Bear Mountain State Pkwy

**11/8/2016** Tue 18:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36469193**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: DARK-ROAD UNLIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP 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: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4313 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 19 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 :1 CAR/VAN/PICKUP Registered Weight: 3342 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 28 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, FELL ASLEEP

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012014 Street: CROMPOND RD  
 AT INTERSECTION WITH Bear Mountain State Pkwy

**11/6/2016** Sun 14:27 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36472002**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 3504 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 25 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: TRAFFIC CONTROL DEVICES DISREGARDED, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4612 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 45 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, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012015 Street: [Route] 202  
15 Meters West of CROTON AVE

9/26/2016 Mon 09:35 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2016-36472216  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: PD WESTCHESTER COUNTY DPS 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 :2 CAR/VAN/PICKUP Registered Weight: 3381 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 59 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 :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 36 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, ALCOHOL INVOLVEMENT

Veh :3 TRUCK Registered Weight: 25500 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: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012012 Street: CROMPOND RD  
40 Meters West of Arlo Ln

11/5/2016 Sat 02:53 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36476296  
 Accident Class: PROPERTY DAMAGE Police Agency: YORKTOWN TOWN PD Num of Veh: 1  
 Type Of Accident: COLLISION WITH GUIDERAIL - END 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: 3417 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: AVOIDING OBJECT IN ROADWAY  
 Apparent Factors: NOT ENTERED, ANIMAL'S ACTION

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012000 Street: CROMPOND RD  
AT INTERSECTION WITH DAYTON LN

**11/15/2016** Tue 16:42 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36476989**  
Accident Class: NON-REPORTABLE Police Agency: PEEKSKILL CITY PD Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: RAIN  
Road Surface Condition: WET Road Char.: STRAIGHT AT HILLCREST Light Condition: DUSK  
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: 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: NOT APPLICABLE, UNKNOWN

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: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: MAKING LEFT TURN  
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012022 Street: CROMPOND RD  
84 Meters West of Old Crompond Rd

**11/16/2016** Wed 07:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36477551**  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 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: 3276 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 25 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3008 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 81 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012005 Street: CROMPOND RD  
30 Meters West of Ogden Ave

**11/14/2016** Mon 18:52 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36479753**  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 3



Type Of Accident: COLLISION WITH MOTOR VEHICLE  
 Manner of Collision: OTHER  
 Road Surface Condition: DRY  
 Loc. of Ped/Bicycle: NOT APPLICABLE  
 Road Char.: STRAIGHT/ GRADE  
 Traffic Control: TRAFFIC SIGNAL  
 Weather: CLEAR  
 Light Condition: DARK-ROAD UNLIGHTED  
 Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3704 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: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :3 CAR/VAN/PICKUP Registered Weight: 3085 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: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4214 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: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012010 Street: CROMPOND RD  
 AT INTERSECTION WITH Forest Ave

**11/18/2016** Fri 09:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36479757**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
 Manner of Collision: RIGHT 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 :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 17 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 :1 CAR/VAN/PICKUP Registered Weight: 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: MAKING LEFT TURN  
 Apparent Factors: TURNING IMPROPER, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012008 Street: CROMPOND RD  
AT INTERSECTION WITH Shipley Dr

**11/18/2016** Fri 07:43 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36481643**  
Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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: 20 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: UNSAFE SPEED, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
Num of Occupants: 2 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: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012001 Street: CROMPOND RD  
96 Meters West of Buttonwood Ave

**11/14/2016** Mon 01:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36484976**  
Accident Class: NON-REPORTABLE Police Agency: PEEKSKILL CITY PD Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: SIDESWIPE Weather: CLEAR  
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 :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ  
Num of Occupants: 1 Driver's Age: 46 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: PASSING OR LANE USAGE IMPROPERLY, UNKNOWN

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: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, UNKNOWN

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012017 Street: CROMPOND RD

**11/24/2016** Thu 14:48 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2016-36488951**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE

Manner of Collision: REAR END  
 Road Surface Condition: WET  
 Loc. of Ped/Bicycle: NOT APPLICABLE

Road Char.: STRAIGHT AND LEVEL

Weather: RAIN

Light Condition: DAYLIGHT

Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2254 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 75 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 3495 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: GOING STRAIGHT AHEAD  
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012013 Street: CROMPOND RD  
 210 Meters East of Arlo Ln

**11/8/2016** Tue 06:55 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B Case: **2016-36490838**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH OTHER PEDESTRIAN Traffic Control: NO PASSING ZONE  
 Manner of Collision: OTHER Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: UNKNOWN Action of Ped/Bicycle: UNKNOWN

Veh :2 OTHER Registered Weight: State of Registration:  
 Num of Occupants: 1 Driver's Age: 49 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, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 4104 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 33 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: VIEW OBSTRUCTED/LIMITED, UNKNOWN

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033001 Street: CONKLIN AVE  
 AT INTERSECTION WITH E MAIN ST

**11/25/2016** Fri 08:03 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: **2016-36493428**  
 Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 1  
 Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: TRAFFIC SIGNAL  
 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: 2728 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING RIGHT TURN  
 Apparent Factors: TURNING IMPROPER, UNSAFE SPEED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012002 Street: CROMPOND RD  
 AT INTERSECTION WITH Buttonwood Ave

11/29/2016 Tue 06:21 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36503365  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: DARK-ROAD UNLIGHTED  
 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: 71 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4980 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 56 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, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012002 Street: CROMPOND RD  
 AT INTERSECTION WITH Driveway

12/5/2016 Mon 10:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36508169  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 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: 3458 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 20 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: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3400 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 33 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: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: DAYTON LN  
AT INTERSECTION WITH MAIN ST

<b>11/29/2016</b>	Tue 13:00 PM	Persons Killed: 0	Persons Injured: 0	Extent of Injuries:	<b>Case: 2016-36512526</b>
	Accident Class: NON-REPORTABLE		Police Agency: PEEKSKILL CITY PD		Num of Veh: 2
	Type Of Accident: COLLISION WITH MOTOR VEHICLE			Traffic Control: TRAFFIC SIGNAL	
	Manner of Collision: OVERTAKING			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 :2	CAR/VAN/PICKUP	Registered Weight:	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 20	Sex: F Citation Issued: N
	Direction of Travel: NORTH	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: STARTING IN TRAFFIC		
	Apparent Factors: DRIVER INATTENTION, REACTION TO OTHER UNINVOLVED VEHICL		

Veh :1	CAR/VAN/PICKUP	Registered Weight:	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 29	Sex: F Citation Issued: Y
	Direction of Travel: NORTH	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: STARTING IN TRAFFIC		
	Apparent Factors: NOT APPLICABLE, NOT APPLICABLE		

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012015 Street: BEAR MOUNTAIN STATE PKWY  
148 Meters East of Arlo Ln

<b>12/12/2016</b>	Mon 19:45 PM	Persons Killed: 0	Persons Injured: 0	Extent of Injuries:	<b>Case: 2016-36520404</b>
	Accident Class: PROPERTY DAMAGE		Police Agency: NYSP CORTLANDT		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/ 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: 4416	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 49	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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012019 Street: CROMPOND RD  
93 Meters West of Baron Dehirsch Rd

<b>11/29/2016</b>	Tue 12:20 PM	Persons Killed: 0	Persons Injured: 0	Extent of Injuries:	<b>Case: 2016-36520417</b>
	Accident Class: NON-REPORTABLE		Police Agency: NYSP CORTLANDT		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/ GRADE		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: 20 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: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 52 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: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033022 Street: E MAIN ST

AT INTERSECTION WITH Lexington Ave

12/7/2016 Wed 16:58 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36520420  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: OVERTAKING Weather: CLOUDY  
 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: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 28 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: UNSAFE LANE CHANGE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 49 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: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032029 Street: MAIN ST

31 Meters West of E Main St

12/11/2016 Sun 20:15 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: AC Case: 2016-36522665  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT 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: SNOW/ICE Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD LIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 TRUCK Registered Weight: State of Registration: IN  
 Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: N  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER



Pre-Accd Action: CHANGING LANES  
 Apparent Factors: FAILURE TO KEEP RIGHT, UNSAFE LANE CHANGE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2820 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 19 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: Westchester Muni: Cortlandt(T) Ref. Marker: Street: CROTON AVE  
 AT INTERSECTION WITH Crompond Rd

12/23/2016 Fri 15:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36535136  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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 :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 28 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

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 3 Driver's Age: 24 Sex: M Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING RIGHT TURN ON RED  
 Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, TURNING IMPROPER

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 55 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: Westchester Muni: Cortlandt(T) Ref. Marker: Street: LAFAYETTE AVE  
 223 Meters South of Crompond Rd

12/23/2016 Fri 23:19 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36535166  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: DARK-ROAD UNLIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3475 State of Registration: NY

Num of Occupants: 1 Driver's Age: 64 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, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3049 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 29 Sex: M 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033022 Street: E MAIN ST  
 AT INTERSECTION WITH Lexington Ave

**12/23/2016** Fri 10:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: **2016-36535169**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 3  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE 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: 2690 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 93 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: DRIVER INATTENTION, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 2985 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: STARTING IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3547 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 33 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: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: DAYTON LN  
 AT INTERSECTION WITH MAIN ST

**12/30/2016** Fri 17:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: **2016-36542910**  
 Accident Class: PROPERTY DAMAGE Police Agency: PEEKSKILL CITY PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: RIGHT ANGLE Weather: SLEET/HAIL/FREEZING RAIN  
 Road Surface Condition: WET Road Char.: STRAIGHT AT HILLCREST Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4621 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 72 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: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT  
 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: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012021 Street: [Route] 202  
 152 Meters West of OLD CROMPOND RD

**12/29/2016** Thu 15:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36545735**  
 Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: SIDESWIPE 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 OTHER Registered Weight: State of Registration: -3  
 Num of Occupants: 0 Driver's Age: Sex: Citation Issued:  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, PASSING OR LANE USAGE IMPROPERLY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3493 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 53 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: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012016 Street: BEAR MOUNTAIN STATE PKWY  
 68 Meters North of Crompond Rd

**1/2/2017** Mon 13:59 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36547126**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: SIDESWIPE Weather: RAIN  
 Road Surface Condition: WET 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: 4210 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: PAVEMENT SLIPPERY, FAILURE TO KEEP RIGHT

Veh :2 CAR/VAN/PICKUP Registered Weight: 3713 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: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: CONKLIN AVE  
 AT INTERSECTION WITH Crompond Rd

**12/24/2016** Sat 15:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36551010**  
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: UNKNOWN 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: 3350 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 77 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 ENTERED, NOT ENTERED

Veh :2 OTHER Registered Weight: State of Registration: FL  
 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: MAKING RIGHT TURN ON RED  
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012003 Street: CROMPOND RD  
 40 Meters East of Lafayette Ave

**1/6/2017** Fri 12:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36555598**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 4237 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 61 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: 4443 State of Registration: NY  
 Num of Occupants: 3 Driver's Age: 26 Sex: F Citation Issued: Y  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: SLOWED OR STOPPING  
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012009 Street: CROMPOND RD  
 AT INTERSECTION WITH Locust Ave

**1/9/2017** Mon 11:30 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-3659007**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
 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 :2 CAR/VAN/PICKUP Registered Weight: 4422 State of Registration: NY  
 Num of Occupants: 1 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 3349 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 75 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: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012022 Street: CROMPOND RD  
 15 Meters West of OLD CROMPOND RD

**12/28/2016** Wed 07:28 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: AA **Case: 2016-36561768**  
 Accident Class: INJURY Police Agency: YORKTOWN TOWN PD 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/ GRADE Light Condition: DAWN  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3510 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 45 Sex: F Citation Issued: N  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: CHANGING LANES  
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3027 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N  
 Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012022 Street: CROMPOND RD  
AT INTERSECTION WITH Old Crompond Rd

1/10/2017 Tue 07:53 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36564544  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN Weather: CLEAR  
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Road Surface Condition: SNOW/ICE Action of Ped/Bicycle: NOT APPLICABLE  
 Loc. of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 24 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: UNSAFE SPEED, PAVEMENT SLIPPERY

Veh :2 TRUCK Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 37 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: Westchester Muni: Cortlandt(T) Ref. Marker: Street: CONKLIN AVE  
AT INTERSECTION WITH Main St

1/14/2017 Sat 15:52 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36565192  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL Weather: SNOW  
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Road Surface Condition: WET Action of Ped/Bicycle: NOT APPLICABLE  
 Loc. of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3417 State of Registration: NY  
 Num of Occupants: 2 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 :1 CAR/VAN/PICKUP Registered Weight: 3795 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 75 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: FAILURE TO YIELD RIGHT OF WAY, PASSING OR LANE USAGE IMPROPERLY



County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: CONKLIN AVE  
AT INTERSECTION WITH Main St

**1/13/2017** Fri 11:01 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36565213**  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 2630 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 22 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 :1 CAR/VAN/PICKUP Registered Weight: 3348 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 49 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: UNSAFE SPEED, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012011 Street: CROMPOND RD  
53 Meters West of Rick Ln

**1/16/2017** Mon 12:54 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36568866**  
Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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 :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
Num of Occupants: 1 Driver's Age: 41 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

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
Num of Occupants: 1 Driver's Age: 36 Sex: M Citation Issued: Y  
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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012019 Street: CROMPOND RD  
11 Meters West of Baron Dehirsch Rd

**1/20/2017** Fri 16:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36575190**  
Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE  
 Manner of Collision: RIGHT ANGLE  
 Road Surface Condition: DRY  
 Loc. of Ped/Bicycle: NOT APPLICABLE  
 Road Char.: STRAIGHT AND LEVEL  
 Action of Ped/Bicycle: NOT APPLICABLE  
 Traffic Control: STOP SIGN  
 Weather: CLOUDY  
 Light Condition: DUSK

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 21 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: TURNING IMPROPER, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 52 Sex: F 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012018 Street: CROMPOND RD  
 12 Meters East of Pops Rd

1/21/2017 Sat 03:32 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36575310  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 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 OTHER Registered Weight: State of Registration: NY  
 Num of Occupants: 0 Driver's Age: Sex: Citation Issued:  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: UNSAFE SPEED, FAILURE TO YIELD RIGHT OF WAY

Veh :1 TRUCK Registered Weight: State of Registration: MA  
 Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: BACKING  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032028 Street: MAIN ST  
 57 Meters West of Evergreen Rd

1/15/2017 Sun 14:31 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2017-36577432  
 Accident Class: INJURY Police Agency: PEEKSKILL CITY PD 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/ GRADE Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4587 State of Registration: NY  
 Num of Occupants: 4 Driver's Age: 35 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: 2742 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 19 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: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012002 Street: CROMPOND RD  
 44 Meters West of Driveway

1/23/2017 Mon 15:42 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2017-36579619  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 1  
 Type Of Accident: COLLISION WITH TREE 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: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2895 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 85 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, UNSAFE SPEED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012014 Street: CROMPOND RD

1/25/2017 Wed 18:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36581729  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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 UNLIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3589 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 3560 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: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: DAYTON LN  
 AT INTERSECTION WITH MAIN ST

**12/24/2016** Sat 15:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36587554**  
 Accident Class: NON-REPORTABLE Police Agency: PEEKSKILL CITY PD 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 AT HILLCREST 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: VT  
 Num of Occupants: 1 Driver's Age: 52 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, BACKING UNSAFELY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 32 Sex: F Citation Issued: Y  
 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: Westchester Muni: Yorktown(T) Ref. Marker: 6 87033022 Street: [Route] 6  
 AT INTERSECTION WITH LEXINGTON AVE

**1/16/2017** Mon 17:51 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36589213**  
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 3  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN  
 Manner of Collision: OTHER Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DARK-ROAD LIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3445 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 28 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 ENTERED, NOT ENTERED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2849 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 17 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 :3 CAR/VAN/PICKUP Registered Weight: 3141 State of Registration: NY

Num of Occupants: 2 Driver's Age: 30 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 ENTERED, NOT ENTERED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012016 Street: BEAR MOUNTAIN STATE PKWY  
 16 Meters North of Crompond Rd

**2/3/2017** Fri 09:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36594602**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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.: 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: 3408 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 49 Sex: F Citation Issued: Y  
 Direction of Travel: SOUTH-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: 2697 State of Registration: NY  
 Num of Occupants: 4 Driver's Age: 37 Sex: M Citation Issued: N  
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012013 Street: [Route] 202  
 88 Meters East of Arlo Ln

**1/30/2017** Mon 11:38 AM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2017-36595203**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: YORKTOWN TOWN PD 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.: 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: 7597 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 34 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 ENTERED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4358 State of Registration: NY  
 Num of Occupants: 3 Driver's Age: 36 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 ENTERED, NOT ENTERED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012019 Street: CROMPOND RD

16 Meters East of Baron Dehirsch Rd

2/8/2017

Wed 18:45 PM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2017-36602323

Accident Class: PROPERTY DAMAGE

Police Agency: NYSP CORTLANDT

Num of Veh: 1

Type Of Accident: COLLISION WITH GUIDERAIL - END

Traffic Control: STOP SIGN

Manner of Collision: OTHER

Weather: CLEAR

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: 3354

State of Registration: NY

Num of Occupants: 2

Driver's Age: 43

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: REACTION TO OTHER UNINVOLVED VEHICL, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012019 Street: CROMPOND RD

20 Meters West of Baron Dehirsch Rd

2/9/2017

Thu 08:28 AM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2017-36606459

Accident Class: PROPERTY DAMAGE

Police Agency: NYSP CORTLANDT

Num of Veh: 4

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Traffic Control: STOP SIGN

Manner of Collision: OTHER

Weather: SNOW

Road Surface Condition: SNOW/ICE

Road Char.: STRAIGHT/ GRADE

Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

Veh :4

CAR/VAN/PICKUP

Registered Weight:

State of Registration: -3

Num of Occupants: 0

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

CAR/VAN/PICKUP

Registered Weight:

State of Registration: NY

Num of Occupants: 2

Driver's Age: 33

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: PAVEMENT SLIPPERY, UNSAFE SPEED

Veh :2

CAR/VAN/PICKUP

Registered Weight: 4167

State of Registration: NY

Num of Occupants: 3

Driver's Age: 62

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

Veh :3

CAR/VAN/PICKUP

Registered Weight:

State of Registration: -3

Num of Occupants: 0

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

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street:  
**2/8/2017** Wed 18:57 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: **2017-36607398**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 3  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
 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 :3 CAR/VAN/PICKUP Registered Weight: 3098 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 41 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: 4954 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 38 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2598 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 23 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012022 Street: CROMPOND RD  
 30 Meters West of LEXINGTON AVE  
**2/14/2017** Tue 15:31 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: **2017-36609862**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT 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: 2330 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 43 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4303 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 41 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, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012013 Street: BEAR MOUNTAIN STATE PKWY  
 AT INTERSECTION WITH Ramp

2/16/2017 Thu 08:34 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2017-36610524  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT 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/ GRADE Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4237 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 24 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

Veh :2 CAR/VAN/PICKUP Registered Weight: 3878 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

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST  
 AT INTERSECTION WITH DAYTON LN

2/20/2017 Mon 18:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36612462  
 Accident Class: NON-REPORTABLE Police Agency: PEEKSKILL CITY PD 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: DUSK  
 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: 67 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 19 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: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012012 Street: BEAR MOUNTAIN STATE PKWY  
87 Meters East of Brookside Ave

2/21/2017 Tue 18:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36615054**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 3336 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 62 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012019 Street: CROMPOND RD  
AT INTERSECTION WITH Baron Dehirsch Rd

2/23/2017 Thu 05:40 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36629420**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: OVERTAKING Weather: CLEAR  
 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 :2 CAR/VAN/PICKUP Registered Weight: 3389 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, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 55 Sex: M Citation Issued: N  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING U TURN  
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST  
46 Meters East of DAYTON LN

3/16/2017 Thu 13:02 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36646303**  
 Accident Class: NON-REPORTABLE Police Agency: PEEKSKILL CITY PD 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 :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 80 Sex: M Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING RIGHT TURN  
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, VIEW OBSTRUCTED/LIMITED

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 88 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: LEXINGTON AVE

AT INTERSECTION WITH E Main St

3/19/2017 Sun 10:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36649339  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 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: 3706 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 66 Sex: F Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: CHANGING LANES  
 Apparent Factors: NOT APPLICABLE, UNSAFE LANE CHANGE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 41 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: Westchester Muni: Cortlandt(T) Ref. Marker: Street: LEXINGTON AVE

AT INTERSECTION WITH CROMPOND RD

2/20/2017 Mon 17:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36657986  
 Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: UNKNOWN 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 :2 CAR/VAN/PICKUP Registered Weight: 4989 State of Registration: NY  
 Num of Occupants: 4 Driver's Age: 52 Sex: F Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING RIGHT TURN ON RED

Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3049 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 51 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 ENTERED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012019 Street: CROMPOND RD  
 AT INTERSECTION WITH BARON DEHIRSCH RD

2/8/2017 Wed 19:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36657996  
 Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS 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: State of Registration: RI  
 Num of Occupants: 1 Driver's Age: 26 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3402 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 56 Sex: F 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: Westchester Muni: Yorktown(T) Ref. Marker: 6 87033022 Street: [Route] 6  
 AT INTERSECTION WITH LEXINGTON AVE

2/22/2017 Wed 18:39 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36660464  
 Accident Class: PROPERTY DAMAGE Police Agency: YORKTOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: UNKNOWN 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: 3540 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 16 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

Veh :2 CAR/VAN/PICKUP Registered Weight: 4499 State of Registration: NY

Num of Occupants: 1 Driver's Age: 49 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: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033022 Street: [Route] 6  
 AT INTERSECTION WITH LEXINGTON AVE

**3/25/2017** Sat 14:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36660842**  
 Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS 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/ GRADE Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3118 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 54 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, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3940 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 57 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012017 Street: CROMPOND RD

**3/27/2017** Mon 16:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36664877**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
 Manner of Collision: REAR END 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: 2380 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: SLOWED OR STOPPING  
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3300 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 55 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



County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012005 Street: CROMPOND RD  
AT INTERSECTION WITH TAYLOR AVE

**3/24/2017** Fri 15:46 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36672337**  
Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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/ GRADE 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: 53 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

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
Num of Occupants: 1 Driver's Age: 63 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: MAKING LEFT TURN  
Apparent Factors: TURNING IMPROPER, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012022 Street: CROMPOND RD  
AT INTERSECTION WITH Old Crompond Rd

**3/28/2017** Tue 14:59 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36679244**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 3  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
Manner of Collision: OTHER 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: 5104 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 56 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 3868 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: MAKING LEFT TURN  
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TURNING IMPROPER

Veh :3 CAR/VAN/PICKUP Registered Weight: 3752 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 63 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: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST  
14 Meters West of Beecher Ln

4/2/2017 Sun 07:30 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2017-36681519  
 Accident Class: INJURY Police Agency: PEEKSKILL CITY PD 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: 4566 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 62 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: GLARE, NOT ENTERED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4415 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 54 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 ENTERED, NOT ENTERED

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: CONKLIN AVE  
24 Meters North of Crompond Rd

4/13/2017 Thu 17:23 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2017-36689965  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT 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: 3475 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 50 Sex: F 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 5675 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 56 Sex: M Citation Issued: Y  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: STARTING IN TRAFFIC  
 Apparent Factors: UNSAFE SPEED, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: CROMPOND RD  
AT INTERSECTION WITH Parking Lot

**4/26/2017** Wed 04:36 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36705138**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
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 :2 CAR/VAN/PICKUP Registered Weight: 3028 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 42 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 7460 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 24 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: FAILURE TO YIELD RIGHT OF WAY, TRAFFIC CONTROL DEVICES DISREGARDED

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: DAYTON LN  
AT INTERSECTION WITH MAIN ST

**5/4/2017** Thu 19:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36711872**  
Accident Class: NON-REPORTABLE Police Agency: PEEKSKILL CITY PD 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 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: 1 Driver's Age: 50 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, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
Num of Occupants: 4 Driver's Age: 22 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: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012016 Street: CROMPOND RD  
12 Meters West of Horton Ln

**5/7/2017** Sun 16:50 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36718203**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 4



Type Of Accident: COLLISION WITH MOTOR VEHICLE  
 Manner of Collision: OTHER  
 Road Surface Condition: WET  
 Loc. of Ped/Bicycle: NOT APPLICABLE  
 Road Char.: STRAIGHT/ GRADE  
 Action of Ped/Bicycle: NOT APPLICABLE  
 Traffic Control: NO PASSING ZONE  
 Weather: RAIN  
 Light Condition: DAYLIGHT

Veh :2 CAR/VAN/PICKUP Registered Weight: 3513 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: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3182 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: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: MA  
 Num of Occupants: 1 Driver's Age: 19 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: PAVEMENT SLIPPERY, UNSAFE SPEED

Veh :4 CAR/VAN/PICKUP Registered Weight: 3224 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 76 Sex: F 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012008 Street: CROMPOND RD  
 AT INTERSECTION WITH Clinton Ave

5/10/2017 Wed 10:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36719935  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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: NY  
 Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: Y  
 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: State of Registration: FL

Num of Occupants: 1 Driver's Age: 77 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012019 Street: CROMPOND RD

43 Meters East of Baron Dehirsch Rd

5/12/2017 Fri 08:30 AM Persons Killed: 0 Persons Injured: 8 Extent of Injuries: CCCCC Case: 2017-36722214  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT 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 :2 CAR/VAN/PICKUP Registered Weight: 2549 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 33 Sex: F Citation Issued: Y  
 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 TRUCK Registered Weight: 17500 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: SLOWED OR STOPPING  
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 7 Driver's Age: 46 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012005 Street: CROMPOND RD

40 Meters East of Taylor Ave

3/21/2017 Tue 12:17 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36724538  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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 CAR/VAN/PICKUP Registered Weight: 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

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: BACKING  
 Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST

AT INTERSECTION WITH DAYTON LN

5/13/2017 Sat 11:50 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2017-36725078  
 Accident Class: INJURY Police Agency: PEEKSKILL CITY PD Num of Veh: 1  
 Type Of Accident: COLLISION WITH PEDESTRIAN Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: OTHER Weather: RAIN  
 Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION Action of Ped/Bicycle: CROSSING/ NO SIGNAL/ MARKED CROSSWA

Veh :2 PEDESTRIAN Registered Weight: State of Registration: -3  
 Num of Occupants: 1 Driver's Age: 65 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 ENTERED, NOT ENTERED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4554 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 32 Sex: F Citation Issued: N  
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING LEFT TURN  
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, VIEW OBSTRUCTED/LIMITED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012000 Street: CROMPOND RD

AT INTERSECTION WITH DAYTON LN

5/17/2017 Wed 17:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36726681  
 Accident Class: NON-REPORTABLE Police Agency: PEEKSKILL CITY PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
 Manner of Collision: RIGHT ANGLE Weather: CLEAR  
 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: 74 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: DRIVER INATTENTION, GLARE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 82 Sex: M Citation Issued: N





Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4450 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING RIGHT TURN  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 MOTORCYCLE Registered Weight: 455 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 34 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, TURNING IMPROPER

Veh :3 CAR/VAN/PICKUP Registered Weight: 3764 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 61 Sex: M Citation Issued: N  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: STARTING FROM PARKING  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012019 Street: CROMPOND RD  
 45 Meters East of Baron Dehirsch Rd

4/9/2017 Sun 22:45 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2017-36739140  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE 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: 3237 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 34 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, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: CT  
 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, TIRE FAILURE/INADEQUATE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012017 Street: CROMPOND RD

5/24/2017 Wed 07:26 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36739141  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE

Manner of Collision: REAR END  
 Road Surface Condition: DRY  
 Loc. of Ped/Bicycle: NOT APPLICABLE

Road Char.: STRAIGHT/ GRADE  
 Action of Ped/Bicycle: NOT APPLICABLE

Weather: CLOUDY  
 Light Condition: DAWN

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 41 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, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 41 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012018 Street: CROMPOND RD

40 Meters East of Pops Rd

5/25/2017

Thu 10:56 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36741358  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 55 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: State of Registration: NY  
 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: SLOWED OR STOPPING  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012021 Street: CROMPOND RD

146 Meters West of Old Crompond Rd

6/1/2017

Thu 16:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36748326  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 4062 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 33 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 3777 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 19 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, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012022 Street: CROMPOND RD  
 19 Meters West of Old Crompond Rd

6/2/2017 Fri 13:22 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36750667  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
 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: 2504 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 74 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: 4439 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 52 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012021 Street: CROMPOND RD  
 125 Meters West of Old Crompond Rd

5/25/2017 Thu 18:27 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A Case: 2017-36764850  
 Accident Class: INJURY Police Agency: NYSP CORTLANDT Num of Veh: 3  
 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: 4763 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 38 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

Veh :3 CAR/VAN/PICKUP Registered Weight: 2737 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 42 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: 3374 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: SLOWED OR STOPPING  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012017 Street: CROMPOND RD  
 AT INTERSECTION WITH Buttonwood Rd

6/15/2017 Thu 20:27 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: BBB Case: 2017-36769743  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT 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: DUSK  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3300 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 20 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 2908 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 27 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: TURNING IMPROPER, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012022 Street: CROMPOND RD  
 AT INTERSECTION WITH Old Crompond Rd

6/12/2017 Mon 12:36 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36769745  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
 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 :1 CAR/VAN/PICKUP Registered Weight: 3352 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: MAKING RIGHT TURN  
 Apparent Factors: TURNING IMPROPER, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3272 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 22 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: Westchester Muni: Cortlandt(T) Ref. Marker: Street: CROTON AVE  
 AT INTERSECTION WITH Crompond Rd

6/13/2017 Tue 18:44 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2017-36771822  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT 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: 3371 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 19 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 :1 CAR/VAN/PICKUP Registered Weight: 2976 State of Registration: NY  
 Num of Occupants: 3 Driver's Age: 36 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: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012020 Street: CROMPOND RD  
 116 Meters East of Baron Dehirsch Rd

6/20/2017 Tue 12:16 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36779690  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 3016 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 18 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: 3389 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 38 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012015 Street: BEAR MOUNTAIN STATE PKWY

141 Meters East of Arlo Ln

6/21/2017 Wed 19:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36779701  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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/ GRADE Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2857 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 33 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, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 5481 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012021 Street: CROMPOND RD

153 Meters West of Old Crompond Rd

6/20/2017 Tue 13:44 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36779720  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 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: 3490 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 75 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: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4125 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 34 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012003 Street: CROMPOND RD  
 27 Meters West of Lafayette Ave

**6/24/2017** Sat 18:18 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2017-36781506**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT 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: 3032 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 59 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, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 70 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: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012016 Street: BEAR MOUNTAIN STATE PKWY  
 AT INTERSECTION WITH Crompond Rd

**3/10/2017** Fri 21:39 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36785734**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 1  
 Type Of Accident: COLLISION WITH TREE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: OTHER Weather: CLEAR  
 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: 26 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012022 Street: CROMPOND RD  
 46 Meters West of Old Crompond Rd

**6/22/2017** Thu 08:23 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36785918**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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 :2 CAR/VAN/PICKUP Registered Weight: 3200 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 30 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 :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 48 Sex: F 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 3451 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 30 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: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

County: Westchester Muni: Cortland(T) Ref. Marker: 35 87012020 Street: [Route] 202  
 61 Meters East of BUTTONWOOD RD

6/30/2017 Fri 15:30 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2017-36790110  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 4  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE 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: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3151 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 27 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: 2818 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: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4445 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, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 4255 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 63 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: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033022 Street: E MAIN ST  
 AT INTERSECTION WITH Lexington Ave

7/6/2017 Thu 14:23 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2017-36798050  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT 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/ GRADE Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3569 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: MAKING RIGHT TURN  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 7781 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 35 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, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012022 Street: [Route] 202  
 AT INTERSECTION WITH OLD CROMPOND RD

7/7/2017 Fri 17:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36800673  
 Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS 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: 3208 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: STARTING IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 3616 State of Registration: NY

Num of Occupants: 1 Driver's Age: 67 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: Westchester Muni: Cortlandt(T) Ref. Marker: Street:  
**7/18/2017** Tue 07:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36820410**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 3616 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 57 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 :1 CAR/VAN/PICKUP Registered Weight: 3268 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 35 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, DRIVER INATTENTION

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012016 Street: BEAR MOUNTAIN STATE PKWY  
 AT INTERSECTION WITH Crompond Rd  
**7/15/2017** Sat 16:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36825291**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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.: CURVE AND GRADE 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: 23 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 :1 CAR/VAN/PICKUP Registered Weight: 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: GOING STRAIGHT AHEAD  
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012011 Street: CROMPOND RD  
54 Meters East of Forest Ave

7/21/2017 Fri 07:50 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36825298  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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 LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2520 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: REACTION TO OTHER UNINVOLVED VEHICL, UNSAFE SPEED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012014 Street: CROMPOND RD  
25 Meters West of Bear Mountain State Pkwy

7/31/2017 Mon 07:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36829830  
Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
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 :2 CAR/VAN/PICKUP Registered Weight: 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: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 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: OVERTAKING  
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012015 Street: [Route] 202  
AT INTERSECTION WITH CROTON AVE

7/26/2017 Wed 08:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36833671  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
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 :1 CAR/VAN/PICKUP Registered Weight: 3391 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 48 Sex: F Citation Issued: N





Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 46 Sex: F Citation Issued: N  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING RIGHT TURN  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012023 Street: CROMPOND RD  
 AT INTERSECTION WITH Lexington Ave

**8/5/2017** Sat 16:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36843067**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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: State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 49 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: State of Registration: NY  
 Num of Occupants: 4 Driver's Age: 59 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012003 Street: CROMPOND RD  
 109 Meters East of Lafayette Ave

**7/20/2017** Thu 15:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36843098**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 20 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

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 60 Sex: F Citation Issued: N  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STARTING IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: CROMPOND RD  
**8/21/2017** Mon 11:41 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36859550**  
 Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS 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 :2 CAR/VAN/PICKUP Registered Weight: 5379 State of Registration: NY  
 Num of Occupants: 3 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, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 5491 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: SLOWED OR STOPPING  
 Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: LOCUST AVE  
 11 Meters North of Crompond Rd  
**8/25/2017** Fri 14:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36864634**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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: NY  
 Num of Occupants: 2 Driver's Age: 56 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: 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: GOING STRAIGHT AHEAD  
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012004 Street: CROMPOND RD  
 AT INTERSECTION WITH Conklin Ave



8/29/2017 Tue 13:03 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36871797  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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/ GRADE Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3377 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 77 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: TRAFFIC CONTROL DEVICES DISREGARDED, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: N  
 Direction of Travel: SOUTH 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012002 Street: CROMPOND RD  
 AT INTERSECTION WITH Driveway

8/30/2017 Wed 08:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36872622  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
 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: 2349 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 39 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: 3530 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 78 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: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST  
 AT INTERSECTION WITH DAYTON LN

8/23/2017 Wed 07:11 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36881816  
 Accident Class: NON-REPORTABLE Police Agency: PEEKSKILL CITY PD 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  
 Loc. of Ped/Bicycle: NOT APPLICABLE  
 Road Char.: STRAIGHT AND LEVEL  
 Action of Ped/Bicycle: NOT APPLICABLE  
 Light Condition: DAWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 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: BACKING  
 Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 2 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

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST  
 AT INTERSECTION WITH DAYTON LN

9/7/2017 Thu 07:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36882478  
 Accident Class: PROPERTY DAMAGE Police Agency: PEEKSKILL CITY PD 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 OTHER Registered Weight: State of Registration: -3  
 Num of Occupants: 0 Driver's Age: Sex: Citation Issued:  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2952 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 40 Sex: F 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: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST  
 AT INTERSECTION WITH BEECHER LN

9/7/2017 Thu 17:25 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2017-36884798  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: PEEKSKILL CITY PD 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: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3074 State of Registration: NY

Num of Occupants: 3 Driver's Age: 65 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: UNSAFE SPEED, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4374 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 81 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: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST  
 AT INTERSECTION WITH DAYTON LN

**8/28/2017** Mon 10:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: **2017-36890406**  
 Accident Class: NON-REPORTABLE Police Agency: PEEKSKILL CITY PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: RIGHT TURN (WITH 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: State of Registration: NY  
 Num of Occupants: 5 Driver's Age: 37 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 :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 71 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: FAILURE TO YIELD RIGHT OF WAY, VIEW OBSTRUCTED/LIMITED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012023 Street: CROMPOND RD  
 AT INTERSECTION WITH LEXINGTON AVE

**9/15/2017** Fri 20:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: **2017-36891684**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 64 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

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 16 Sex: M Citation Issued: Y  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: SLOWED OR STOPPING  
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012019 Street: CROMPOND RD

AT INTERSECTION WITH Baron Dehirsch Rd

9/11/2017 Mon 08:40 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36891691  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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 :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 52 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 :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: Y  
 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 :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 26 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: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST

AT INTERSECTION WITH DAYTON LN

9/15/2017 Fri 22:10 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2017-36894895  
 Accident Class: INJURY Police Agency: PEEKSKILL CITY PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: OVERTAKING 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: 2291 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 43 Sex: F Citation Issued: N



Veh :1 CAR/VAN/PICKUP Registered Weight: 2698 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012021 Street: CROMPOND RD  
 219 Meters East of Baron Dehirsch Rd

9/2/2017 Sat 20:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36913368  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 1  
 Type Of Accident: COLLISION WITH ANIMAL 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 OTHER Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 28 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: Westchester Muni: Cortlandt(T) Ref. Marker: Street: CROTON AVE  
 AT INTERSECTION WITH Crompond Rd

9/2/2017 Sat 13:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36913377  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5411 State of Registration: NY  
 Num of Occupants: 5 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: MAKING LEFT TURN  
 Apparent Factors: TURNING IMPROPER, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3115 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 51 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012014 Street: CROMPOND RD

9/27/2017 Wed 08:29 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36914874  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2



Type Of Accident: COLLISION WITH MOTOR VEHICLE  
Manner of Collision: REAR END  
Road Surface Condition: DRY  
Loc. of Ped/Bicycle: NOT APPLICABLE  
Road Char.: STRAIGHT AND LEVEL  
Action of Ped/Bicycle: NOT APPLICABLE  
Traffic Control: NO PASSING ZONE  
Weather: CLEAR  
Light Condition: DAYLIGHT

Veh :2 CAR/VAN/PICKUP Registered Weight: 3483 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: SLOWED OR STOPPING  
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3021 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 26 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: OUTSIDE CAR DISTRACTION, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012021 Street: CROMPOND RD  
97 Meters West of Old Crompond Rd

**10/4/2017** Wed 16:39 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36919574**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 3  
Type Of Accident: COLLISION WITH MOTOR VEHICLE 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 :2 CAR/VAN/PICKUP Registered Weight: 3164 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 26 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 :3 CAR/VAN/PICKUP Registered Weight: 3616 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 75 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 :1 CAR/VAN/PICKUP Registered Weight: 4079 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: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012005 Street: CROMPOND RD  
35 Meters East of Taylor Ave

**10/6/2017** Fri 09:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36922869**  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 2745 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: SLOWED OR STOPPING  
Apparent Factors: NOT APPLICABLE, 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: 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012023 Street: CROMPOND RD  
AT INTERSECTION WITH LEXINGTON AVE

**10/2/2017** Mon 17:28 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36937772**  
Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: OVERTAKING Weather: CLEAR  
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: UNKNOWN Action of Ped/Bicycle: UNKNOWN

Veh :2 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: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
Num of Occupants: 5 Driver's Age: 26 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012014 Street: CROMPOND RD  
AT INTERSECTION WITH Bear Mountain State Pkwy

**10/19/2017** Thu 13:53 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36942790**  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE  
 Manner of Collision: OVERTAKING  
 Road Surface Condition: DRY  
 Loc. of Ped/Bicycle: NOT APPLICABLE

Road Char.: STRAIGHT AND LEVEL  
 Action of Ped/Bicycle: NOT APPLICABLE

Traffic Control: TRAFFIC SIGNAL  
 Weather: CLEAR  
 Light Condition: DAYLIGHT

Veh :1 CAR/VAN/PICKUP Registered Weight: 3560 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: Y  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: CHANGING LANES  
 Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

Veh :2 TRUCK Registered Weight: 107000 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 26 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street:  
**10/14/2017** Sat 17:18 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36942819**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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 LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3399 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: PASSING OR LANE USAGE IMPROPERLY, GLARE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012013 Street: CROMPOND RD  
 133 Meters East of Arlo Ln  
**10/20/2017** Fri 11:23 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36948094**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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/ GRADE 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: 20 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: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 53 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012021 Street: CROMPOND RD  
 149 Meters West of Old Crompond Rd

**10/24/2017** Tue 08:30 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36949517**  
 Accident Class: INJURY Police Agency: NYSP HAWTHORNE 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 :2 CAR/VAN/PICKUP Registered Weight: 6700 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: SLOWED OR STOPPING  
 Apparent Factors: NOT APPLICABLE, UNSAFE SPEED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3591 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: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012014 Street: CROMPOND RD  
 AT INTERSECTION WITH Bear Mountain State Pkwy

**10/25/2017** Wed 06:40 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36953825**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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: 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: State of Registration: CT  
 Num of Occupants: 1 Driver's Age: 52 Sex: F 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012020 Street: CROMPOND RD  
80 Meters East of Baron Dehirsch Rd

**10/20/2017** Fri 14:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36953826**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 3120 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 47 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 3457 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 47 Sex: F Citation Issued: Y  
 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: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033001 Street: E MAIN ST  
AT INTERSECTION WITH Main St

**11/2/2017** Thu 11:46 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36961571**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP SOMERS Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 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: NY  
 Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: Y  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING RIGHT TURN  
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 60 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: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033022 Street: E MAIN ST  
AT INTERSECTION WITH Lexington Ave

**11/2/2017** Thu 14:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36961572**  
Accident Class: NON-REPORTABLE Police Agency: NYSP SOMERS 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: 29 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: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
Num of Occupants: 1 Driver's Age: 62 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012014 Street: CROMPOND RD  
AT INTERSECTION WITH Driveway

**11/18/2017** Sat 19:27 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36993069**  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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 :1 CAR/VAN/PICKUP Registered Weight: 2773 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 29 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

Veh :2 CAR/VAN/PICKUP Registered Weight: 4111 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: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: CONKLIN AVE  
AT INTERSECTION WITH Crompond Rd

**11/18/2017** Sat 20:46 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2017-36993074**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 1



Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH  
 Manner of Collision: OTHER  
 Road Surface Condition: WET  
 Loc. of Ped/Bicycle: NOT APPLICABLE

Road Char.: STRAIGHT AND LEVEL

Traffic Control: TRAFFIC SIGNAL  
 Weather: RAIN  
 Light Condition: DARK-ROAD LIGHTED  
 Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3471 State of Registration: NY  
 Num of Occupants: 3 Driver's Age: Sex: Citation Issued:  
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING RIGHT TURN  
 Apparent Factors: UNSAFE SPEED, TURNING IMPROPER

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012013 Street: CROMPOND RD  
 218 Meters East of Arlo Ln

11/21/2017 Tue 21:20 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2017-36993159  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 3  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
 Manner of Collision: OTHER Weather: CLEAR  
 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 :2 CAR/VAN/PICKUP Registered Weight: 2864 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: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3374 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 APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2729 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 67 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: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012019 Street: CROMPOND RD  
 52 Meters East of Baron Dehirsch Rd

11/22/2017 Wed 05:41 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36998876  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 2998 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: NOT APPLICABLE, ANIMAL'S ACTION

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012003 Street: CROMPOND RD  
 67 Meters East of Lafayette Ave

11/22/2017 Wed 08:19 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2017-37009703  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
 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 :2 CAR/VAN/PICKUP Registered Weight: 3577 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: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4140 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 38 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: Westchester Muni: Cortlandt(T) Ref. Marker: Street: LAFAYETTE AVE  
 104 Meters South of Crompond Rd

11/22/2017 Wed 07:58 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-37009914  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
 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: 3096 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 53 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: 3693 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 65 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012009 Street: CROMPOND RD  
16 Meters West of Locust Ave

11/30/2017 Thu 07:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37010974**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: SIDESWIPE 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: 3384 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 31 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, PASSING OR LANE USAGE IMPROPERLY

Veh :2 CAR/VAN/PICKUP Registered Weight: 4120 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: Westchester Muni: Cortlandt(T) Ref. Marker: Street: CROMPOND RD

12/1/2017 Fri 08:58 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-37011461**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT 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: FL  
 Num of Occupants: 2 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4432 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 34 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012014 Street: CROMPOND RD  
245 Meters East of Arlo Ln



**11/28/2017** Tue 17:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37011468**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
 Manner of Collision: REAR END Weather: CLOUDY  
 Road Surface Condition: DRY Road Char.: CURVE AND HILLCREST Light Condition: DARK-ROAD UNLIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3395 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 31 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

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT  
 Num of Occupants: 1 Driver's Age: 20 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: Westchester Muni: Cortlandt(T) Ref. Marker: Street: CONKLIN AVE  
 AT INTERSECTION WITH [Route] 202

**11/18/2017** Sat 21:00 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2017-37014694**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1  
 Type Of Accident: OTHER NON-COLLISION 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 OTHER Registered Weight: State of Registration: NY  
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:  
 Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: UNKNOWN  
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033000 Street: E MAIN ST  
 AT INTERSECTION WITH [Route] 6

**11/28/2017** Tue 08:31 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37018572**  
 Accident Class: PROPERTY DAMAGE Police Agency: YORKTOWN TOWN PD 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.: 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: 3490 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 57 Sex: F 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

Veh :2 CAR/VAN/PICKUP Registered Weight: 2943 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: STARTING IN TRAFFIC  
 Apparent Factors: GLARE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012014 Street: CROMPOND RD  
 36 Meters West of Bear Mountain State Pkwy

12/4/2017 Mon 12:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-37021786  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 5713 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 38 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: 2813 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 26 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012016 Street: BEAR MOUNTAIN STATE PKWY  
 68 Meters North of Crompond Rd

12/7/2017 Thu 17:21 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-37021801  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 3097 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: ANIMAL'S ACTION, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: CROTON AVE  
 AT INTERSECTION WITH Crompond Rd

**11/24/2017** Fri 14:01 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-37021817  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: State of Registration: PA  
 Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: Y  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: SLOWED OR STOPPING  
 Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 3740 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 61 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: Westchester Muni: Yorktown(T) Ref. Marker: 6 87033022 Street: E MAIN ST  
 AT INTERSECTION WITH LEXINGTON AVE

**11/24/2017** Fri 14:52 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-37025856  
 Accident Class: PROPERTY DAMAGE Police Agency: YORKTOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: FLASHING LIGHT  
 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 TRUCK Registered Weight: 15968 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 82 Sex: M Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING RIGHT TURN  
 Apparent Factors: DRIVER INATTENTION, OVERSIZED VEHICLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: MT  
 Num of Occupants: 1 Driver's Age: 21 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012023 Street: CROMPOND RD  
 AT INTERSECTION WITH LEXINGTON AVE

**12/13/2017** Wed 08:04 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2017-37045307  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: YORKTOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: UNKNOWN Weather: CLOUDY



Road Surface Condition: DRY  
 Loc. of Ped/Bicycle: NOT APPLICABLE  
 Road Char.: STRAIGHT AND LEVEL  
 Action of Ped/Bicycle: NOT APPLICABLE  
 Light Condition: DAYLIGHT

Veh :2 CAR/VAN/PICKUP Registered Weight: 3520 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 61 Sex: F Citation Issued: N  
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING LEFT TURN  
 Apparent Factors: NOT APPLICABLE, GLARE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3349 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 55 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: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST  
 46 Meters East of DAYTON LN

12/21/2017 Thu 16:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-37045497  
 Accident Class: NON-REPORTABLE Police Agency: PEEKSKILL CITY PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: RIGHT TURN (WITH 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 :2 CAR/VAN/PICKUP Registered Weight: State of Registration: CT  
 Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N  
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING RIGHT TURN  
 Apparent Factors: DRIVER INATTENTION, DRIVER INEXPERIENCE

Veh :1 CAR/VAN/PICKUP Registered Weight: 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: LEXINGTON AVE  
 AT INTERSECTION WITH Crompond Rd

12/19/2017 Tue 09:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-37046170  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 1  
 Type Of Accident: COLLISION WITH TREE 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: 3468 State of Registration: NY

Num of Occupants: 2 Driver's Age: 37 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: UNSAFE SPEED, PASSING OR LANE USAGE IMPROPERLY

County: Westchester Muni: Peekskill(C) Ref. Marker: Street: DAYTON LN  
 61 Meters South of MAIN ST

**12/13/2017** Wed 15:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37046614**  
 Accident Class: PROPERTY DAMAGE Police Agency: PEEKSKILL CITY PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 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 CAR/VAN/PICKUP Registered Weight: 2939 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 87 Sex: F Citation Issued: N  
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING LEFT TURN  
 Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2837 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 72 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, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012001 Street: CROMPOND RD  
 116 Meters West of Buttonwood Ave

**12/19/2017** Tue 11:30 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2017-37051752**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
 Manner of Collision: REAR END Weather: CLOUDY  
 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: 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: GOING STRAIGHT AHEAD  
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3310 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 60 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012014 Street: CROMPOND RD

30 Meters West of BEAR MOUNTAIN STATE PKWY

12/17/2017 Sun 17:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37052590**  
 Accident Class: PROPERTY DAMAGE Police Agency: YORKTOWN 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 LIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3458 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 30 Sex: M Citation Issued: N  
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: CHANGING LANES  
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNSAFE LANE CHANGE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3248 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 32 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012022 Street: [Route] 202

AT INTERSECTION WITH OLD CROMPOND RD

12/26/2017 Tue 14:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37054203**  
 Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS 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 AT HILLCREST Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3821 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 36 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 CAR/VAN/PICKUP Registered Weight: 2938 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: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012023 Street: CROMPOND RD

AT INTERSECTION WITH LEXINGTON AVE



**12/28/2017** Thu 13:50 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2017-37066186**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 3  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE 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 :2 CAR/VAN/PICKUP Registered Weight: 4144 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 42 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: 3682 State of Registration: NY  
 Num of Occupants: 1 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: UNSAFE SPEED, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3058 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 24 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012023 Street: CROMPOND RD  
 AT INTERSECTION WITH LEXINGTON AVE

**1/4/2018** Thu 13:43 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37069904**  
 Accident Class: NON-REPORTABLE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: RIGHT ANGLE 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: NY  
 Num of Occupants: 1 Driver's Age: 28 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: PAVEMENT SLIPPERY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 43 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: Westchester Muni: Yorktown(T) Ref. Marker: 6 87033022 Street: [Route] 6  
AT INTERSECTION WITH LEXINGTON AVE

**12/26/2017** Tue 13:53 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37074462**  
Accident Class: PROPERTY DAMAGE Police Agency: YORKTOWN TOWN PD Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN  
Manner of Collision: UNKNOWN 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: 3805 State of Registration: NY  
Num of Occupants: 3 Driver's Age: 33 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: CHANGING LANES  
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, UNSAFE LANE CHANGE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5357 State of Registration: NY  
Num of Occupants: 2 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 APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033001 Street: E MAIN ST  
AT INTERSECTION WITH CONKLIN AVE

**11/2/2017** Thu 20:15 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-37074607**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: HEAD ON 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: State of Registration: PA  
Num of Occupants: 1 Driver's Age: 17 Sex: M Citation Issued: N  
Direction of Travel: SOUTH 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 :1 CAR/VAN/PICKUP Registered Weight: 3515 State of Registration: NY  
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: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: LEXINGTON AVE  
AT INTERSECTION WITH E Main St

**12/9/2017** Sat 20:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37105081**

Accident Class: PROPERTY DAMAGE  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE  
 Manner of Collision: REAR END  
 Road Surface Condition: SNOW/ICE  
 Loc. of Ped/Bicycle: NOT APPLICABLE  
 Police Agency: NYSP CORTLANDT  
 Traffic Control: TRAFFIC SIGNAL  
 Weather: SNOW  
 Light Condition: DARK-ROAD LIGHTED  
 Action of Ped/Bicycle: NOT APPLICABLE  
 Num of Veh: 2

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 37 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 2762 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 19 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: UNSAFE SPEED, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012016 Street: CROMPOND RD  
 AT INTERSECTION WITH Horton Ln

1/23/2018 Tue 13:48 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37105997  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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: 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: 53 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, UNSAFE SPEED

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 39 Sex: F 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: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012015 Street: BEAR MOUNTAIN STATE PKWY  
 79 Meters East of Arlo Ln

1/23/2018 Tue 07:14 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2018-37108617  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 3  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: OTHER Weather: RAIN  
 Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAWN



Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3161 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 46 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 :3 CAR/VAN/PICKUP Registered Weight: 3513 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 76 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 :1 CAR/VAN/PICKUP Registered Weight: 3100 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 20 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: PAVEMENT SLIPPERY, FOLLOWING TOO CLOSELY

County: Westchester Muni: Yorktown(T) Ref. Marker: 6 87033022 Street: [Route] 6  
 AT INTERSECTION WITH LEXINGTON AVE

**12/31/2017** Sun 19:02 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37116865**  
 Accident Class: PROPERTY DAMAGE Police Agency: PELHAM MANOR VILLAGE PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: UNKNOWN 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: 3408 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: CHANGING LANES  
 Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5279 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 47 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012013 Street: CROMPOND RD  
 199 Meters East of Arlo Ln

**2/2/2018** Fri 12:55 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37128989**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE  
 Manner of Collision: REAR END  
 Road Surface Condition: WET  
 Loc. of Ped/Bicycle: NOT APPLICABLE  
 Road Char.: STRAIGHT AND LEVEL  
 Action of Ped/Bicycle: NOT APPLICABLE  
 Traffic Control: NONE  
 Weather: CLOUDY  
 Light Condition: DAYLIGHT

Veh :2 CAR/VAN/PICKUP Registered Weight: 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: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 26 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012018 Street: CROMPOND RD  
 23 Meters East of Pops Rd

**2/2/2018** Fri 13:42 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37128990**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
 Manner of Collision: REAR END 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: FL  
 Num of Occupants: 2 Driver's Age: 67 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 :1 CAR/VAN/PICKUP Registered Weight: 2980 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 29 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012022 Street: CROMPOND RD  
 23 Meters West of Old Crompond Rd

**12/5/2017** Tue 07:50 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37137411**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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: DAWN  
 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: 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: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 33 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, FOLLOWING TOO CLOSELY

County: Westchester Muni: Yorktown(T) Ref. Marker: 6 87033022 Street: E MAIN ST  
 AT INTERSECTION WITH Lexington Ave

**2/9/2018** Fri 14:37 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37138543**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: REAR END Weather: SNOW  
 Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3042 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 50 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, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3413 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 53 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: UNSAFE SPEED, FOLLOWING TOO CLOSELY

County: Westchester Muni: Yorktown(T) Ref. Marker: 6 87033022 Street: [Route] 6  
 AT INTERSECTION WITH LEXINGTON AVE

**1/29/2018** Mon 14:52 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37140334**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: YORKTOWN TOWN PD 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: State of Registration: PA  
 Num of Occupants: 1 Driver's Age: 47 Sex: F 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 :1 CAR/VAN/PICKUP Registered Weight: 2755 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, FOLLOWING TOO CLOSELY

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST  
 30 Meters East of DAYTON LN

**2/13/2018** Tue 13:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37145625**  
 Accident Class: NON-REPORTABLE Police Agency: PEEKSKILL CITY PD Num of Veh: 2  
 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 :2 OTHER Registered Weight: State of Registration:  
 Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: STARTING FROM PARKING  
 Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: PARKED  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012005 Street: CROMPOND RD  
 35 Meters East of Taylor Ave

**1/31/2018** Wed 12:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37148061**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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 CAR/VAN/PICKUP Registered Weight: 2970 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:  
 Direction of Travel: UNKNOWN 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: 3381 State of Registration: NY

Num of Occupants: 1 Driver's Age: 79 Sex: F Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: BACKING  
 Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST  
 AT INTERSECTION WITH DAYTON LN

**2/14/2018** Wed 14:18 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37151365**  
 Accident Class: PROPERTY DAMAGE Police Agency: PEEKSKILL CITY PD 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/ GRADE Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2615 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 29 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, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2681 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 61 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: Westchester Muni: Peekskill(C) Ref. Marker: Street: DAYTON LN  
 30 Meters South of MAIN ST

**2/20/2018** Tue 19:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37155927**  
 Accident Class: NON-REPORTABLE Police Agency: PEEKSKILL CITY PD 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/ GRADE 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: 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, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 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: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Yorktown(T) Ref. Marker: 6 87033022 Street: E MAIN ST  
AT INTERSECTION WITH LEXINGTON AVE

2/12/2018 Mon 17:58 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37161561  
 Accident Class: PROPERTY DAMAGE Police Agency: YORKTOWN TOWN PD 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: DARK-ROAD LIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3349 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 55 Sex: F 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 :1 CAR/VAN/PICKUP Registered Weight: 3971 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 55 Sex: F 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 :3 CAR/VAN/PICKUP Registered Weight: 3404 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 32 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: UNKNOWN, NOT ENTERED

County: Westchester Muni: Peekskill(C) Ref. Marker: Street: DAYTON LN  
91 Meters South of MAIN ST

2/22/2018 Thu 14:46 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37164044  
 Accident Class: PROPERTY DAMAGE Police Agency: PEEKSKILL CITY PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: OVERTAKING 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: 4116 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 68 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: 3515 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 29 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, PASSING OR LANE USAGE IMPROPERLY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012015 Street: CROMPOND RD  
**1/25/2018** Thu 12:51 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37167373**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 2948 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 23 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3644 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 67 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012014 Street: CROMPOND RD  
 AT INTERSECTION WITH Driveway  
**2/28/2018** Wed 19:32 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37167374**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: DARK-ROAD UNLIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3702 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 59 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 3122 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: MAKING LEFT TURN  
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012020 Street: CROMPOND RD  
79 Meters East of Baron Dehirsch Rd

**3/1/2018** Thu 08:09 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37167377**  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
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: 5248 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: STOPPED IN TRAFFIC  
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4437 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 18 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: UNSAFE SPEED, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: CONKLIN AVE  
52 Meters South of Crigler Ave

**3/3/2018** Sat 09:17 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37170318**  
Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS 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/ GRADE Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3812 State of Registration: NY  
Num of Occupants: 2 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 :2 CAR/VAN/PICKUP Registered Weight: 4387 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 46 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, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012016 Street: CROMPOND RD  
40 Meters East of Horton Ln

**3/8/2018** Thu 17:45 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37180898**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE  
Manner of Collision: OVERTAKING  
Road Surface Condition: DRY  
Loc. of Ped/Bicycle: NOT APPLICABLE

Road Char.: STRAIGHT AT HILLCREST  
Action of Ped/Bicycle: NOT APPLICABLE

Traffic Control: NO PASSING ZONE  
Weather: CLEAR  
Light Condition: DARK-ROAD UNLIGHTED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3704 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 72 Sex: M Citation Issued: Y  
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: OVERTAKING  
Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE LANE CHANGE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3146 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 34 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012019 Street: CROMPOND RD  
AT INTERSECTION WITH BUTTONWOOD RD

3/12/2018 Mon 20:47 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2018-37184926  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 1  
Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE 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: 3422 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 45 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: LOST CONSCIOUSNESS, UNKNOWN

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012019 Street: CROMPOND RD  
AT INTERSECTION WITH Baron Dehirsch Rd

3/12/2018 Mon 08:55 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37191379  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
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 BUS Registered Weight: State of Registration: NY  
Num of Occupants: 10 Driver's Age: 58 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: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE



Veh :1 CAR/VAN/PICKUP Registered Weight: 3700 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 31 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: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012014 Street: CROMPOND RD  
 268 Meters East of Arlo Ln

**3/23/2018** Fri 11:35 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37202081**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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.: 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: 3503 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 18 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: 3658 State of Registration: NY  
 Num of Occupants: 3 Driver's Age: 51 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, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012004 Street: CROMPOND RD  
 AT INTERSECTION WITH Conklin Ave

**3/22/2018** Thu 02:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37206456**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 1  
 Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: OTHER Weather: SNOW  
 Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4035 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 23 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: ALCOHOL INVOLVEMENT, UNSAFE SPEED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012008 Street: CROMPOND RD  
 AT INTERSECTION WITH Dimond Ave

**3/11/2018** Sun 11:24 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37209536**

Accident Class: PROPERTY DAMAGE  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE  
 Manner of Collision: REAR END  
 Road Surface Condition: DRY  
 Loc. of Ped/Bicycle: NOT APPLICABLE  
 Police Agency: NYSP CORTLANDT  
 Road Char.: STRAIGHT/ GRADE  
 Action of Ped/Bicycle: NOT APPLICABLE  
 Traffic Control: NONE  
 Weather: CLEAR  
 Light Condition: DAYLIGHT  
 Num of Veh: 2

Veh :1 CAR/VAN/PICKUP Registered Weight: 3757 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 33 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: FOLLOWING TOO CLOSELY, UNSAFE SPEED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3300 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 55 Sex: F Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING RIGHT TURN  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012016 Street: BEAR MOUNTAIN STATE PKWY  
 AT INTERSECTION WITH Crompond Rd

3/13/2018 Tue 16:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37211794  
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN  
 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 OTHER Registered Weight: State of Registration: -3  
 Num of Occupants: 0 Driver's Age: Sex: Citation Issued:  
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: STOPPED IN TRAFFIC  
 Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2825 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 46 Sex: M Citation Issued: N  
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: OTHER  
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012009 Street: CROMPOND RD  
 AT INTERSECTION WITH Locust Ave

12/27/2017 Wed 12:43 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2017-37213265  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
 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 :1 CAR/VAN/PICKUP Registered Weight: 3272 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 26 Sex: M Citation Issued: N  
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING RIGHT TURN  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3413 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: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012015 Street: CROMPOND RD  
**3/28/2018** Wed 15:52 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37218068**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3014 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: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2465 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 20 Sex: M 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012004 Street: CROMPOND RD  
 22 Meters West of Conklin Ave  
**3/28/2018** Wed 15:49 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37233278**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 1  
 Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NO PASSING ZONE  
 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: 3660 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 38 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012021 Street: CROMPOND RD  
161 Meters West of Old Crompond Rd

3/19/2018 Mon 18:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37233293  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 3483 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: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3774 State of Registration: NY  
 Num of Occupants: 2 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012014 Street: CROMPOND RD  
AT INTERSECTION WITH Bear Mountain State Pkwy

4/13/2018 Fri 06:33 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37243192  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 3393 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 35 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2257 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 32 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012016 Street: CROMPOND RD  
25 Meters East of Croton Ave

**4/17/2018** Tue 07:50 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37245712**  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 3  
Type Of Accident: COLLISION WITH MOTOR VEHICLE 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 :3 CAR/VAN/PICKUP Registered Weight: 3302 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 32 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 4222 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 22 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, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 4545 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 63 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

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST  
AT INTERSECTION WITH DAYTON LN

**4/20/2018** Fri 18:38 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37247461**  
Accident Class: PROPERTY DAMAGE Police Agency: PEEKSKILL CITY PD Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: RIGHT TURN (WITH 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 :2 CAR/VAN/PICKUP Registered Weight: 3569 State of Registration: NY  
Num of Occupants: 3 Driver's Age: 69 Sex: F Citation Issued: N  
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: GLARE, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 2548 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 49 Sex: F Citation Issued: N  
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortland(T) Ref. Marker: 35 87012006 Street: CROMPOND RD  
10 Meters West of John Dorsey Dr

4/22/2018 Sun 02:35 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37247475  
 Accident Class: PROPERTY DAMAGE Police Agency: PEEKSKILL CITY PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: OTHER Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: CURVE AND HILLCREST Light Condition: DARK-ROAD LIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3205 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 3390 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 33 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: UNSAFE SPEED, FELL ASLEEP

County: Westchester Muni: Cortland(T) Ref. Marker: 6 87033022 Street: LEXINGTON AVE  
AT INTERSECTION WITH [Route] 6

4/26/2018 Thu 06:08 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37254339  
 Accident Class: NON-REPORTABLE Police Agency: YORKTOWN TOWN PD 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: 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: 53 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

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 34 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE



County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012002 Street: CROMPOND RD  
AT INTERSECTION WITH Driveway

**4/23/2018** Mon 20:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37254662**  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: DUSK  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: CT  
Num of Occupants: 2 Driver's Age: 23 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, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4237 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012018 Street: CROMPOND RD  
28 Meters East of Pops Rd

**4/23/2018** Mon 18:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37257769**  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 4360 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: GOING STRAIGHT AHEAD  
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3556 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 60 Sex: F 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012015 Street: CROMPOND RD  
AT INTERSECTION WITH Croton Ave

**4/25/2018** Wed 12:40 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37257770**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE  
 Manner of Collision: RIGHT ANGLE  
 Road Surface Condition: WET  
 Loc. of Ped/Bicycle: NOT APPLICABLE

Road Char.: STRAIGHT AND LEVEL  
 Action of Ped/Bicycle: NOT APPLICABLE

Traffic Control: TRAFFIC SIGNAL  
 Weather: CLOUDY  
 Light Condition: DAYLIGHT

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 62 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: 2394 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 32 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: TRAFFIC CONTROL DEVICES DISREGARDED, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012014 Street: [Route] 202  
 271 Meters East of Arlo Ln

4/26/2018 Thu 16:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37259883  
 Accident Class: PROPERTY DAMAGE Police Agency: YORKTOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN  
 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: 3552 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 :2 CAR/VAN/PICKUP Registered Weight: 3170 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: Y  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MERGING  
 Apparent Factors: ALCOHOL INVOLVEMENT, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012008 Street: CROMPOND RD  
 AT INTERSECTION WITH Dimond Ave

5/4/2018 Fri 14:36 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37268051  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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/ GRADE Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3513 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 78 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 3460 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: Y  
 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012012 Street: CROMPOND RD  
 58 Meters East of Arlo Ln

**5/4/2018** Fri 18:11 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37270849**  
 Accident Class: PROPERTY DAMAGE Police Agency: YORKTOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN  
 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 :2 CAR/VAN/PICKUP Registered Weight: 2869 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 31 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 3199 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 66 Sex: F Citation Issued: N  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MERGING  
 Apparent Factors: FOLLOWING TOO CLOSELY, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012016 Street: BEAR MOUNTAIN STATE PKWY  
 AT INTERSECTION WITH Crompond Rd

**5/4/2018** Fri 06:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37273247**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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.: CURVE AND GRADE 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: 34 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, BACKING UNSAFELY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 33 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

County: Westchester Muni: Yorktown(T) Ref. Marker: 6 87033022 Street: [Route] 6  
 AT INTERSECTION WITH LEXINGTON AVE

5/3/2018 Thu 12:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37276059  
 Accident Class: PROPERTY DAMAGE Police Agency: YORKTOWN TOWN PD 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: 3602 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 36 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 :1 CAR/VAN/PICKUP Registered Weight: 3268 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 31 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012004 Street: CROMPOND RD  
 AT INTERSECTION WITH Conklin Ave

5/10/2018 Thu 02:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37284814  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 1  
 Type Of Accident: COLLISION WITH BUILDING/WALL Traffic Control: TRAFFIC SIGNAL  
 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: CT  
 Num of Occupants: 1 Driver's Age: 28 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: ALCOHOL INVOLVEMENT, PASSING OR LANE USAGE IMPROPERLY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012015 Street: BEAR MOUNTAIN STATE PKWY  
142 Meters West of Crompond Rd

**5/18/2018** Fri 08:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37290203**  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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/ GRADE Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4952 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 42 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, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3164 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 54 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012012 Street: CROMPOND RD  
28 Meters West of Arlo Ln

**5/21/2018** Mon 17:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37295398**  
Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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: State of Registration: NY  
Num of Occupants: 3 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

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
Num of Occupants: 1 Driver's Age: 38 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

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST  
AT INTERSECTION WITH DAYTON LN

**5/16/2018** Wed 14:17 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37300155**  
Accident Class: NON-REPORTABLE Police Agency: PEEKSKILL CITY PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE  
 Manner of Collision: REAR END  
 Road Surface Condition: WET  
 Loc. of Ped/Bicycle: NOT APPLICABLE

Traffic Control: TRAFFIC SIGNAL  
 Weather: RAIN  
 Light Condition: DAYLIGHT  
 Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 38 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: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 47 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: PAVEMENT SLIPPERY, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: CONKLIN AVE  
 AT INTERSECTION WITH Main St

5/28/2018 Mon 11:47 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37305843  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
 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: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 38 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: NY  
 Num of Occupants: 1 Driver's Age: 69 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: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST  
 AT INTERSECTION WITH DAYTON LN

5/28/2018 Mon 16:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37306181  
 Accident Class: NON-REPORTABLE Police Agency: PEEKSKILL CITY PD 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: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 78 Sex: F Citation Issued: N  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING RIGHT TURN  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration:  
 Num of Occupants: 1 Driver's Age: Sex: U 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, DRIVER INATTENTION

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033022 Street: E MAIN ST  
 AT INTERSECTION WITH Lexington Ave

**5/29/2018** Tue 07:57 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37310223**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 2886 State of Registration: NY  
 Num of Occupants: 1 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: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4024 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 46 Sex: M 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: Westchester Muni: Cortlandt(T) Ref. Marker: Street: OLD CROMPOND RD  
 AT INTERSECTION WITH Crompond Rd

**4/20/2018** Fri 09:27 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37311036**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
 Manner of Collision: OVERTAKING 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 TRUCK Registered Weight: 18000 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 44 Sex: M Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3279 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 28 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012022 Street: CROMPOND RD  
 37 Meters West of Old Crompond Rd

**6/1/2018** Fri 17:19 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37312026**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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: NY  
 Num of Occupants: 1 Driver's Age: 27 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, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 63 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012019 Street: CROMPOND RD  
 AT INTERSECTION WITH Baron Dehirsch Rd

**6/1/2018** Fri 15:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37313866**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
 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: 4411 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 48 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, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2881 State of Registration: NY

Num of Occupants: 1 Driver's Age: 20 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012014 Street: BEAR MOUNTAIN STATE PKWY  
 2 Meters West of Arlo Ln

**5/29/2018** Tue 07:13 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37314833**  
 Accident Class: NON-REPORTABLE Police Agency: PEEKSKILL CITY PD 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/ GRADE 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: 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: NOT APPLICABLE, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 26 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012015 Street: CROMPOND RD  
 28 Meters West of Croton Ave

**6/4/2018** Mon 14:35 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37315480**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT 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: 5380 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 54 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, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 2687 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 67 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012002 Street: CROMPOND RD  
AT INTERSECTION WITH Driveway

6/6/2018 Wed 14:28 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37321216  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
 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: 3281 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: MAKING LEFT TURN  
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: CT  
 Num of Occupants: 2 Driver's Age: 20 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012004 Street: CROMPOND RD  
51 Meters West of Conklin Ave

6/8/2018 Fri 16:06 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A Case: 2018-37326660  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 1  
 Type Of Accident: COLLISION WITH TREE 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: 4421 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 66 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: PASSING OR LANE USAGE IMPROPERLY, FAILURE TO KEEP RIGHT

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032029 Street: MAIN ST  
71 Meters East of Evergreen Rd

6/8/2018 Fri 17:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37326664  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 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 :2 CAR/VAN/PICKUP Registered Weight: 4470 State of Registration: NY

Num of Occupants: 1 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, PASSING OR LANE USAGE IMPROPERLY

Veh :1 CAR/VAN/PICKUP Registered Weight: 4045 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: GOING STRAIGHT AHEAD  
 Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012017 Street: CROMPOND RD  
**6/8/2018** Fri 18:30 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2018-37326957  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 3  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
 Manner of Collision: OTHER 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 :3 CAR/VAN/PICKUP Registered Weight: 4357 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: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3340 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 53 Sex: F Citation Issued: Y  
 Direction of Travel: WEST 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: 4205 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: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012013 Street: BEAR MOUNTAIN STATE PKWY  
 164 Meters East of Brookside Ave  
**6/6/2018** Wed 20:27 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37329991  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: DUSK  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2822 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 61 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: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012014 Street: BEAR MOUNTAIN STATE PKWY  
 52 Meters East of Ramp

6/13/2018 Wed 07:42 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37334020  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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/ GRADE 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: 3 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 3350 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 APPLICABLE, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012021 Street: CROMPOND RD  
 220 Meters East of Baron Dehirsch Rd

6/15/2018 Fri 16:59 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37334022  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 3458 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 41 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, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3814 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 59 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012023 Street: CROMPOND RD  
AT INTERSECTION WITH LEXINGTON AVE

6/19/2018 Tue 17:37 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37341179**  
 Accident Class: PROPERTY DAMAGE Police Agency: YORKTOWN TOWN PD 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 :1 CAR/VAN/PICKUP Registered Weight: 3135 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 70 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 OTHER Registered Weight: State of Registration: -3  
 Num of Occupants: 0 Driver's Age: Sex: Citation Issued:  
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING LEFT TURN  
 Apparent Factors: NOT APPLICABLE, TRAFFIC CONTROL DEVICES DISREGARDED

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: CONKLIN AVE  
AT INTERSECTION WITH Main St

6/11/2018 Mon 15:20 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2018-37353978**  
 Accident Class: INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: RIGHT TURN (WITH OTHER CAR) 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: 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: SLOWED OR STOPPING  
 Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3252 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 71 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: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012004 Street: CROMPOND RD  
AT INTERSECTION WITH Conklin Ave

**6/28/2018** Thu 18:55 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37356193**  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 1  
Type Of Accident: COLLISION WITH OTHER FIXED OBJECT Traffic Control: TRAFFIC SIGNAL  
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: 3408 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 16 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: TIRE FAILURE/INADEQUATE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012012 Street: CROMPOND RD  
AT INTERSECTION WITH Arlo Ln

**4/12/2018** Thu 06:00 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2018-37356222**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 1  
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NO PASSING ZONE  
Manner of Collision: OTHER Weather: CLOUDY  
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAWN  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2972 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 26 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, FAILURE TO KEEP RIGHT

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST  
AT INTERSECTION WITH DAYTON LN

**6/30/2018** Sat 16:30 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37357964**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: PEEKSKILL CITY PD Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: HEAD ON 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: 4063 State of Registration: NY  
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: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: TX  
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: GOING STRAIGHT AHEAD

Apparent Factors: UNKNOWN, UNKNOWN

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012015 Street: CROMPOND RD  
AT INTERSECTION WITH CROTON AVE

6/30/2018 Sat 18:39 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37359982  
 Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS 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: 3516 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 22 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: GLARE, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3089 State of Registration: NY  
 Num of Occupants: 4 Driver's Age: 40 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

Veh :3 CAR/VAN/PICKUP Registered Weight: 3373 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 26 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: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033001 Street: E MAIN ST  
AT INTERSECTION WITH Main St

7/2/2018 Mon 16:50 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2018-37360363  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT 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 :2 CAR/VAN/PICKUP Registered Weight: 3041 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 53 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 :1 CAR/VAN/PICKUP Registered Weight: 3468 State of Registration: NY



Num of Occupants: 1 Driver's Age: 48 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: LAFAYETTE AVE  
 AT INTERSECTION WITH Crompond Rd

**7/10/2018** Tue 17:07 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37375173**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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/ GRADE 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: 29 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

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 45 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: UNSAFE SPEED, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012019 Street: CROMPOND RD  
 AT INTERSECTION WITH Baron Dehirsch Rd

**7/9/2018** Mon 11:20 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2018-37375180**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT 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: 3096 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: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4802 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 63 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012014 Street: CROMPOND RD  
**7/4/2018** Wed 12:31 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37375190**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
 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: 3008 State of Registration: NY  
 Num of Occupants: 1 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, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3449 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, NOT APPLICABLE

County: Westchester Muni: Yorktown(T) Ref. Marker: 6 87033022 Street: [Route] 6  
 AT INTERSECTION WITH LEXINGTON AVE  
**7/14/2018** Sat 12:42 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37378860**  
 Accident Class: PROPERTY DAMAGE Police Agency: YORKTOWN TOWN PD 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: 3452 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 35 Sex: F Citation Issued: N  
 Direction of Travel: WEST 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: 5740 State of Registration: NY  
 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033000 Street: MAIN ST  
 AT INTERSECTION WITH E MAIN ST  
**7/19/2018** Thu 17:15 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37392338**

Accident Class: INJURY Police Agency: PEEKSKILL CITY PD 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: 4430 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: SLOWED OR STOPPING  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4201 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 42 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: DRIVER INATTENTION, GLARE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012022 Street: CROMPOND RD  
 AT INTERSECTION WITH OLD CROMPOND RD

7/19/2018 Thu 11:53 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37392898  
 Accident Class: PROPERTY DAMAGE Police Agency: YORKTOWN TOWN PD 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.: CURVE AND GRADE Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3021 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 71 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: 3996 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 26 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012006 Street: CROMPOND RD  
 AT INTERSECTION WITH Tamarack Dr

6/2/2018 Sat 15:18 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2018-37393073  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT 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: 5997 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 27 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2886 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 74 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012003 Street: CROMPOND RD  
 AT INTERSECTION WITH LAFAYETTE AVE

7/20/2018 Fri 17:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37394883  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 4137 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 40 Sex: M Citation Issued: N  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: CHANGING LANES  
 Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3287 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: OVERTAKING  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST  
 AT INTERSECTION WITH DAYTON LN

7/25/2018 Wed 22:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37400107  
 Accident Class: NON-REPORTABLE Police Agency: PEEKSKILL CITY PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: LEFT TURN (WITH 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: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 32 Sex: F Citation Issued: N



Veh :2 CAR/VAN/PICKUP Registered Weight: 3829 State of Registration: NY  
 Num of Occupants: 2 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, NOT APPLICABLE

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST  
 61 Meters East of DAYTON LN

7/30/2018 Mon 18:38 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37408026  
 Accident Class: NON-REPORTABLE Police Agency: PEEKSKILL CITY PD 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: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 79 Sex: F Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: ENTERING PARKED POSITION  
 Apparent Factors: NOT APPLICABLE, TURNING IMPROPER

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 3 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

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032028 Street: MAIN ST  
 15 Meters West of EVERGREEN RD

8/2/2018 Thu 19:45 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2018-37414660  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: PEEKSKILL CITY PD Num of Veh: 1  
 Type Of Accident: COLLISION WITH CURBING 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: State of Registration: NY  
 Num of Occupants: 5 Driver's Age: 50 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, REACTION TO OTHER UNINVOLVED VEHICL

County: Westchester Muni: Yorktown(T) Ref. Marker: 6 87033022 Street: [Route] 6  
 AT INTERSECTION WITH LEXINGTON AVE

7/31/2018 Tue 09:50 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37415666



Accident Class: NON-REPORTABLE  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE  
 Manner of Collision: REAR END  
 Road Surface Condition: DRY  
 Loc. of Ped/Bicycle: NOT APPLICABLE

Police Agency: YORKTOWN TOWN PD  
 Traffic Control: TRAFFIC SIGNAL  
 Weather: CLEAR  
 Light Condition: DAYLIGHT

Road Char.: STRAIGHT AND LEVEL  
 Action of Ped/Bicycle: NOT APPLICABLE

Num of Veh: 2

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N  
 Direction of Travel: WEST 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: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 42 Sex: F 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: Westchester Muni: Cortland(T) Ref. Marker: 6 87033000 Street: E MAIN ST  
 AT INTERSECTION WITH [Route] 6

8/4/2018 Sat 16:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37418526  
 Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS Traffic Control: NONE  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Weather: CLOUDY  
 Manner of Collision: SIDESWIPE Light Condition: DAYLIGHT  
 Road Surface Condition: DRY Road Char.: CURVE AND LEVEL  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Num of Veh: 2

Veh :1 CAR/VAN/PICKUP Registered Weight: 2405 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 57 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, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2687 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 17 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: FAILURE TO YIELD RIGHT OF WAY, DRIVER INATTENTION

County: Westchester Muni: Yorktown(T) Ref. Marker: 6 87033022 Street: [Route] 6  
 AT INTERSECTION WITH LEXINGTON AVE

8/3/2018 Fri 17:49 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37418603  
 Accident Class: NON-REPORTABLE Police Agency: YORKTOWN TOWN PD Traffic Control: TRAFFIC SIGNAL  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Weather: CLEAR  
 Manner of Collision: OVERTAKING Light Condition: DAYLIGHT  
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL

Num of Veh: 2

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: 29 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, PASSING OR LANE USAGE IMPROPERLY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 63 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012017 Street: CROMPOND RD  
 12 Meters East of Buttonwood Rd

**8/4/2018** Sat 13:59 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37421271**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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/ GRADE Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4432 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 48 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: VIEW OBSTRUCTED/LIMITED, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2855 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: GOING STRAIGHT AHEAD  
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012016 Street: BEAR MOUNTAIN STATE PKWY  
 AT INTERSECTION WITH Crompond Rd

**8/1/2018** Wed 16:17 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37421273**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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.: CURVE AND GRADE 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: 3 Driver's Age: 46 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 :1 CAR/VAN/PICKUP Registered Weight: 5365 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: FOLLOWING TOO CLOSELY, UNSAFE SPEED

County: Westchester Muni: Yorktown(T) Ref. Marker: 6 87033022 Street: [Route] 6  
 AT INTERSECTION WITH LEXINGTON AVE

7/23/2018 Mon 08:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37422330  
 Accident Class: PROPERTY DAMAGE Police Agency: 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/ GRADE Light Condition: DAYLIGHT  
 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: Citation Issued:  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: SLOWED OR STOPPING  
 Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3462 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 17 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: Westchester Muni: Yorktown(T) Ref. Marker: 6 87033022 Street: E MAIN ST  
 AT INTERSECTION WITH Lexington Ave

7/31/2018 Tue 14:37 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2018-37424865  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT 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: 3426 State of Registration: NY  
 Num of Occupants: 3 Driver's Age: 66 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, FOLLOWING TOO CLOSELY



Veh :2 CAR/VAN/PICKUP Registered Weight: 3516 State of Registration: NY  
 Num of Occupants: 3 Driver's Age: 39 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012023 Street: [Route] 202  
 AT INTERSECTION WITH LEXINGTON AVE

**8/13/2018** Mon 20:29 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2018-37430902**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: YORKTOWN TOWN PD 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: State of Registration: CT  
 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: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3038 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 30 Sex: F Citation Issued: N  
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING LEFT TURN  
 Apparent Factors: TURNING IMPROPER, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: DAYTON LN  
 AT INTERSECTION WITH CROMPOND RD

**8/19/2018** Sun 13:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37445297**  
 Accident Class: NON-REPORTABLE Police Agency: PEEKSKILL CITY PD 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 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: 1 Driver's Age: 19 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: BACKING UNSAFELY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 81 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012023 Street: [Route] 202  
AT INTERSECTION WITH LEXINGTON AVE

**8/22/2018** Wed 22:18 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37445479**  
 Accident Class: PROPERTY DAMAGE Police Agency: YORKTOWN TOWN PD 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 AT HILLCREST Light Condition: DARK-ROAD LIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4080 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 27 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 :2 CAR/VAN/PICKUP Registered Weight: 3584 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 54 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: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033001 Street: E MAIN ST  
AT INTERSECTION WITH Main St

**8/13/2018** Mon 12:06 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37447236**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: OVERTAKING 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 BUS Registered Weight: State of Registration: NY  
 Num of Occupants: 5 Driver's Age: 63 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: 3362 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: MAKING RIGHT TURN  
 Apparent Factors: NOT APPLICABLE, TURNING IMPROPER

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012014 Street: CROMPOND RD

**8/2/2018** Thu 21:33 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37447274**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
 Manner of Collision: OVERTAKING 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: NY  
 Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: UNKNOWN  
 Apparent Factors: FAILURE TO KEEP RIGHT, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 3 Driver's Age: 38 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012009 Street: CROMPOND RD  
 AT INTERSECTION WITH Locust Ave

**8/16/2018** Thu 07:22 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37447276**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 3480 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 76 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: 3829 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 65 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: LAFAYETTE AVE  
 149 Meters North of Ridge Rd

**8/24/2018** Fri 10:53 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37448712**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 1  
 Type Of Accident: COLLISION WITH FIRE HYDRANT Traffic Control: NO PASSING ZONE  
 Manner of Collision: OTHER Weather: CLEAR



Road Surface Condition: DRY  
 Loc. of Ped/Bicycle: NOT APPLICABLE

Road Char.: STRAIGHT AND LEVEL

Light Condition: DAYLIGHT

Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3549 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 72 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, UNSAFE SPEED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033001 Street: E MAIN ST  
 AT INTERSECTION WITH Main St

8/25/2018 Sat 16:18 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2018-37448734  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT 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.: 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: 4001 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 38 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: UNSAFE SPEED, ALCOHOL INVOLVEMENT

Veh :2 CAR/VAN/PICKUP Registered Weight: 3349 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 73 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: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012016 Street: CROMPOND RD  
 AT INTERSECTION WITH BEAR MOUNTAIN STATE PKWY

8/31/2018 Fri 12:49 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2018-37456571  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: YORKTOWN TOWN PD 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.: 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: 4516 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 31 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: 5767 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: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST  
 30 Meters East of DAYTON LN

**9/5/2018** Wed 16:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37466386**  
 Accident Class: NON-REPORTABLE Police Agency: PEEKSKILL CITY PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: SIDESWIPE 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: 84 Sex: M Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: BACKING  
 Apparent Factors: BACKING UNSAFELY, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 72 Sex: M Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: BACKING  
 Apparent Factors: DRIVER INATTENTION, BACKING UNSAFELY

County: Westchester Muni: Yorktown(T) Ref. Marker: 6 87033022 Street: E MAIN ST  
 AT INTERSECTION WITH LEXINGTON AVE

**7/19/2018** Thu 13:21 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37468988**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 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 :2 CAR/VAN/PICKUP Registered Weight: 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

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 67 Sex: F Citation Issued: N  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: BACKING

Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012021 Street: CROMPOND RD  
134 Meters West of Old Crompond Rd

9/5/2018 Wed 07:28 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37475747  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 2747 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 39 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: GLARE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 41 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: BARON DEHIRSCH RD  
AT INTERSECTION WITH Crompond Rd

9/11/2018 Tue 10:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37482317  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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.: 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: 2976 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING RIGHT TURN  
 Apparent Factors: UNSAFE SPEED, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012022 Street: CROMPOND RD  
15 Meters West of OLD CROMPOND RD

9/11/2018 Tue 06:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37488265  
 Accident Class: PROPERTY DAMAGE Police Agency: YORKTOWN TOWN PD Num of Veh: 1  
 Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE  
 Manner of Collision: OTHER Weather: CLOUDY  
 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: 2485 State of Registration: NY



Num of Occupants: 1 Driver's Age: 22 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: ALCOHOL INVOLVEMENT, PASSING OR LANE USAGE IMPROPERLY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033001 Street: E MAIN ST  
 AT INTERSECTION WITH Main St

9/13/2018 Thu 16:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37488644  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: RIGHT 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: 3505 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING RIGHT TURN  
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: MD  
 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 APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012013 Street: BEAR MOUNTAIN STATE PKWY  
 175 Meters East of Brookside Ave

9/17/2018 Mon 07:26 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37492189  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
 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: 50 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: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 26 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, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012016 Street: BEAR MOUNTAIN STATE PKWY  
89 Meters North of Crompond Rd

**9/18/2018** Tue 19:37 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37502344**  
Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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 AT HILLCREST Light Condition: DARK-ROAD UNLIGHTED  
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: 64 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: State of Registration: NY  
Num of Occupants: 1 Driver's Age: 38 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012023 Street: [Route] 202  
AT INTERSECTION WITH LEXINGTON AVE

**9/29/2018** Sat 16:46 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37506488**  
Accident Class: NON-REPORTABLE Police Agency: YORKTOWN TOWN PD 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: 45 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, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 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: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: DAYTON LN  
AT INTERSECTION WITH MAIN ST

**10/2/2018** Tue 00:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37508564**  
 Accident Class: NON-REPORTABLE Police Agency: PEEKSKILL CITY PD 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 AT HILLCREST Light Condition: DARK-ROAD LIGHTED  
 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: 32 Sex: F Citation Issued: N  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: STARTING IN TRAFFIC  
 Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: N  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: STARTING IN TRAFFIC  
 Apparent Factors: UNKNOWN, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033000 Street: E MAIN ST  
 AT INTERSECTION WITH [Route] 6

**10/4/2018** Thu 08:07 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37512955**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: YORKTOWN TOWN PD 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: 3739 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: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: FL  
 Num of Occupants: 1 Driver's Age: 87 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: FOLLOWING TOO CLOSELY, BRAKES DEFECTIVE

County: Westchester Muni: Yorktown(T) Ref. Marker: 6 87033022 Street: [Route] 6  
 AT INTERSECTION WITH LEXINGTON AVE

**10/2/2018** Tue 13:37 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2018-37513635**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: YORKTOWN TOWN PD 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 :3 CAR/VAN/PICKUP Registered Weight: 3569 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 62 Sex: F 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 :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT  
 Num of Occupants: 1 Driver's Age: 35 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: 2286 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: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012016 Street: CROMPOND RD  
 AT INTERSECTION WITH BEAR MOUNTAIN STATE PKWY

10/8/2018 Mon 18:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37518759  
 Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: RAIN  
 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 :2 CAR/VAN/PICKUP Registered Weight: 5466 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 26 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: 2834 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: MAKING LEFT TURN  
 Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST  
 AT INTERSECTION WITH DAYTON LN

10/5/2018 Fri 05:19 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37521185

Accident Class: NON-REPORTABLE  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE  
 Manner of Collision: REAR END  
 Road Surface Condition: DRY  
 Loc. of Ped/Bicycle: NOT APPLICABLE

Police Agency: PEEKSKILL CITY PD  
 Road Char.: STRAIGHT AND LEVEL  
 Action of Ped/Bicycle: NOT APPLICABLE

Num of Veh: 2  
 Traffic Control: NONE  
 Weather: CLOUDY  
 Light Condition: DAYLIGHT

Veh :2 CAR/VAN/PICKUP Registered Weight: 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: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 70 Sex: M 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, TURNING IMPROPER

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032028 Street: MAIN ST  
**10/10/2018** Wed 12:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37521202**  
 Accident Class: PROPERTY DAMAGE Police Agency: PEEKSKILL CITY PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: SIDESWIPE 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: 3234 State of Registration: NY  
 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: BACKING  
 Apparent Factors: BACKING UNSAFELY, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4307 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 66 Sex: M Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: BACKING  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: DAYTON LN  
 AT INTERSECTION WITH CROMPOND RD  
**10/14/2018** Sun 20:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37530034**  
 Accident Class: PROPERTY DAMAGE Police Agency: PEEKSKILL CITY PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
 Manner of Collision: RIGHT ANGLE Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD LIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2870 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 58 Sex: F 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, TURNING IMPROPER

Veh :1 CAR/VAN/PICKUP Registered Weight: 3605 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 67 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: Westchester Muni: Yorktown(T) Ref. Marker: 6 87033022 Street: [Route] 6  
 AT INTERSECTION WITH LEXINGTON AVE

**10/12/2018** Fri 14:03 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37530269**  
 Accident Class: PROPERTY DAMAGE Police Agency: YORKTOWN TOWN PD 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: 3151 State of Registration: NY  
 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: STARTING IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3452 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 55 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012002 Street: CROMPOND RD  
 AT INTERSECTION WITH Driveway

**7/23/2018** Mon 09:00 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37530885**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
 Manner of Collision: RIGHT ANGLE 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: 3030 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 71 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, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4028 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 65 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: Westchester Muni: Peekskill(C) Ref. Marker: Street: DAYTON LN  
 22 Meters North of Crompond Rd

**10/1/2018** Mon 18:37 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37530920**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
 Manner of Collision: OTHER Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3234 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 43 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, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5050 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 67 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: BACKING UNSAFELY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: CROTON AVE  
 AT INTERSECTION WITH CROMPOND RD

**10/17/2018** Wed 10:34 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37536154**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 1  
 Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NONE  
 Manner of Collision: OTHER 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: 2904 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 61 Sex: F Citation Issued: N  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: ENTERING PARKED POSITION  
 Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION



County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: CONKLIN AVE  
AT INTERSECTION WITH Taylor Ave

**7/30/2018** Mon 16:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37536742**  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 2610 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 78 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, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3393 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 20 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012017 Street: CROMPOND RD

**10/18/2018** Thu 15:09 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37537364**  
Accident Class: INJURY Police Agency: PD WESTCHESTER COUNTY DPS 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/ GRADE Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3703 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: SLOWED OR STOPPING  
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3569 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: GOING STRAIGHT AHEAD  
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033001 Street: E MAIN ST  
AT INTERSECTION WITH Main St

**10/17/2018** Wed 19:00 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2018-37543852**  
Accident Class: INJURY Police Agency: NYSP CORTLANDT Num of Veh: 1  
Type Of Accident: COLLISION WITH PEDESTRIAN Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OTHER  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL  
 Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION  
 Weather: CLOUDY  
 Light Condition: DARK-ROAD LIGHTED  
 Action of Ped/Bicycle: CROSSING WITH SIGNAL

Veh :1 CAR/VAN/PICKUP Registered Weight: 3115 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 74 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 :2 PEDESTRIAN Registered Weight: State of Registration: -3  
 Num of Occupants: 1 Driver's Age: 66 Sex: F 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033001 Street: E MAIN ST  
 AT INTERSECTION WITH Main St

**10/16/2018** Tue 17:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37543888**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 5217 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: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3208 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012013 Street: CROMPOND RD  
 224 Meters East of Arlo Ln

**10/29/2018** Mon 15:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37554074**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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: NJ  
 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: GOING STRAIGHT AHEAD  
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 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: SLOWED OR STOPPING  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033022 Street: E MAIN ST  
 AT INTERSECTION WITH Lexington Ave

**10/23/2018** Tue 15:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37564035**  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 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 :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 70 Sex: F 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 :1 OTHER Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: Sex: U 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, TURNING IMPROPER

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012022 Street: CROMPOND RD  
 30 Meters West of OLD CROMPOND RD

**11/3/2018** Sat 15:16 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2018-37567383**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: YORKTOWN TOWN PD 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.: CURVE AND GRADE Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3494 State of Registration: NY  
 Num of Occupants: 3 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 2698 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 56 Sex: M 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012023 Street: [Route] 202  
 AT INTERSECTION WITH LEXINGTON AVE

**11/8/2018** Thu 07:04 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37574148**  
 Accident Class: PROPERTY DAMAGE Police Agency: YORKTOWN TOWN PD 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: 2886 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 40 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 ENTERED, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 4617 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 50 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 ENTERED, NOT ENTERED

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: DAYTON LN  
 AT INTERSECTION WITH MAIN ST

**11/20/2018** Tue 23:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37598445**  
 Accident Class: PROPERTY DAMAGE Police Agency: PEEKSKILL CITY PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: SIDESWIPE Weather: CLOUDY  
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4533 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 22 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

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: -3



Num of Occupants: 0 Driver's Age: Sex: Citation Issued:  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: UNKNOWN, UNSAFE LANE CHANGE

County: Westchester Muni: Yorktown(T) Ref. Marker: 6 87033022 Street: LEXINGTON AVE  
 AT INTERSECTION WITH [Route] 6

**11/20/2018** Tue 23:10 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37598731**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: YORKTOWN TOWN PD Num of Veh: 1  
 Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE  
 Manner of Collision: OTHER Weather: CLEAR  
 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: 3426 State of Registration: NY  
 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: GOING STRAIGHT AHEAD  
 Apparent Factors: FELL ASLEEP, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012022 Street: CROMPOND RD  
 30 Meters West of OLD CROMPOND RD

**11/26/2018** Mon 15:07 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37607186**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: YORKTOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: RIGHT ANGLE 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: 3267 State of Registration: NY  
 Num of Occupants: 3 Driver's Age: 45 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: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3900 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 33 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012004 Street: CROMPOND RD  
 AT INTERSECTION WITH Conklin Ave

**11/21/2018** Wed 17:28 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37608836**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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  
 Loc. of Ped/Bicycle: NOT APPLICABLE  
 Road Char.: STRAIGHT AND LEVEL  
 Light Condition: DARK-ROAD LIGHTED  
 Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3389 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 74 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: FAILURE TO YIELD RIGHT OF WAY, TURNING IMPROPER

Veh :2 CAR/VAN/PICKUP Registered Weight: 4168 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 36 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

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032028 Street: MAIN ST  
 42 Meters West of Evergreen Rd

12/2/2018 Sun 15:10 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2018-37615552  
 Accident Class: INJURY Police Agency: PEEKSKILL CITY PD Num of Veh: 1  
 Type Of Accident: COLLISION WITH PEDESTRIAN 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: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: OTHER ACTIONS IN ROADWAY

Veh :2 PEDESTRIAN Registered Weight: State of Registration:  
 Num of Occupants: 1 Driver's Age: 56 Sex: F 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: 4196 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: Y  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: BACKING  
 Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012016 Street: CROMPOND RD  
 AT INTERSECTION WITH Horton Ln

12/1/2018 Sat 13:29 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37619523  
 Accident Class: NON-REPORTABLE Police Agency: NYSP HAWTHORNE 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: 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: FL  
 Num of Occupants: 2 Driver's Age: 71 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012014 Street: CROMPOND RD  
 AT INTERSECTION WITH Driveway

**12/3/2018** Mon 20:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: **2018-37625038**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: DARK-ROAD UNLIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2918 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 20 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: TURNING IMPROPER, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3026 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 20 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, PASSING OR LANE USAGE IMPROPERLY

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: CONKLIN AVE  
 AT INTERSECTION WITH Crompond Rd

**12/5/2018** Wed 14:41 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: **2018-37626978**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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/ GRADE Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2777 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 62 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 2873 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 47 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: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012017 Street: CROMPOND RD

AT INTERSECTION WITH Buttonwood Rd

12/5/2018 Wed 15:18 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37626985  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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/ GRADE Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2635 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 27 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: UNSAFE SPEED, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3622 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 52 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: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032027 Street: MAIN ST

12/9/2018 Sun 16:54 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2018-37630675  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: PEEKSKILL CITY PD 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: DUSK  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3868 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: MAKING RIGHT TURN  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3472 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: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2805 State of Registration: NY  
 Num of Occupants: 3 Driver's Age: 16 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: TRAFFIC CONTROL DEVICES DISREGARDED, UNSAFE SPEED

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: DAYTON LN

AT INTERSECTION WITH MAIN ST

**12/10/2018** Mon 07:50 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: **2018-37631489**  
 Accident Class: PROPERTY DAMAGE Police Agency: PEEKSKILL CITY PD 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: 3423 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 66 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: 3651 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 79 Sex: F Citation Issued: N  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING RIGHT TURN  
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, GLARE

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: CONKLIN AVE

27 Meters South of Adrian Ct

**12/15/2018** Sat 13:08 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: **2018-37651747**  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 1  
 Type Of Accident: COLLISION WITH SIGN POST Traffic Control: NO PASSING ZONE  
 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: 3935 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: Y  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING LEFT TURN  
 Apparent Factors: NOT APPLICABLE, PASSING OR LANE USAGE IMPROPERLY

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: CROTON AVE  
AT INTERSECTION WITH Crompond Rd

**11/13/2018** Tue 18:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37651767**  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: SIDESWIPE 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: 2519 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 17 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: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3250 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 36 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: Westchester Muni: Yorktown(T) Ref. Marker: 6 87033022 Street: [Route] 6  
AT INTERSECTION WITH LEXINGTON AVE

**12/26/2018** Wed 13:02 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37658365**  
Accident Class: PROPERTY DAMAGE Police Agency: YORKTOWN TOWN PD Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: OVERTAKING 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 :1 CAR/VAN/PICKUP Registered Weight: 4377 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: PA  
Num of Occupants: 2 Driver's Age: 18 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: CHANGING LANES  
Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012014 Street: CROMPOND RD

**12/20/2018** Thu 19:55 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37662440**  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 3  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OTHER  
 Road Surface Condition: WET  
 Loc. of Ped/Bicycle: NOT APPLICABLE  
 Road Char.: STRAIGHT/ GRADE  
 Weather: RAIN  
 Light Condition: DARK-ROAD UNLIGHTED  
 Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3958 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: UNKNOWN, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :3 CAR/VAN/PICKUP Registered Weight: 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: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3166 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 61 Sex: M 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, TRAFFIC CONTROL DEVICES DISREGARDED

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032027 Street: MAIN ST  
**12/30/2018** Sun 17:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2018-37664825**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: PEEKSKILL CITY PD 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: 4474 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 44 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: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 2762 State of Registration: NY  
 Num of Occupants: 3 Driver's Age: 29 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: Westchester Muni: Yorktown(T) Ref. Marker: 6 87033022 Street: LEXINGTON AVE  
 AT INTERSECTION WITH [Route] 6  
**12/29/2018** Sat 14:51 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37666327**

Accident Class: PROPERTY DAMAGE  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE  
 Manner of Collision: RIGHT ANGLE  
 Road Surface Condition: DRY  
 Loc. of Ped/Bicycle: NOT APPLICABLE  
 Police Agency: YORKTOWN TOWN PD  
 Road Char.: STRAIGHT AND LEVEL  
 Action of Ped/Bicycle: NOT APPLICABLE  
 Traffic Control: NONE  
 Weather: CLOUDY  
 Light Condition: DAYLIGHT  
 Num of Veh: 2

Veh :1 CAR/VAN/PICKUP Registered Weight: 3422 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 63 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 :2 CAR/VAN/PICKUP Registered Weight: State of Registration: AZ  
 Num of Occupants: 1 Driver's Age: 18 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: TURNING IMPROPER, NOT APPLICABLE

County: Westchester Muni: Peekskill(C) Ref. Marker: 6 87032026 Street: MAIN ST  
 61 Meters East of DAYTON LN

**12/19/2018** Wed 18:32 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37683102**  
 Accident Class: PROPERTY DAMAGE Police Agency: PEEKSKILL CITY PD Traffic Control: NONE  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE  
 Manner of Collision: OTHER Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE  
 Num of Veh: 2

Veh :1 CAR/VAN/PICKUP Registered Weight: 3810 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 39 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: TIRE FAILURE/INADEQUATE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3770 State of Registration: NY  
 Num of Occupants: 4 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, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012001 Street: CROMPOND RD  
 158 Meters West of Buttonwood Ave

**12/31/2018** Mon 22:59 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2018-37733888**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Traffic Control: NO PASSING ZONE  
 Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Weather: RAIN  
 Manner of Collision: OTHER Light Condition: DARK-ROAD LIGHTED  
 Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE  
 Num of Veh: 1



Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3166 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 23 Sex: F 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, ALCOHOL INVOLVEMENT

County: Westchester Muni: Cortlandt(T) Ref. Marker: 35 87012022 Street: CROMPOND RD  
 AT INTERSECTION WITH Old Crompond Rd

12/20/2018 Thu 17:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37733892  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
 Manner of Collision: RIGHT 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: 2976 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 3787 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 25 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: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

TABLE A  
 ACCIDENT SUMMARY - TOWN ACCIDENT DATA  
 VARIOUS INTERSECTIONS IN THE TOWN OF CORTLANDT, WESTCHESTER COUNTY, NY

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
E MAIN ST	At Int. w/ Pike Plz	6 87033001	07/18/2016	09:16am	TRAFFIC SIGNAL	N/R	2-0	DAYLIGHT	DRY	CLEAR	REAR END	UNSAFE SPEED
E MAIN ST	At Int. w/ Pike Plz	6 87033001	11/23/2016	01:37pm	TRAFFIC SIGNAL	PDO & I	2-2	DAYLIGHT	DRY	CLEAR	HEAD ON	FAILURE TO YIELD RIGHT OF WAY
E MAIN ST	At Int. w/ Pike Plz	6 87033001	12/01/2016	04:50pm	TRAFFIC SIGNAL	-	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
E MAIN ST	At Int. w/ Ramp	6 87033003	01/28/2016	06:40pm	STOP SIGN	N/R	3-0	DARK-ROAD LIGHTED	DRY	CLEAR	OTHER	FAILURE TO YIELD RIGHT OF WAY
E MAIN ST	At Int. w/ Ramp	6 87033002	05/14/2016	09:58am	TRAFFIC SIGNAL	N/R	2-0	DAYLIGHT	DRY	CLEAR	REAR END	REACTION TO OTHER UNINVOLVED VEHICL
E MAIN ST	At Int. w/ Ramp	6 87033002	07/30/2016	09:06pm	TRAFFIC SIGNAL	I	2-2	DARK-ROAD LIGHTED	WET	RAIN	OVERTAKING	FAILURE TO YIELD RIGHT OF WAY
E MAIN ST	At Int. w/ Ramp	6 87033003	08/25/2016	08:57pm	NONE	PDO & I	2-1	DARK-ROAD LIGHTED	DRY	CLEAR	RIGHT ANGLE	NOT APPLICABLE
E MAIN ST	At Int. w/ Ramp	6 87033002	09/15/2016	12:30pm	NO PASSING ZONE	N/R	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	UNSAFE LANE CHANGE
E MAIN ST	At Int. w/ Ramp	6 87033002	10/21/2016	12:10pm	TRAFFIC SIGNAL	-	3-0	DAYLIGHT	WET	RAIN	OTHER	FOLLOWING TOO CLOSELY
E MAIN ST	At Int. w/ Ramp	6 87033003	10/22/2016	03:52pm	STOP SIGN	PDO & I	2-1	DAYLIGHT	WET	RAIN	RIGHT ANGLE	NOT APPLICABLE
E MAIN ST	At Int. w/ Ramp	6 87033003	04/03/2017	09:23pm	STOP SIGN	-	2-0	DARK-ROAD LIGHTED	DRY	CLOUDY	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
E MAIN ST	At Int. w/ Ramp	6 87033002	04/13/2017	05:00pm	TRAFFIC SIGNAL	PDO & I	4-1	DAYLIGHT	DRY	CLOUDY	OTHER	FOLLOWING TOO CLOSELY
E MAIN ST	At Int. w/ Ramp	6 87033003	08/23/2017	06:50pm	NO PASSING ZONE	-	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	NOT APPLICABLE
E MAIN ST	At Int. w/ Ramp	6 87033002	10/24/2017	08:55am	TRAFFIC SIGNAL	-	2-0	DAYLIGHT	WET	RAIN	LEFT TURN (WITH OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
E MAIN ST	At Int. w/ Ramp	6 87033002	11/20/2017	02:00pm	TRAFFIC SIGNAL	PDO & I	2-2	DAYLIGHT	DRY	CLOUDY	REAR END	UNSAFE SPEED
E MAIN ST	At Int. w/ Ramp	6 87033003	11/27/2017	08:27pm	NONE	-	2-0	DARK-ROAD LIGHTED	DRY	CLOUDY	OVERTAKING	UNSAFE LANE CHANGE
E MAIN ST	At Int. w/ Ramp	6 87033003	12/05/2017	06:45pm	NO PASSING ZONE	-	2-0	DARK-ROAD LIGHTED	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY
E MAIN ST	At Int. w/ Ramp	6 87033002	12/27/2017	12:41pm	TRAFFIC SIGNAL	-	2-0	DAYLIGHT	DRY	CLEAR	REAR END	UNSAFE LANE CHANGE
E MAIN ST	At Int. w/ Ramp	6 87033002	01/04/2018	01:43am	NONE	-	2-0	DARK-ROAD UNLIGHTED	SNOW/ICE	CLOUDY	RIGHT ANGLE	BACKING UNSAFELY
E MAIN ST	At Int. w/ Ramp	6 87033003	05/24/2018	06:25pm	NONE	-	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	UNSAFE LANE CHANGE
E MAIN ST	At Int. w/ Ramp	6 87033003	08/14/2018	03:51pm	NONE	-	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
E MAIN ST	At Int. w/ Ramp	6 87033003	09/18/2018	05:43pm	NO PASSING ZONE	-	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
E MAIN ST	At Int. w/ Ramp	6 87033003	12/29/2018	04:14am	STOP SIGN	N/R	2-0	DARK-ROAD LIGHTED	WET	FOG/SMOG/SMOKE	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
PARKWAY DR	At Int. w/ E Main St	N/P	12/03/2016	06:19pm	TRAFFIC SIGNAL	N/R	2-0	DUSK	DRY	CLEAR	OTHER	UNSAFE LANE CHANGE
RAMP	At Int. w/ E Main St	N/P	08/09/2016	08:49am	STOP SIGN	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	HEAD ON	TURNING IMPROPER
N/P	Non-Intersection	N/P	03/01/2017	04:22pm	STOP SIGN	-	2-0	DUSK	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
[Route] 6	Non-Intersection	6 87033002	08/16/2017	04:10pm	TRAFFIC SIGNAL	-	2-0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION
[Route] 6	Non-Intersection	6 87033003	09/09/2017	01:15pm	NONE	-	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	FAILURE TO YIELD RIGHT OF WAY
BEAR MOUNTAIN STATE PKWY	Non-Intersection	987H87012007	05/10/2017	06:29pm	YIELD SIGN	-	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	FAILURE TO YIELD RIGHT OF WAY
BEAR MOUNTAIN STATE PKWY	Non-Intersection	987H87012007	06/23/2017	05:15pm	NONE	-	2-0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	FAILURE TO YIELD RIGHT OF WAY
BEAR MOUNTAIN STATE PKWY	Non-Intersection	987H87012007	02/07/2018	10:00am	NONE	-	1-0	DAYLIGHT	SNOW/ICE	SNOW	OTHER	PAVEMENT SLIPPERY
BEAR MOUNTAIN STATE PKWY	Non-Intersection	987H87012007	02/14/2018	06:45pm	STOP SIGN	-	2-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OVERTAKING	DRIVER INATTENTION
BEAR MOUNTAIN STATE PKWY	Non-Intersection	987H87012007	05/28/2018	03:34pm	NONE	N/R	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	TIRE FAILURE/INADEQUATE
BEAR MOUNTAIN STATE PKWY	Non-Intersection	N/P	07/17/2018	06:40pm	NONE	PDO & I	2-1	DAYLIGHT	WET	CLOUDY	OVERTAKING	FAILURE TO YIELD RIGHT OF WAY
BEAR MOUNTAIN STATE PKWY	Non-Intersection	987H87012007	09/20/2016	03:26pm	STOP SIGN	PDO & I	2-3	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
BEAR MOUNTAIN STATE PKWY	Non-Intersection	987H87012007	07/08/2017	11:16am	NONE	-	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	NOT APPLICABLE
E MAIN ST	Non-Intersection	6 87033002	02/13/2016	04:20pm	STOP SIGN	N/R	2-0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION
E MAIN ST	Non-Intersection	6 87033002	09/17/2018	01:54pm	HIGHWAY WORK AREA	N/R	2-0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	REACTION TO OTHER UNINVOLVED VEHICL
E MAIN ST	Non-Intersection	6 87033002	10/19/2018	05:53pm	NONE	-	2-0	DUSK	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	DRIVER INATTENTION
E MAIN ST	Non-Intersection	6 87033002	09/26/2016	04:10pm	STOP SIGN	-	2-0	DAYLIGHT	DRY	CLEAR	HEAD ON	UNSAFE SPEED
E MAIN ST	Non-Intersection	6 87033002	09/18/2018	09:10am	NONE	-	2-0	DAYLIGHT	WET	CLOUDY	REAR END	DRIVER INATTENTION
E MAIN ST	Non-Intersection	6 87033001	09/22/2017	08:15pm	NO PASSING ZONE	N/R	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	OVERTAKING	ALCOHOL INVOLVEMENT
E MAIN ST	Non-Intersection	6 87033003	08/04/2016	04:00pm	NO PASSING ZONE	I	3-2	DAYLIGHT	DRY	CLEAR	OTHER	REACTION TO OTHER UNINVOLVED VEHICL
E MAIN ST	Non-Intersection	6 87033003	10/26/2016	12:42pm	NO PASSING ZONE	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
E MAIN ST	Non-Intersection	6 87033002	12/02/2016	12:53pm	NO PASSING ZONE	N/R	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
E MAIN ST	Non-Intersection	6 87033002	12/22/2016	09:14am	TRAFFIC SIGNAL	-	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
E MAIN ST	Non-Intersection	6 87033003	01/05/2017	02:20pm	NONE	-	2-0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	UNSAFE LANE CHANGE
E MAIN ST	Non-Intersection	6 87033002	03/02/2017	01:23pm	UNKNOWN	-	2-0	UNKNOWN	UNKNOWN	UNKNOWN	REAR END	NOT ENTERED
E MAIN ST	Non-Intersection	6 87033002	03/13/2017	08:30pm	NO PASSING ZONE	-	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
E MAIN ST	Non-Intersection	6 87033002	10/03/2017	06:08am	TRAFFIC SIGNAL	N/R	2-0	DAWN	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
E MAIN ST	Non-Intersection	6 87033002	02/19/2018	11:53am	TRAFFIC SIGNAL	-	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
E MAIN ST	Non-Intersection	6 87033002	05/06/2018	02:20pm	TRAFFIC SIGNAL	N/R	2-0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION
E MAIN ST	Non-Intersection	6 87033002	06/29/2018	11:13am	TRAFFIC SIGNAL	-	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
E MAIN ST	Non-Intersection	N/P	11/27/2018	07:20pm	NO PASSING ZONE	-	2-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY

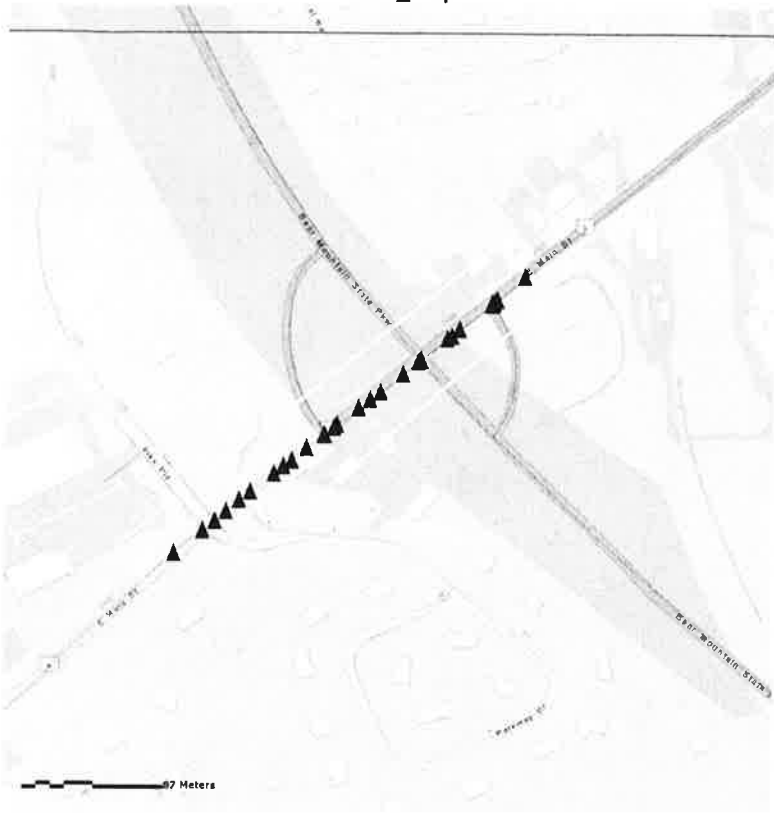
# NYS DOT QRA ACCIDENT SEVERITY SUMMARY

Print Date 1/31/2019    Print Time 11:05:37AM

Query Number/Name	Query Type	Query Sub Type	Accident Date Range
<u>43470</u> 15722	AttributeQuery	None	1/1/2016 12:00:00AM To 1/30/2019 12:00:00AM

Case Year	Injury	Fatality	Property Damage	Non-Reportables	Totals
<u>2016</u>	8	0	4	7	19
Case Year	Injury	Fatality	Property Damage	Non-Reportables	Totals
<u>2017</u>	2	0	15	2	19
Case Year	Injury	Fatality	Property Damage	Non-Reportables	Totals
<u>2018</u>	1	1	10	4	16

<b>Grand Total:</b>	11	1	29	13	
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**Legend**

—+— Railroad



# Accident Location Information System(ALIS)

Date: 1/31/2019  
10:58:13 AM

## Accident Verbal Description

15722\_VDR

Date in this report covers the period -1/1/2016-1/30/2019

Complete Accident data from NYSDMV is only available thru 9/30/2018 12:00:00 AM

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST

AT INTERSECTION WITH Ramp

1/28/2016

Thu 18:40 PM	Persons Killed: 0	Persons Injured: 0	Extent of Injuries:	Case: 2016-36079491
Accident Class: NON-REPORTABLE		Police Agency: NYSP CORTLANDT		Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE			Traffic Control: STOP SIGN	
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: 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: MAKING LEFT TURN		
	Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TRAFFIC CONTROL DEVICES DISREGARDED		

Veh :3	CAR/VAN/PICKUP	Registered Weight:	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 54	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: NY
	Num of Occupants: 1	Driver's Age: 52	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: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST

2/13/2016

Sat 16:20 PM	Persons Killed: 0	Persons Injured: 0	Extent of Injuries:	Case: 2016-36097366
Accident Class: NON-REPORTABLE		Police Agency: PD WESTCHESTER COUNTY DPS		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:	State of Registration: CT
	Num of Occupants: 2	Driver's Age: 29	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: REACTION TO OTHER UNINVOLVED VEHICL, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 62 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: GLARE, REACTION TO OTHER UNINVOLVED VEHICL

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST  
 AT INTERSECTION WITH Ramp

5/14/2016 Sat 09:58 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36231080  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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: 45 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 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 60 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, REACTION TO OTHER UNINVOLVED VEHICL

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033001 Street: E MAIN ST  
 AT INTERSECTION WITH Pike Plz

7/18/2016 Mon 09:16 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36304822  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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: 68 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 :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY



Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2767 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: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: RAMP  
 AT INTERSECTION WITH E Main St

8/9/2016 Tue 08:49 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2016-36345535  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Traffic Control: STOP SIGN Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Weather: CLEAR  
 Manner of Collision: HEAD ON Light Condition: DAYLIGHT  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Action of Ped/Bicycle: NOT APPLICABLE  
 Loc. of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2575 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 41 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: NOT APPLICABLE, TURNING IMPROPER

Veh :2 CAR/VAN/PICKUP Registered Weight: 2743 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 50 Sex: F 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: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST  
 AT INTERSECTION WITH Ramp

8/25/2016 Thu 20:57 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2016-36367992  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Traffic Control: NONE Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Weather: CLEAR  
 Manner of Collision: RIGHT ANGLE Light Condition: DARK-ROAD LIGHTED  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Action of Ped/Bicycle: NOT APPLICABLE  
 Loc. of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3686 State of Registration: NY  
 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, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3427 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: N





County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST  
 AT INTERSECTION WITH Ramp

10/22/2016 Sat 15:52 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2016-36436556  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
 Manner of Collision: RIGHT ANGLE 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: State of Registration: OH  
 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

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: OH  
 Num of Occupants: 4 Driver's Age: 24 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: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST  
 AT INTERSECTION WITH Ramp

10/21/2016 Fri 12:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36436718  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 3  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: OTHER 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 :3 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: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3270 State of Registration: NY  
 Num of Occupants: 3 Driver's Age: 77 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 CAR/VAN/PICKUP Registered Weight: 3345 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 73 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, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST  
 36 Meters West of Ramp

10/26/2016 Wed 12:42 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2016-36443663  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT 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: NY  
 Num of Occupants: 1 Driver's Age: 26 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, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 4377 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 32 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: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST  
 AT INTERSECTION WITH Ramp

9/15/2016 Thu 12:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36475849  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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: NY  
 Num of Occupants: 1 Driver's Age: 61 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, UNSAFE LANE CHANGE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 76 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: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033001 Street: E MAIN ST  
 AT INTERSECTION WITH Pike Plz

12/1/2016 Thu 16:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36501963  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 3109 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 32 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3175 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 64 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: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST  
 14 Meters West of Ramp

12/2/2016 Fri 12:53 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36501964  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT 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: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 83 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

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: PARKWAY DR  
 AT INTERSECTION WITH E Main St

12/3/2016 Sat 18:19 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36512294  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2



Type Of Accident: COLLISION WITH MOTOR VEHICLE  
 Manner of Collision: OTHER  
 Road Surface Condition: DRY  
 Loc. of Ped/Bicycle: INVALID CODE  
 Road Char.: STRAIGHT AND LEVEL  
 Action of Ped/Bicycle: NOT APPLICABLE  
 Traffic Control: TRAFFIC SIGNAL  
 Weather: CLEAR  
 Light Condition: DUSK

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 35 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

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 17 Sex: M Citation Issued: Y  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: CHANGING LANES  
 Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033001 Street: E MAIN ST  
 AT INTERSECTION WITH Pike Plz

11/23/2016 Wed 13:37 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2016-36531201  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: HEAD ON 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: 3795 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 55 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: 3509 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 26 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, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST  
 35 Meters East of Ramp

12/22/2016 Thu 09:14 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: CC Case: 2016-36536624  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 3571 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: STARTING IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 2907 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: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST  
 32 Meters West of Ramp

1/5/2017 Thu 14:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36553069  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 2747 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 69 Sex: F Citation Issued: N  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: CHANGING LANES  
 Apparent Factors: NOT APPLICABLE, UNSAFE LANE CHANGE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3527 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: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street:  
 3/1/2017 Wed 16:22 PM Persons Killed: 0

Persons Injured: 0 Extent of Injuries: Case: 2017-36627783  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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.: CURVE AND HILLCREST Light Condition: DUSK  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3455 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 54 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 5707 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST  
 26 Meters West of Ramp

3/13/2017 Mon 20:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36641848  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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 LIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5579 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 24 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: MA  
 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: SLOWED OR STOPPING  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST  
 26 Meters East of Ramp

3/2/2017 Thu 13:23 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36648763  
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN  
 Manner of Collision: REAR END 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: 2804 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 87 Sex: F 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: State of Registration: NY





Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3028 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 28 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 :1 CAR/VAN/PICKUP Registered Weight: 3814 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 71 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: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012007 Street: BEAR MOUNTAIN STATE PKWY  
 5/10/2017 Wed 18:29 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36739149  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN  
 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: 3831 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MERGING  
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4841 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: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012007 Street: BEAR MOUNTAIN STATE PKWY  
 6/23/2017 Fri 17:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36785295  
 Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS 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.: 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: 4311 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: MERGING  
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 5337 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: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012007 Street: BEAR MOUNTAIN STATE PKWY  
 AT INTERSECTION WITH Bear Mountain State Pkwy

7/8/2017 Sat 11:16 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36800660  
 Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: OVERTAKING 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 :2 MOTORCYCLE Registered Weight: 485 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 APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

Veh :1 CAR/VAN/PICKUP Registered Weight: 3742 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 53 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: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: [Route] 6

8/16/2017 Wed 16:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36854238  
 Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS 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: 3280 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: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4788 State of Registration: NY  
 Num of Occupants: 4 Driver's Age: 36 Sex: F 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: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST  
 AT INTERSECTION WITH Ramp

8/23/2017 Wed 18:50 PM                      Persons Killed: 0                      Persons Injured: 0                      Extent of Injuries:                      Case: 2017-36866306  
 Accident Class: PROPERTY DAMAGE                      Police Agency: NYSP CORTLANDT                      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: 5605                      State of Registration: NY  
 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, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP                      Registered Weight: 4500                      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: CHANGING LANES  
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNSAFE LANE CHANGE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: [Route] 6  
 26 Meters West of Ramp

9/9/2017 Sat 13:15 PM                      Persons Killed: 0                      Persons Injured: 0                      Extent of Injuries:                      Case: 2017-36884925  
 Accident Class: PROPERTY DAMAGE                      Police Agency: PD WESTCHESTER COUNTY DPS                      Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE                      Traffic Control: NONE  
 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 :2 TRUCK                      Registered Weight: 44799                      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

Veh :1 CAR/VAN/PICKUP                      Registered Weight: 3252                      State of Registration: NY  
 Num of Occupants: 3                      Driver's Age: 18                      Sex: M                      Citation Issued: N  
 Direction of Travel: WEST                      Public Property Damage: OTHER                      School Bus Involved: OTHER  
 Pre-Accd Action: CHANGING LANES  
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033001 Street: E MAIN ST  
 23 Meters West of Pike Plz

9/22/2017 Fri 20:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36906559  
 Accident Class: NON-REPORTABLE Police Agency: NYS SP CORTLANDT 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: DARK-ROAD LIGHTED  
 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: 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: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 46 Sex: M Citation Issued: Y  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: CHANGING LANES  
 Apparent Factors: ALCOHOL INVOLVEMENT, UNSAFE LANE CHANGE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST  
 61 Meters East of Ramp

10/3/2017 Tue 06:08 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36925008  
 Accident Class: NON-REPORTABLE Police Agency: NYS SP CORTLANDT 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: DAWN  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 TRUCK Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 42 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 :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 58 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST  
 AT INTERSECTION WITH Ramp

10/24/2017 Tue 08:55 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36949540



Accident Class: PROPERTY DAMAGE  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE  
 Manner of Collision: LEFT TURN (WITH OTHER CAR)  
 Road Surface Condition: WET  
 Loc. of Ped/Bicycle: NOT APPLICABLE

Police Agency: NYSP CORTLANDT  
 Traffic Control: TRAFFIC SIGNAL  
 Weather: RAIN  
 Light Condition: DAYLIGHT  
 Action of Ped/Bicycle: NOT APPLICABLE

Num of Veh: 2

Veh :2 CAR/VAN/PICKUP Registered Weight: 3569 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 3759 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 82 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: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST  
 AT INTERSECTION WITH Ramp  
 11/20/2017 Mon 14:00 PM

Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2017-36994252  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT 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: 2342 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 26 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: FOLLOWING TOO CLOSELY, UNSAFE SPEED

Veh :2 CAR/VAN/PICKUP Registered Weight: 4585 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 33 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST  
 AT INTERSECTION WITH Ramp

11/27/2017 Mon 20:27 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-37019652  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: DARK-ROAD LIGHTED





County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012007 Street: BEAR MOUNTAIN STATE PKWY  
 2/14/2018 Wed 18:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37146060  
 Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
 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 :2 CAR/VAN/PICKUP Registered Weight: 3417 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 29 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 3231 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 71 Sex: F Citation Issued: N  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING RIGHT TURN  
 Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST  
 43 Meters East of Ramp  
 2/19/2018 Mon 11:53 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37178020  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 4120 State of Registration: NY  
 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: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2519 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 36 Sex: F Citation Issued: Y  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: PRESCRIPTION MEDICATION, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST  
 32 Meters West of Ramp  
 5/6/2018 Sun 14:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37269475  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL



Manner of Collision: REAR END  
 Road Surface Condition: DRY  
 Loc. of Ped/Bicycle: NOT APPLICABLE

Road Char.: STRAIGHT AND LEVEL  
 Action of Ped/Bicycle: NOT APPLICABLE

Weather: CLEAR  
 Light Condition: DAYLIGHT

Veh :1 CAR/VAN/PICKUP  
 Num of Occupants: 4  
 Direction of Travel: WEST  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Registered Weight:  
 Driver's Age: 43  
 Public Property Damage: OTHER

State of Registration: NY  
 Sex: M  
 Citation Issued: N  
 School Bus Involved: OTHER

Veh :2 CAR/VAN/PICKUP  
 Num of Occupants: 1  
 Direction of Travel: WEST  
 Pre-Accd Action: SLOWED OR STOPPING  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Registered Weight:  
 Driver's Age: 53  
 Public Property Damage: OTHER

State of Registration: NY  
 Sex: M  
 Citation Issued: N  
 School Bus Involved: OTHER

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST  
 AT INTERSECTION WITH Ramp

5/24/2018 Thu 18:25 PM  
 Accident Class: PROPERTY DAMAGE  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE  
 Manner of Collision: OVERTAKING  
 Road Surface Condition: DRY  
 Loc. of Ped/Bicycle: NOT APPLICABLE

Persons Killed: 0  
 Persons Injured: 0  
 Police Agency: NYSP CORTLANDT

Extent of Injuries:  
 Case: 2018-37304235  
 Num of Veh: 2

Traffic Control: NONE  
 Weather: CLEAR  
 Light Condition: DAYLIGHT  
 Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP  
 Num of Occupants: 1  
 Direction of Travel: EAST  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Registered Weight:  
 Driver's Age: 52  
 Public Property Damage: OTHER

State of Registration: NJ  
 Sex: M  
 Citation Issued: N  
 School Bus Involved: OTHER

Veh :1 CAR/VAN/PICKUP  
 Num of Occupants: 1  
 Direction of Travel: EAST  
 Pre-Accd Action: CHANGING LANES  
 Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

Registered Weight: 4168  
 Driver's Age: 37  
 Public Property Damage: OTHER

State of Registration: NY  
 Sex: F  
 Citation Issued: N  
 School Bus Involved: OTHER

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012007 Street: BEAR MOUNTAIN STATE PKWY

5/28/2018 Mon 15:34 PM  
 Accident Class: NON-REPORTABLE  
 Type Of Accident: COLLISION WITH MEDIAN/BARRIER  
 Manner of Collision: OTHER  
 Road Surface Condition: DRY  
 Loc. of Ped/Bicycle: NOT APPLICABLE

Persons Killed: 0  
 Persons Injured: 0  
 Police Agency: PD WESTCHESTER COUNTY DPS

Extent of Injuries:  
 Case: 2018-37305421  
 Num of Veh: 1

Traffic Control: NONE  
 Weather: CLOUDY  
 Light Condition: DAYLIGHT  
 Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP  
 Registered Weight:  
 State of Registration: NY

Num of Occupants: 3 Driver's Age: 45 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, TIRE FAILURE/INADEQUATE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST  
 26 Meters East of Ramp

6/29/2018 Fri 11:13 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37387574  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: State of Registration: PA  
 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: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3419 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: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST  
 AT INTERSECTION WITH Ramp

8/14/2018 Tue 15:51 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37438990  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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 CAR/VAN/PICKUP Registered Weight: 5709 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 27 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, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2707 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 36 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, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST  
 9/17/2018 Mon 13:54 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37486038  
 Accident Class: NON-REPORTABLE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: HIGHWAY WORK AREA  
 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 :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 69 Sex: M Citation Issued: N  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MERGING  
 Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

Veh :1 OTHER Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 36 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, REACTION TO OTHER UNINVOLVED VEHICL

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST  
 AT INTERSECTION WITH Ramp  
 9/18/2018 Tue 17:43 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37488622  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT 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: 5276 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: FOLLOWING TOO CLOSELY, UNSAFE SPEED

Veh :2 CAR/VAN/PICKUP Registered Weight: 4572 State of Registration: NY  
 Num of Occupants: 5 Driver's Age: 48 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: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST  
 9 Meters East of Parkway Dr  
 9/18/2018 Tue 09:10 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37490421

Accident Class: PROPERTY DAMAGE      Police Agency: PD WESTCHESTER COUNTY DPS      Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE      Traffic Control: NONE  
 Manner of Collision: REAR END      Weather: CLOUDY  
 Road Surface Condition: WET      Road Char.: STRAIGHT AT HILLCREST      Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE      Action of Ped/Bicycle: NOT APPLICABLE

Veh :1      CAR/VAN/PICKUP      Registered Weight: 2337      State of Registration: NY  
 Num of Occupants: 1      Driver's Age: 72      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, DRIVER INATTENTION

Veh :2      CAR/VAN/PICKUP      Registered Weight: 5535      State of Registration: NY  
 Num of Occupants: 1      Driver's Age: 55      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: Westchester      Muni: Cortlandt(T)      Ref. Marker: 6 87033002      Street: E MAIN ST  
 10/19/2018      Fri 17:53 PM      Persons Killed: 1      Persons Injured: 0      Extent of Injuries: K      Case: 2018-37549719  
 Accident Class: FATAL      Police Agency: PD WESTCHESTER COUNTY DPS      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: DUSK  
 Loc. of Ped/Bicycle: NOT APPLICABLE      Action of Ped/Bicycle: NOT APPLICABLE

Veh :1      CAR/VAN/PICKUP      Registered Weight: 4270      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: MAKING LEFT TURN  
 Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :2      MOTORCYCLE      Registered Weight:      State of Registration: NY  
 Num of Occupants: 1      Driver's Age: 37      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: UNKNOWN, UNKNOWN

County: Westchester      Muni: Cortlandt(T)      Ref. Marker: 6 87033002      Street: E MAIN ST  
 73 Meters East of Ramp  
 11/27/2018      Tue 19:20 PM      Persons Killed: 0      Persons Injured: 0      Extent of Injuries:      Case: 2018-37616737  
 Accident Class: PROPERTY DAMAGE      Police Agency: NYSP CORTLANDT      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: DARK-ROAD UNLIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE      Action of Ped/Bicycle: NOT APPLICABLE



Veh :2 CAR/VAN/PICKUP Registered Weight: 3786 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 17 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

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: MD  
 Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: Y  
 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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST  
 AT INTERSECTION WITH Ramp

12/29/2018 Sat 04:14 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37665393  
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
 Manner of Collision: RIGHT ANGLE Weather: FOG/SMOG/SMOKE  
 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: NY  
 Num of Occupants: 2 Driver's Age: 41 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: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 39 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

# Traffic Signal Warrants

# Peak Hour Traffic Signal Warrant

## **Warrant 3, Peak-Hour Vehicular Volume**

*This warrant applies at locations where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:*

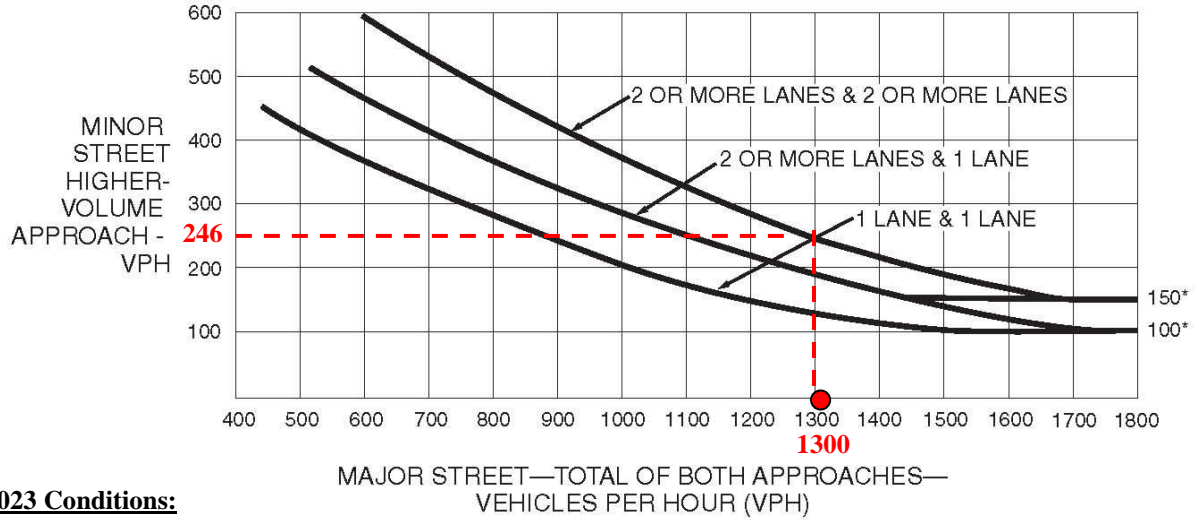
- A. *If all three of the following conditions exists for the same 1 hour (any four consecutive 15-minute periods) of an average day:*
1. *The total stopped time delay experienced by the traffic on one minor- street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for one-lane approach; or 5 vehicle-hours for a two lane approach, and*
  2. *The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and*
  3. *The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.*

**or**

- B. *The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figures 4C-3 in the MUTCD for the existing combination of approach volumes. When the 85th percentile speed of artery traffic exceeds forty miles per hour, the peak hour volumes are plotted on a second curve (Figure 4C-4 in the MUTCD). These curves are included in the attached Warrant analyses summary work sheets.*

**Warrant 3 – Dayton Lane and Crompond Road - 2021 Conditions Weekday AM Peak Hour**

**Figure 4C-3. Warrant 3, Peak Hour**



**Volumes under 2023 Conditions:**

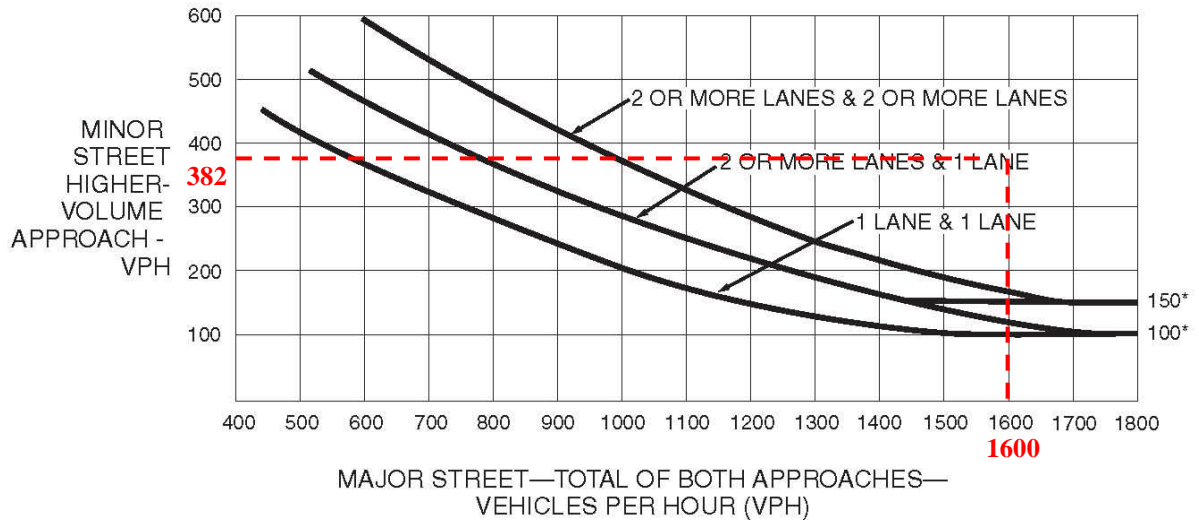
**Weekday AM: 1300 Major, 246 Minor**  
**Weekday PM: 1600 Major, 382 Minor**

\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Warrant is met under the 2023 Conditions for the AM and PM peak hours.**

**Warrant 3 - Dayton Lane and Crompond Road - 2021 Conditions Weekday PM Peak Hour**

**Figure 4C-3. Warrant 3, Peak Hour**

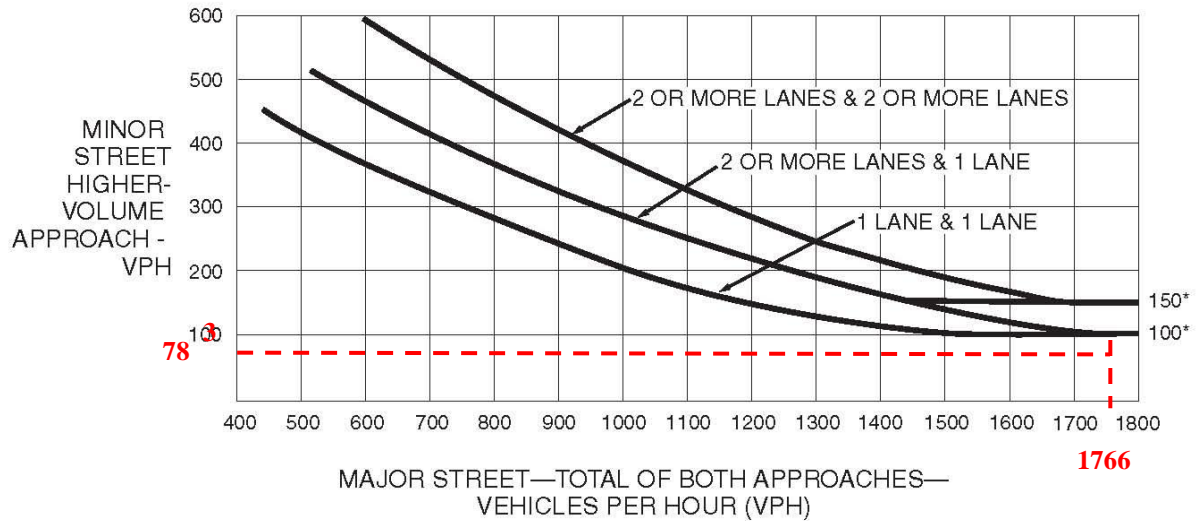


\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.



**Warrant 3 – NY Pres/Gyrodyne Dr & Crompond Rd - 2021 Conditions Weekday AM Peak Hr**

**Figure 4C-3. Warrant 3, Peak Hour**



**Volumes under 2023 Conditions:**

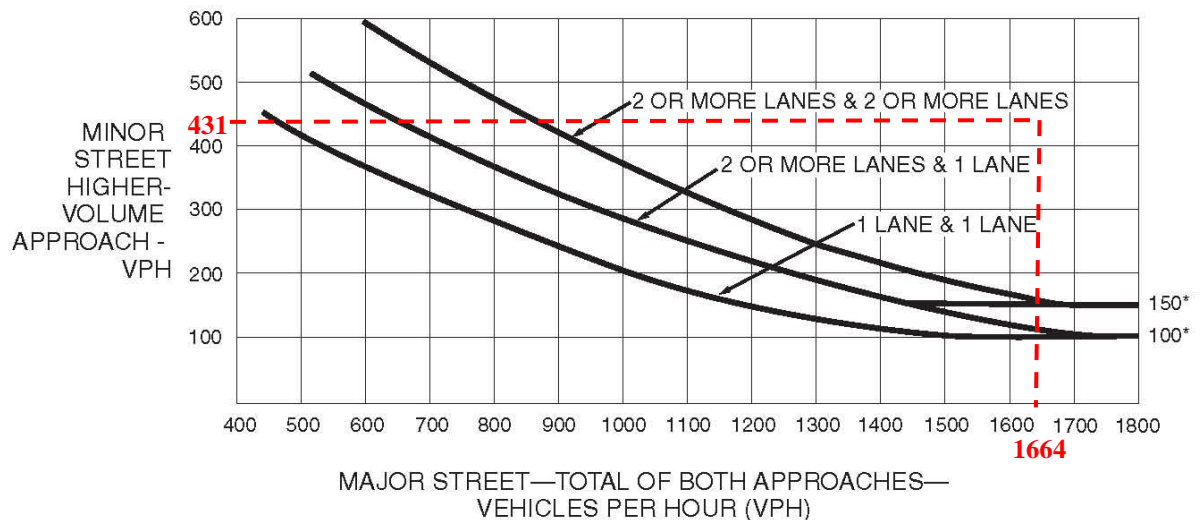
**Weekday AM: 1,766 Major, 78 Minor**  
**Weekday PM: 1,664 Major, 431 Minor**

\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Warrant is met under the 2023 Conditions for the PM peak hour.**

**Warrant 3 – NY Pres/Gyrodyne Dr & Crompond Rd - 2021 Conditions Weekday PM Peak Hr**

**Figure 4C-3. Warrant 3, Peak Hour**



\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.