

Appendix 11

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
AM PEAK PERIOD																
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
Generalized AM Peak Hour Only																
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
PM PEAK PERIOD																
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
Generalized PM Peak Hour Only																
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
AM PEAK PERIOD																
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
Generalized AM Peak Hour Only																
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
PM PEAK PERIOD																
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
Generalized PM Peak Hour Only																
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
AM PEAK PERIOD																
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
Generalized AM Peak Hour Only																
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
PM PEAK PERIOD																
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
Generalized PM Peak Hour Only																
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
AM PEAK PERIOD																
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
Generalized AM Peak Hour Only																
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
PM PEAK PERIOD																
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
Generalized PM Peak Hour Only																
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
AM PEAK PERIOD																
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
Generalized AM Peak Hour Only																
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
PM PEAK PERIOD																
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
Generalized PM Peak Hour Only																
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
AM PEAK PERIOD																
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
Generalized AM Peak Hour Only																
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
PM PEAK PERIOD																
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
Generalized PM Peak Hour Only																
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	
AM PEAK PERIOD	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
Generalized AM Peak Hour Only																	
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
PM PEAK PERIOD																	
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	7	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
Generalized PM Peak Hour Only																	
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
AM PEAK PERIOD																
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
Generalized AM Peak Hour Only																
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
PM PEAK PERIOD																
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
Generalized PM Peak Hour Only																
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
AM PEAK PERIOD																
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
Generalized AM Peak Hour Only																
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
PM PEAK PERIOD																
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
Generalized PM Peak Hour Only																
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
AM PEAK PERIOD																
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
Generalized AM Peak Hour Only																
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
PM PEAK PERIOD																
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
Generalized PM Peak Hour Only																
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
AM PEAK PERIOD	balanced				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
Generalized AM Peak Hour Only																
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
PM PEAK PERIOD																
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
Generalized PM Peak Hour Only																
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
AM PEAK PERIOD																
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
Generalized AM Peak Hour Only																
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
PM PEAK PERIOD																
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
Generalized PM Peak Hour Only																
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
AM PEAK PERIOD																
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
Generalized AM Peak Hour Only																
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
PM PEAK PERIOD																
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
Generalized PM Peak Hour Only																
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
AM PEAK PERIOD																
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
Generalized AM Peak Hour Only																
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
PM PEAK PERIOD																
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
Generalized PM Peak Hour Only																
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
AM PEAK PERIOD																
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
Generalized AM Peak Hour Only																
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
PM PEAK PERIOD																
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
Generalized PM Peak Hour Only																
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
AM PEAK PERIOD																
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
Generalized AM Peak Hour Only																
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
PM PEAK PERIOD																
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
Generalized PM Peak Hour Only																
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
AM PEAK PERIOD																
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	
Generalized AM Peak Hour Only																
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
PM PEAK PERIOD																
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	
Generalized PM Peak Hour Only																
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):	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
AM PEAK PERIOD																
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
Generalized AM Peak Hour Only																
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
PM PEAK PERIOD																
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					1		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
Generalized PM Peak Hour Only																
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
AM PEAK PERIOD																
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
Generalized AM Peak Hour Only																
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
PM PEAK PERIOD																
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
Generalized PM Peak Hour Only																
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
AM PEAK PERIOD																
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
Generalized AM Peak Hour Only																
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
PM PEAK PERIOD																
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
Generalized PM Peak Hour Only																
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
AM PEAK PERIOD																
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
Generalized AM Peak Hour Only																
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
PM PEAK PERIOD																
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
Generalized PM Peak Hour Only																
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
AM PEAK PERIOD																
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
Generalized AM Peak Hour Only																
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
PM PEAK PERIOD																
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
Generalized PM Peak Hour Only																
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):	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
AM PEAK PERIOD																
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
Generalized AM Peak Hour Only																
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
PM PEAK PERIOD																
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
Generalized PM Peak Hour Only																
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
AM PEAK PERIOD																
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
Generalized AM Peak Hour Only																
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
PM PEAK PERIOD																
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
Generalized PM Peak Hour Only																
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

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:

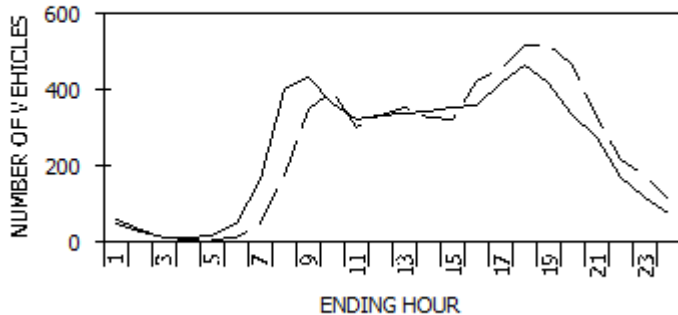
- F1. Motorcycles
- F2. Autos*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is 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	0	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	0	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	0	1	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	0	1	0	0	0	14
	3:00	0	17	4	0	1	0	0	0	1	0	0	0	23
	4:00	0	55	14	2	3	0	0	0	1	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:

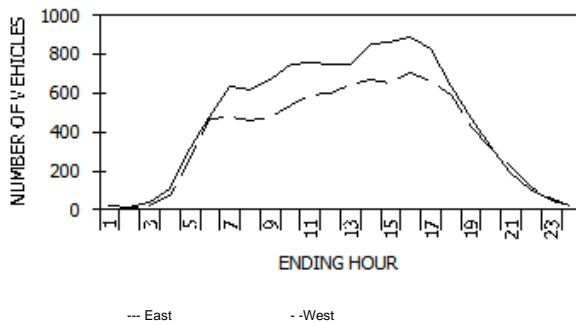
- F1. Motorcycles
- F2. Autos*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
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- 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	2	2	0	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:

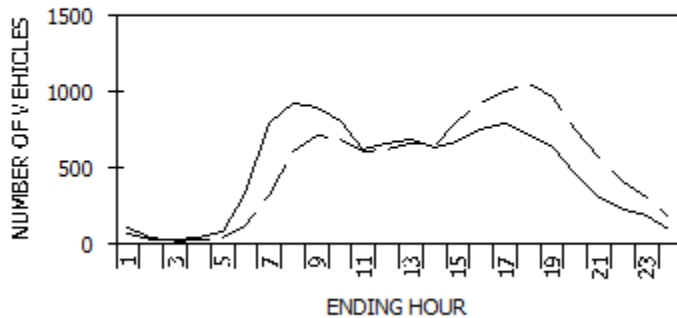
- F1. Motorcycles
- F2. Autos*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is 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: NYS DOT 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:

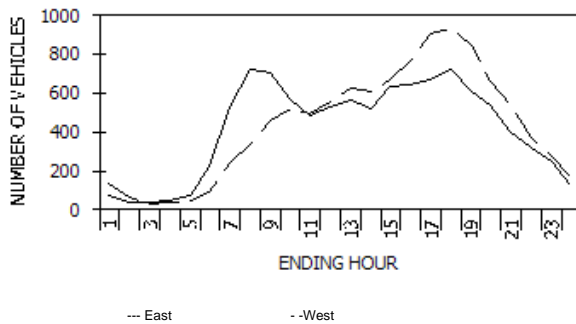
- F1. Motorcycles
- F2. Autos*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is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

NO. OF LANES: 2
HPMS NO:
LION#:

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:

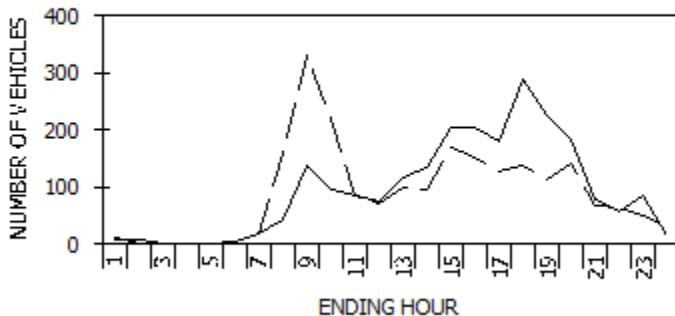
- F1. Motorcycles
- F2. Autos*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is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

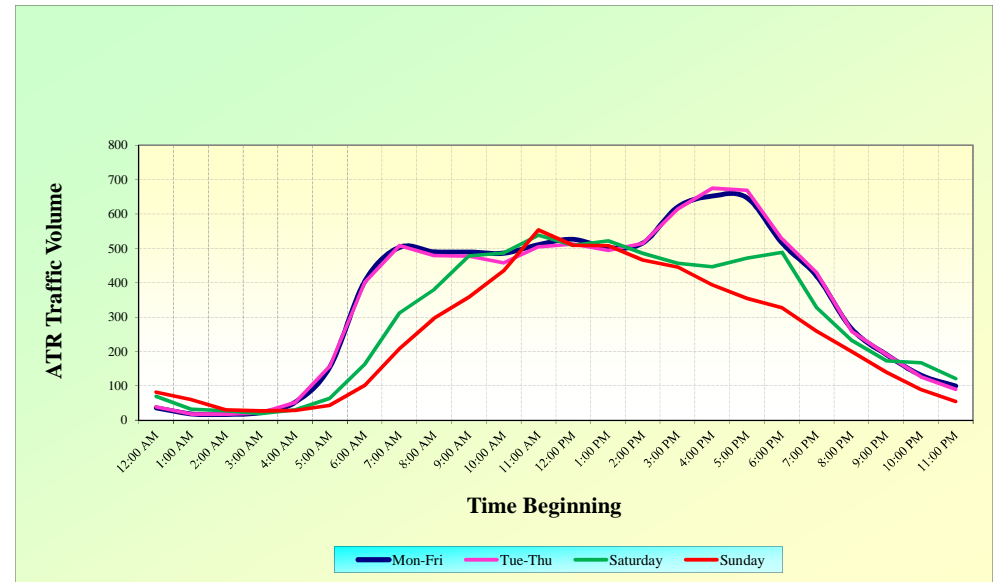
DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
North	18	290	A.M.	9	470
South	9	330	P.M.	18	427

SOURCE: NYS DOT DATA SERVICES BUREAU

Automatic Traffic Recorders (ATRs)

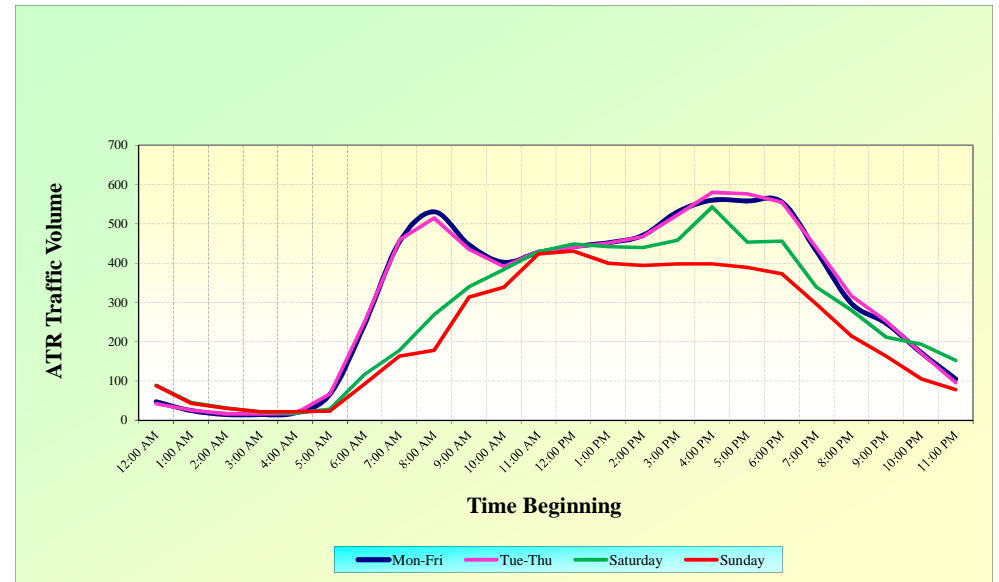
Rolling Peak Hour Summary										
AM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	PM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	
12:00 AM	36	39	70	82	12:00 PM	526	513	509	509	
12:15 AM	31	31	59	69	12:15 PM	524	508	527	530	
12:30 AM	28	28	45	68	12:30 PM	517	504	531	532	
12:45 AM	24	22	36	67	12:45 PM	509	491	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



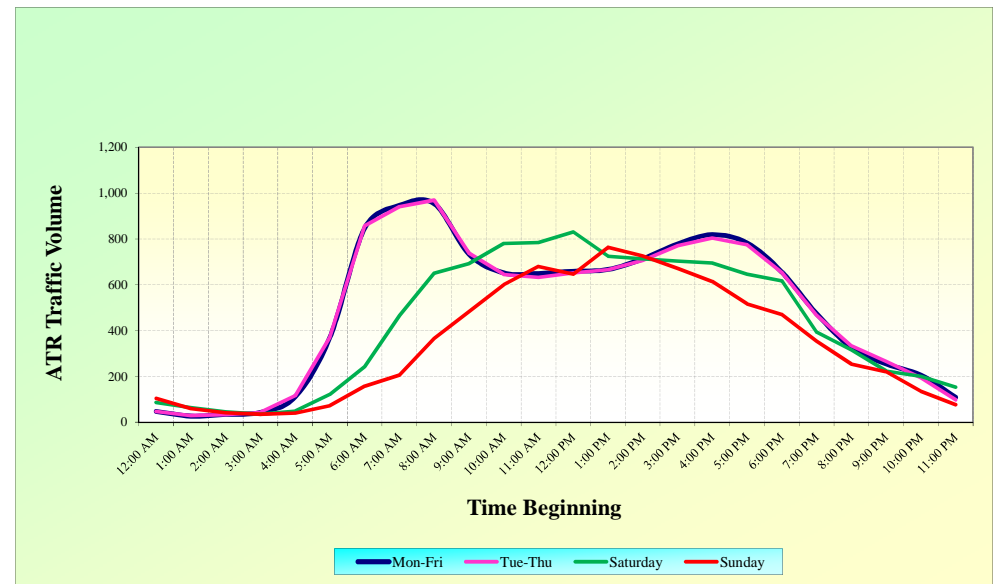
Rolling Peak Hour Summary										
AM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	PM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	
12:00 AM	47	43	89	88	12:00 PM	442	441	449	431	
12:15 AM	43	41	78	74	12:15 PM	449	448	458	437	
12:30 AM	36	36	62	58	12:30 PM	452	449	448	436	
12:45 AM	29	30	55	53	12:45 PM	454	457	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



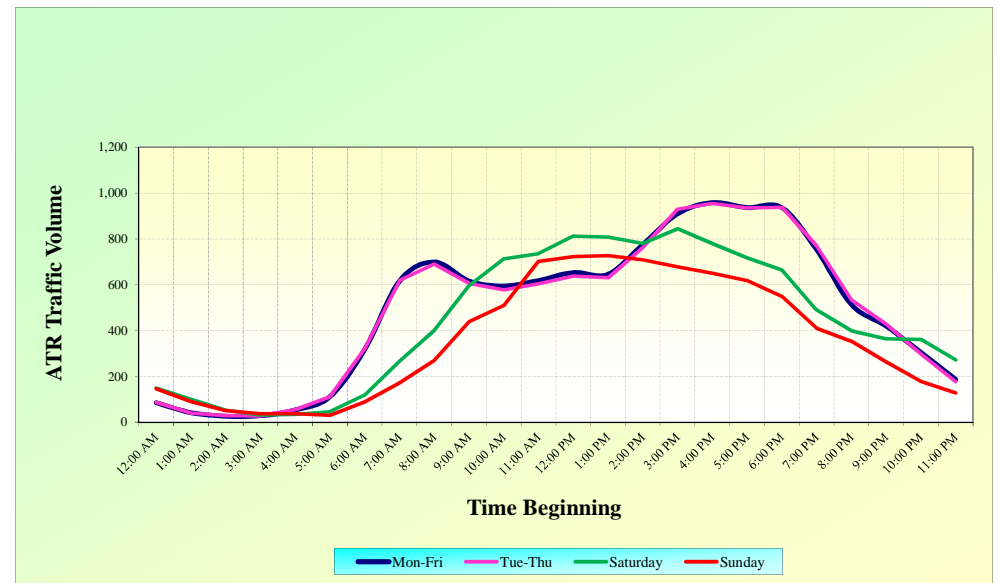
Rolling Peak Hour Summary										
AM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	PM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	
12:00 AM	47	48	87	104	12:00 PM	659	652	830	646	
12:15 AM	34	34	71	98	12:15 PM	665	661	800	667	
12:30 AM	30	33	71	91	12:30 PM	643	641	742	689	
12:45 AM	29	31	74	82	12:45 PM	639	634	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



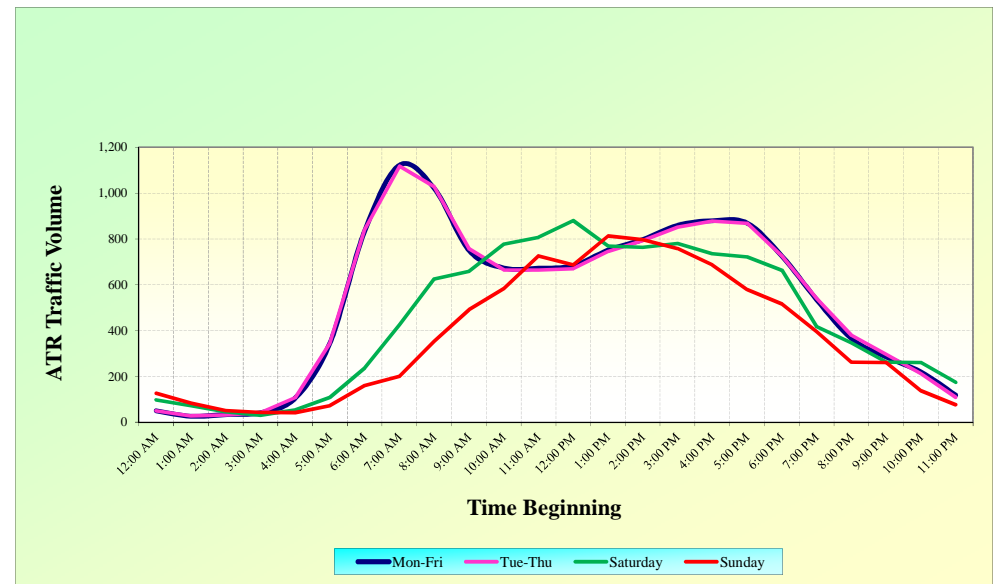
Rolling Peak Hour Summary										
AM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	PM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	
12:00 AM	85	87	149	146	12:00 PM	653	638	812	723	
12:15 AM	75	78	155	121	12:15 PM	653	637	820	714	
12:30 AM	60	62	133	103	12:30 PM	656	639	837	736	
12:45 AM	50	51	116	95	12:45 PM	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



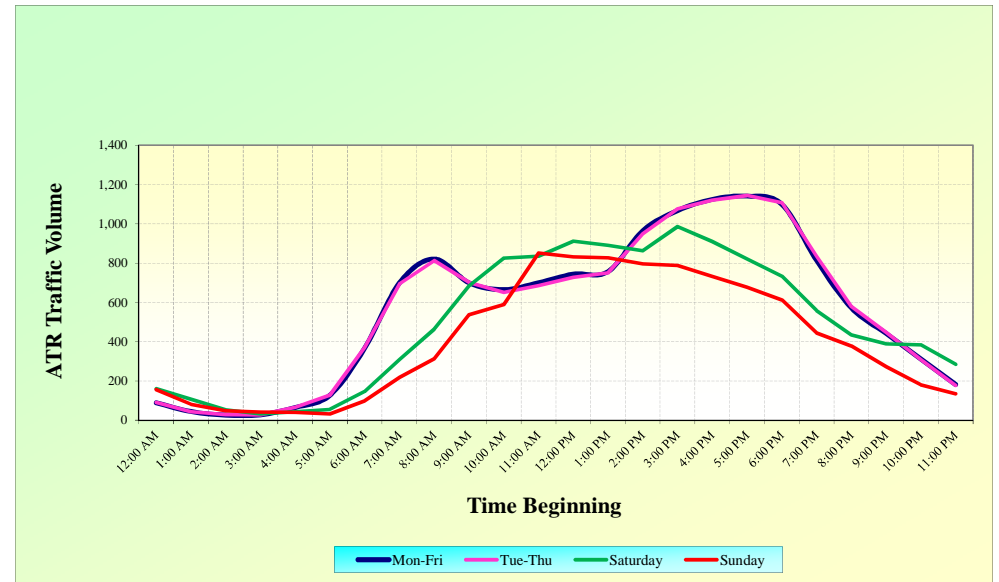
Rolling Peak Hour Summary										
AM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	PM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	
12:00 AM	50	50	97	127	12:00 PM	684	670	880	687	
12:15 AM	37	36	82	126	12:15 PM	690	678	844	714	
12:30 AM	33	33	85	124	12:30 PM	691	689	776	763	
12:45 AM	31	32	87	109	12:45 PM	712	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



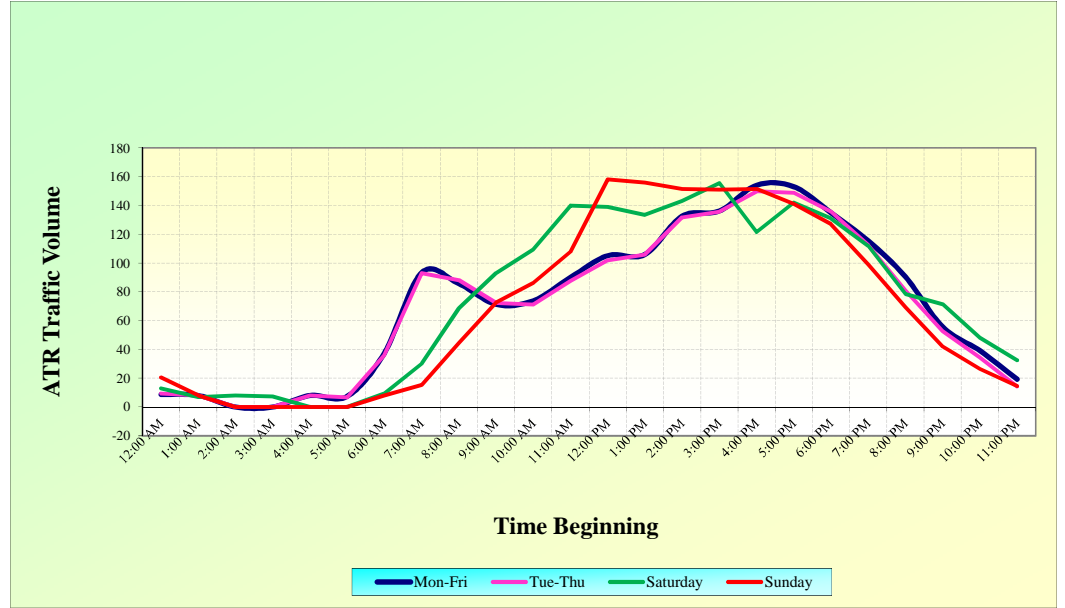
Rolling Peak Hour Summary										
AM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	PM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	
12:00 AM	89	91	161	156	12:00 PM	744	728	912	832	
12:15 AM	78	79	167	130	12:15 PM	747	731	917	826	
12:30 AM	62	62	146	104	12:30 PM	770	756	939	843	
12:45 AM	52	53	126	93	12:45 PM	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



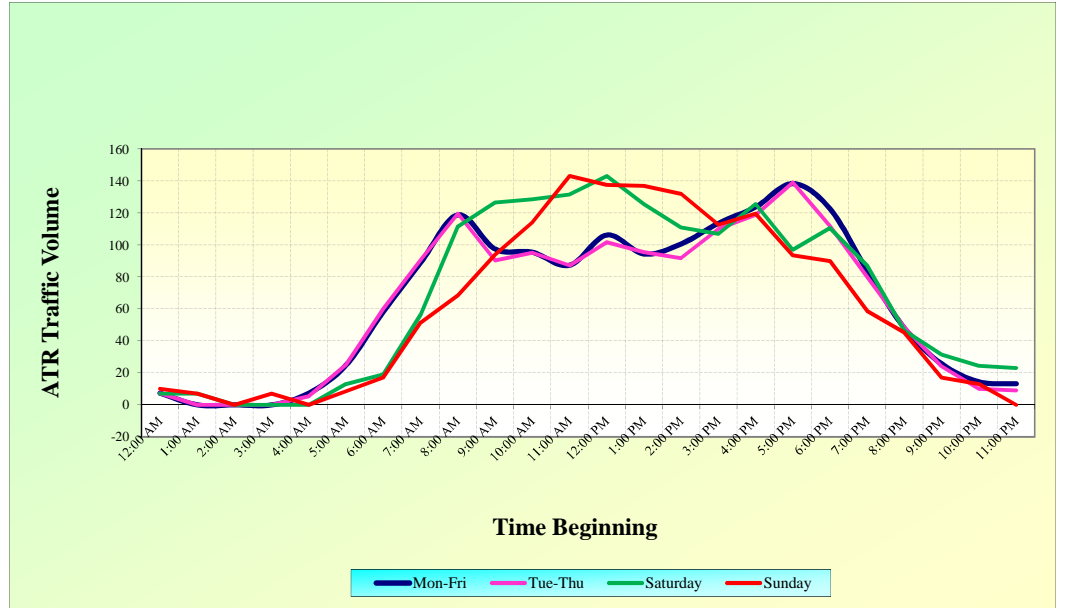
Rolling Peak Hour Summary										
AM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	PM (Begin)	Mon-Fri	Tue-Thu	Saturday	Sunday	
12:00 AM	9	9	13	21	12:00 PM	105	102	139	158	
12:15 AM	7	7	13	16	12:15 PM	100	98	138	171	
12:30 AM	12	12	12	13	12:30 PM	100	98	141	159	
12:45 AM	9	9	10	11	12:45 PM	101	100	143	159	
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

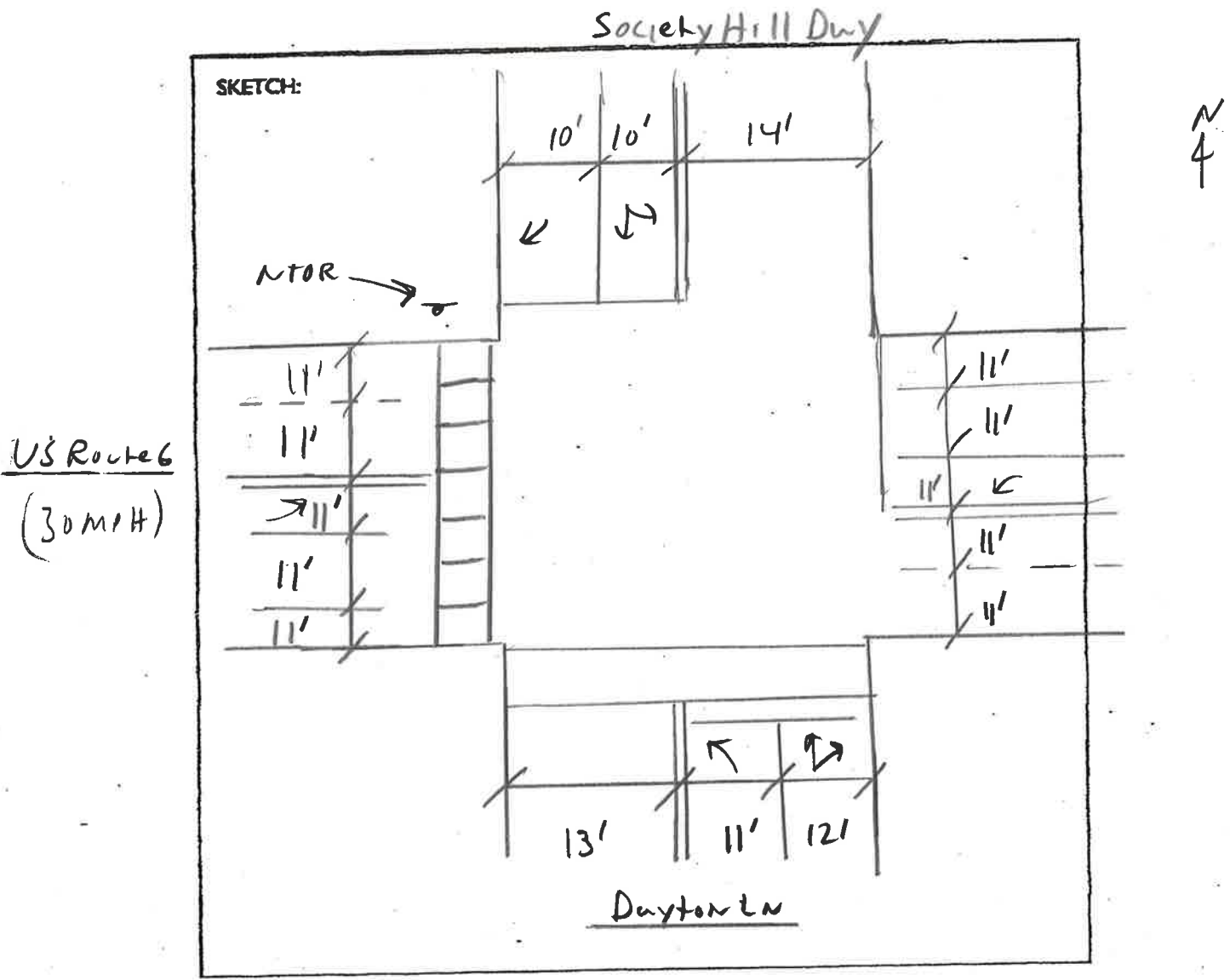


Physical Inventories

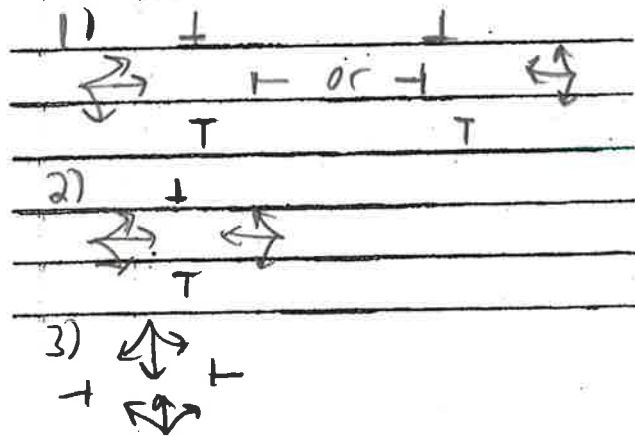
J. RAP & ASSOCIATES, INC.

PHYSICAL INVENTORY SHEET

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



PHASING: _____



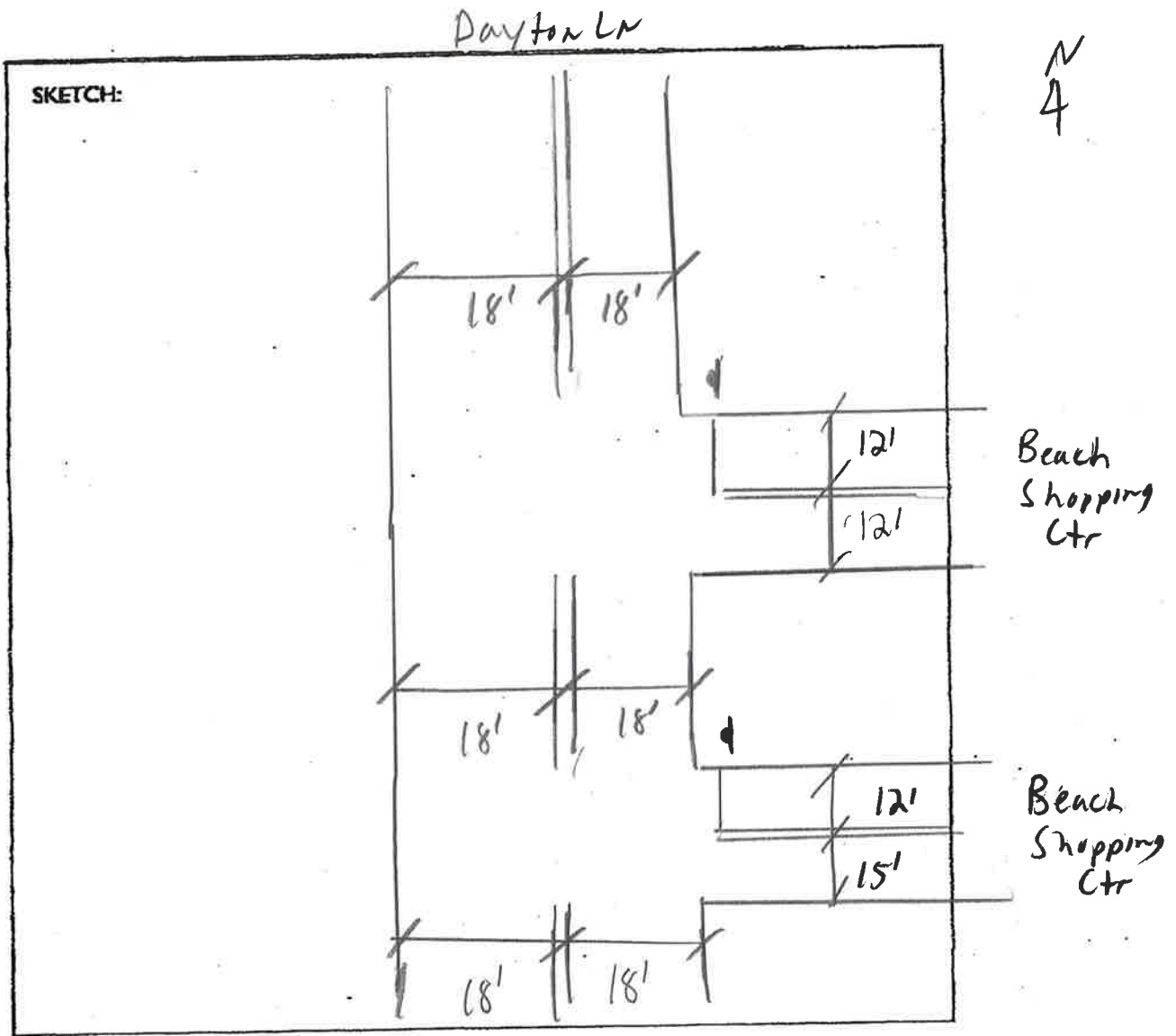
SIGNAL TIMING: 5 YEAR Cycle

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 Drwy Date 6/16
Project No. _____ Weather _____ Surveyor's Name _____



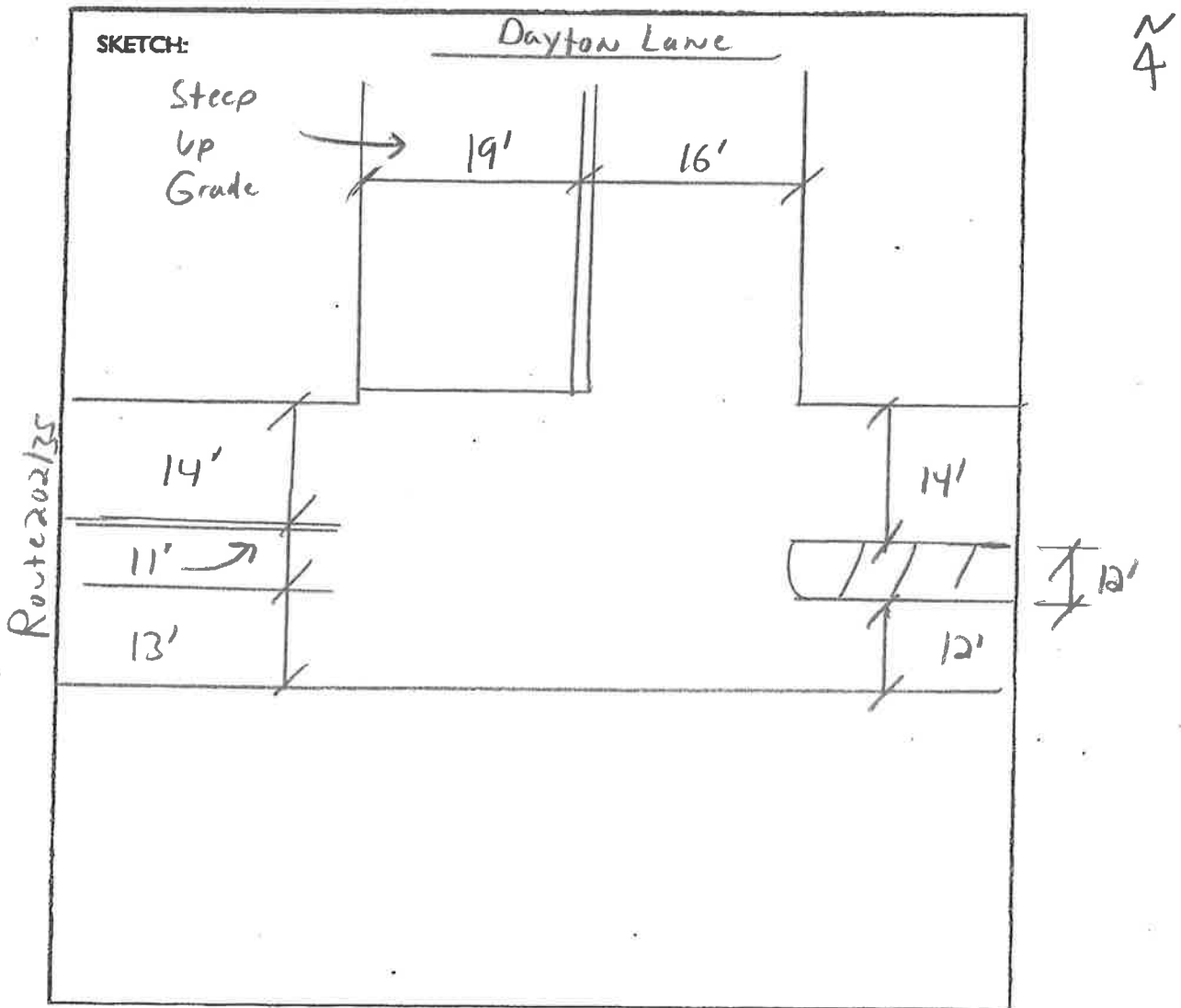
PHASING: Unsignalized

SIGNAL TIMING: Unsignalized

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

PHYSICAL INVENTORY SHEET

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



PHASING: Unsignalized

SIGNAL TIMING: Unsignalized

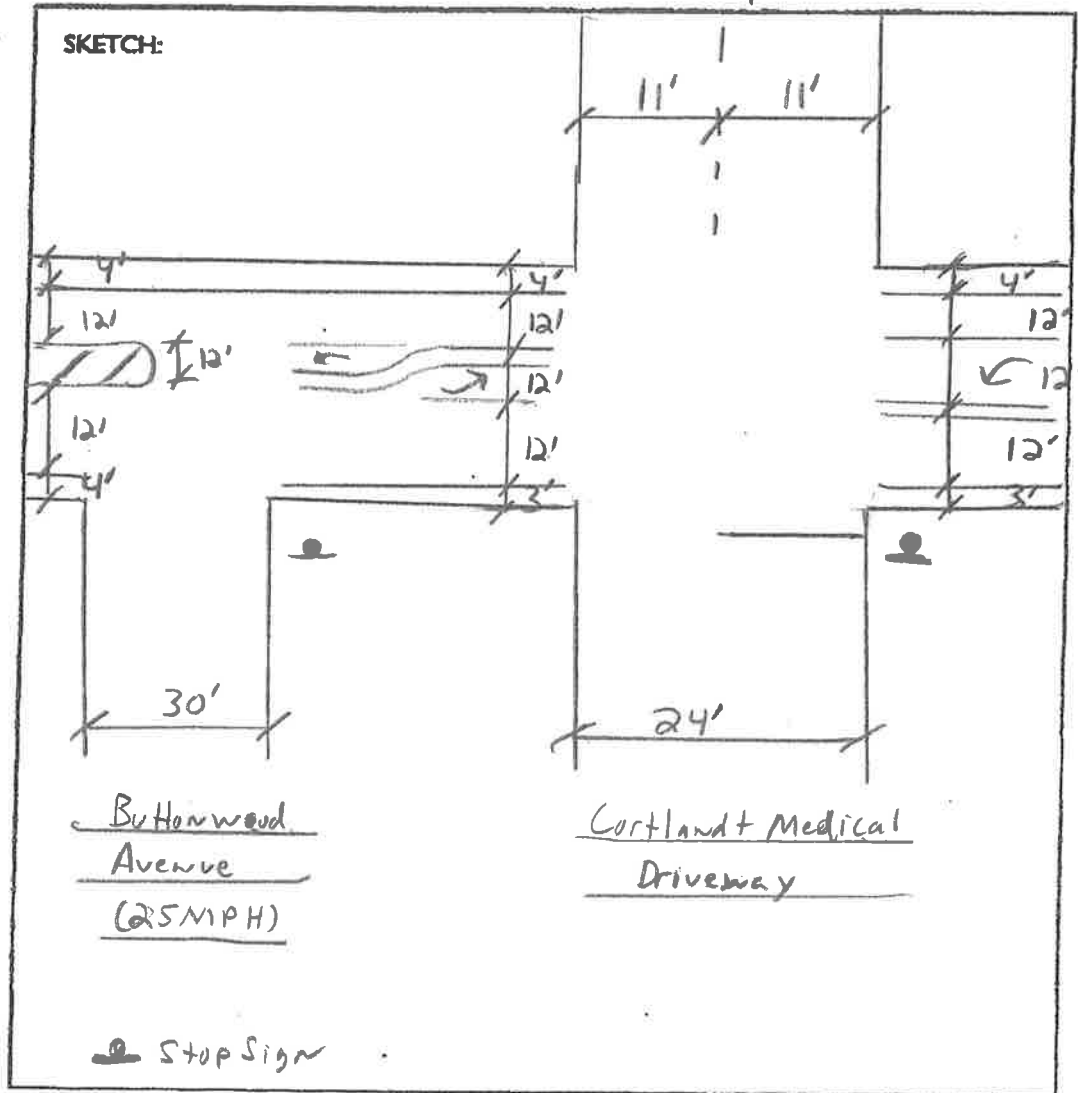
J. RAP & ASSOCIATES, INC.

PHYSICAL INVENTORY SHEET

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

NY Presbyterian Driveway

Route 202/35 (40MPH)



Buttomwood Avenue
(25MPH)

Cortlandt Medical Driveway

⊙ Stop Sign

PHASING: Unsignalized

SIGNAL TIMING: Unsignalized

J. RAP & ASSOCIATES, INC.

PHYSICAL INVENTORY SHEET

Lafayette
& Avenue

Project Cortlandt MOD

Location Route 202/354 ^{NY} Presbyterian Dwy

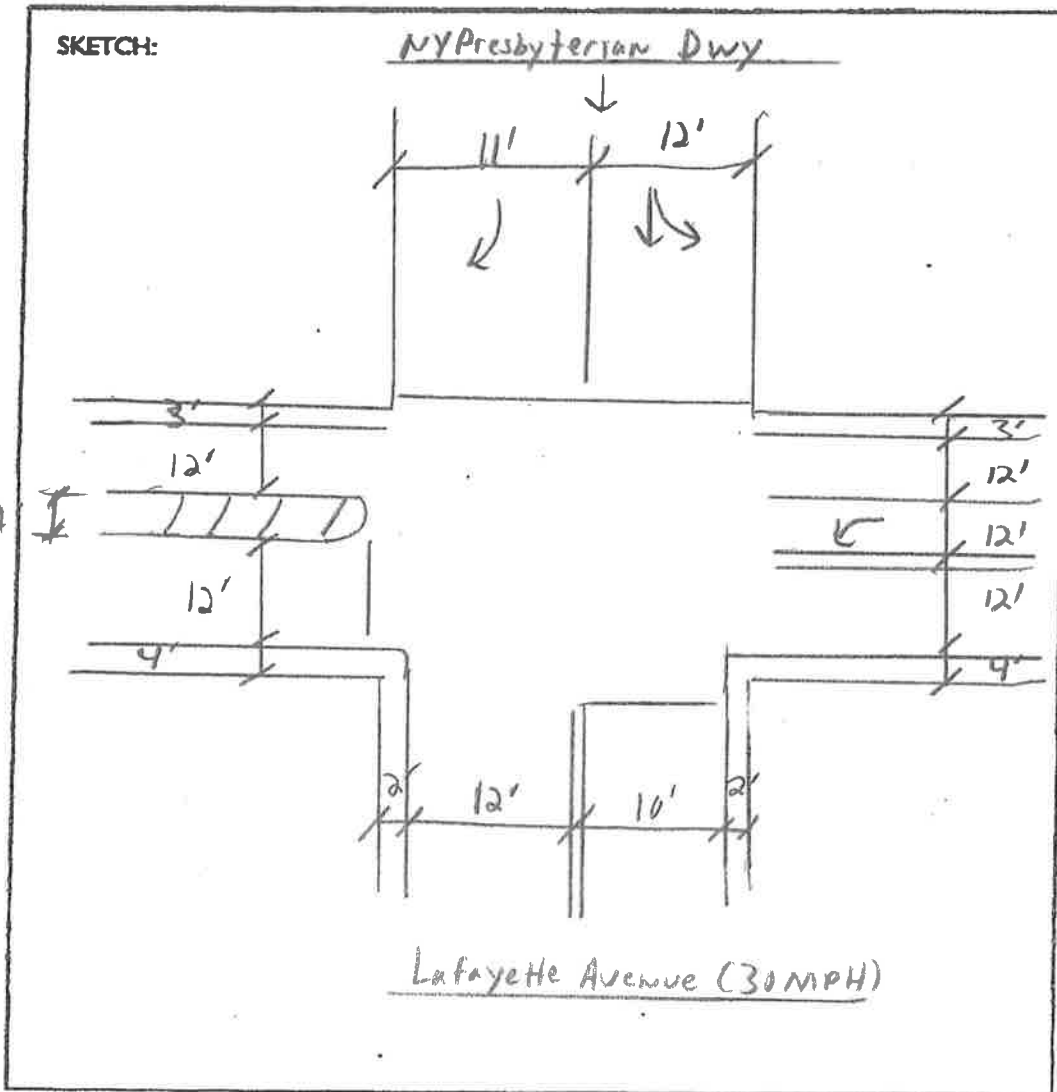
Date 1/16

Project No. _____

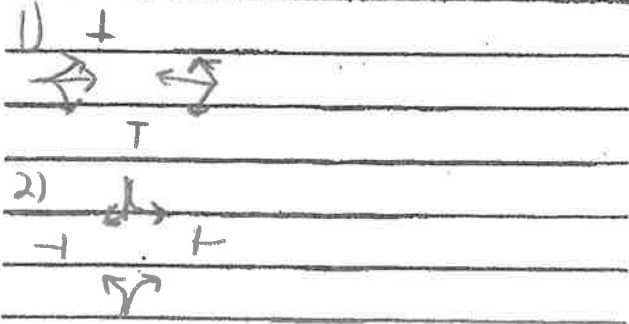
Weather _____

Surveyor's Name _____

NJR



PHASING:



SIGNAL TIMING:

6 YEAR Cycle

1) Route 202/35 70" 5"

2) Lafayette Ave 10" 5"

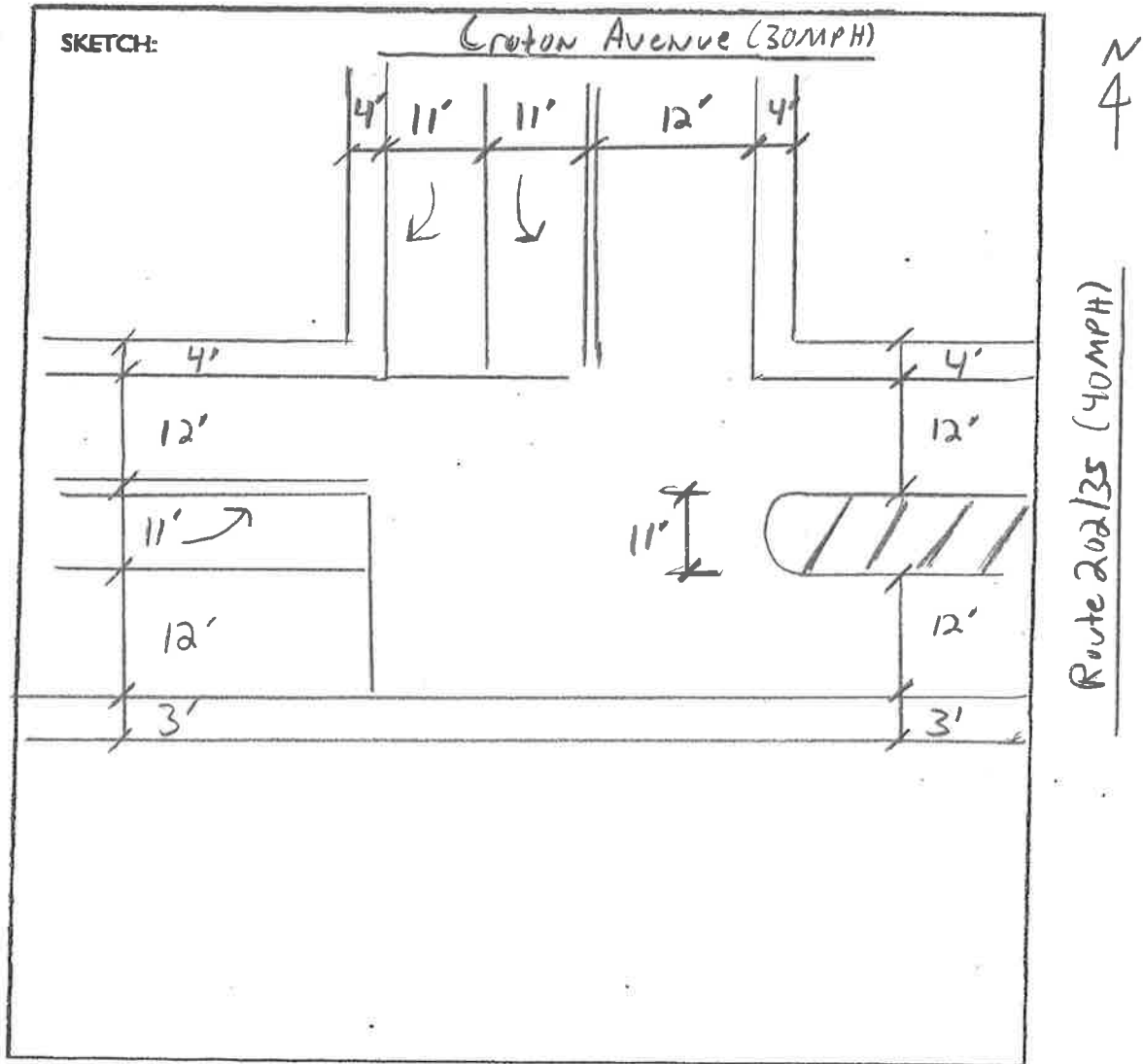
Dwy

Cycle 90"

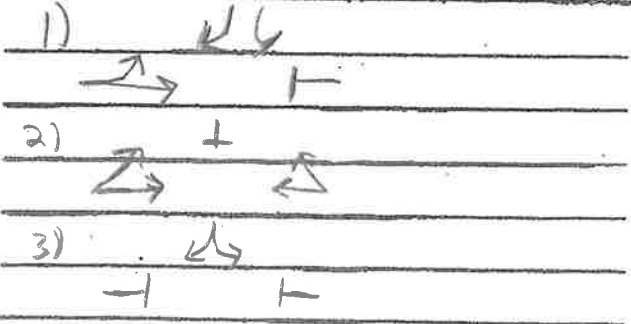
J. RAP & ASSOCIATES, INC.

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

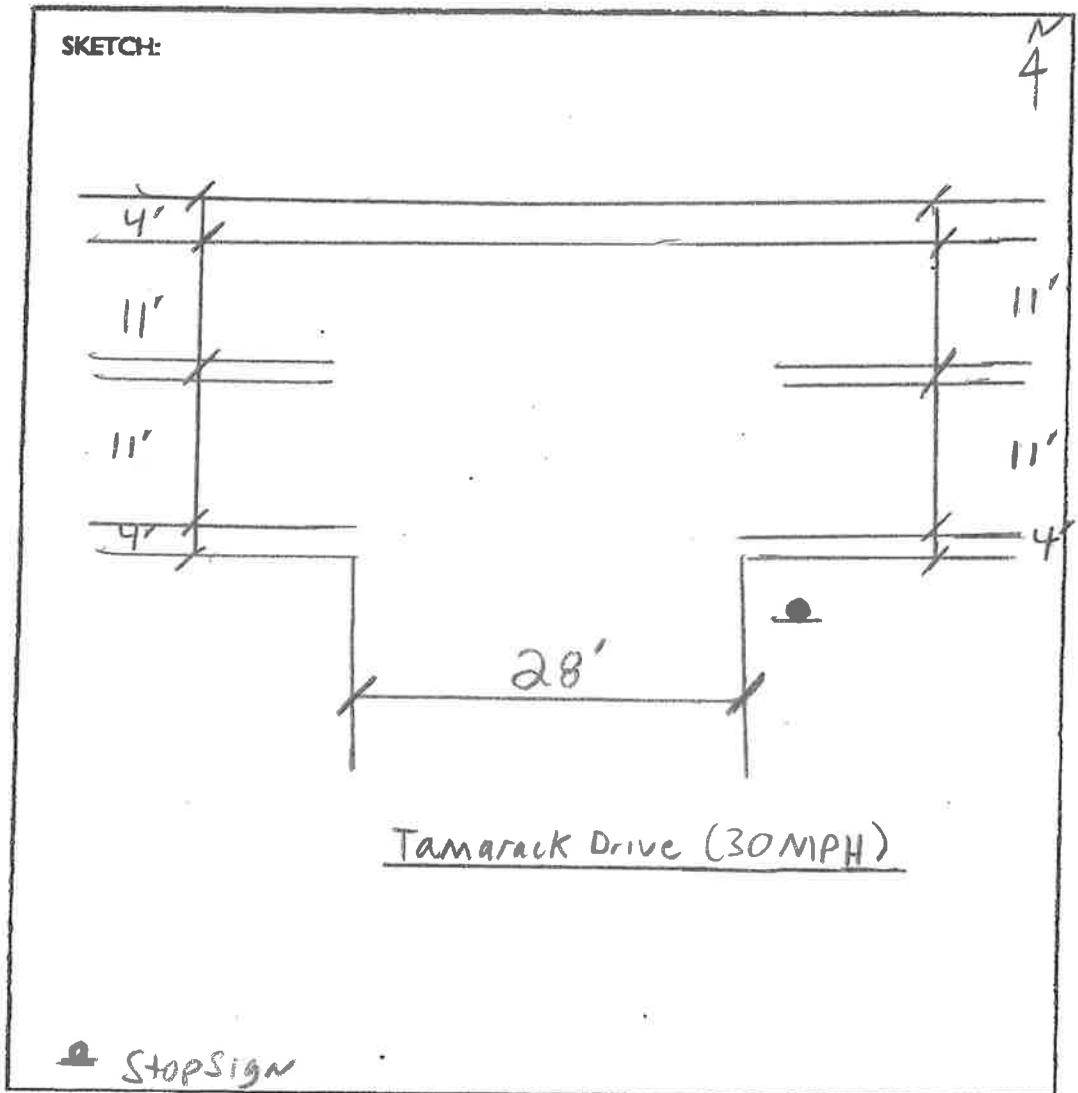
1) EB Route 202/35	7"	-
& SB Croton Ave RT		
2) Route 202/35	9.5"	5"
3) Croton Ave	10"	5"
Cycle		120"

**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

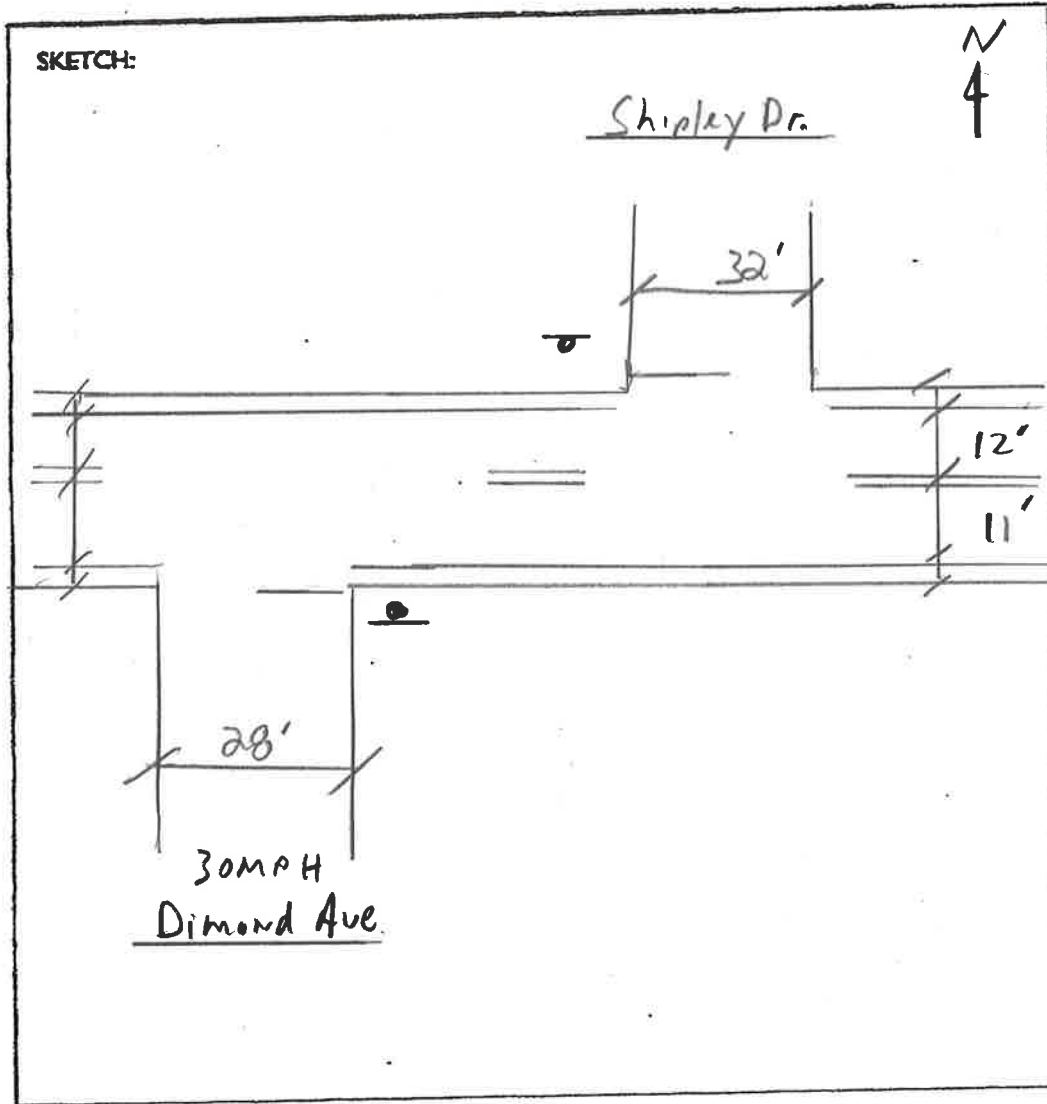
SIGNAL TIMING: Unsignalized

**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

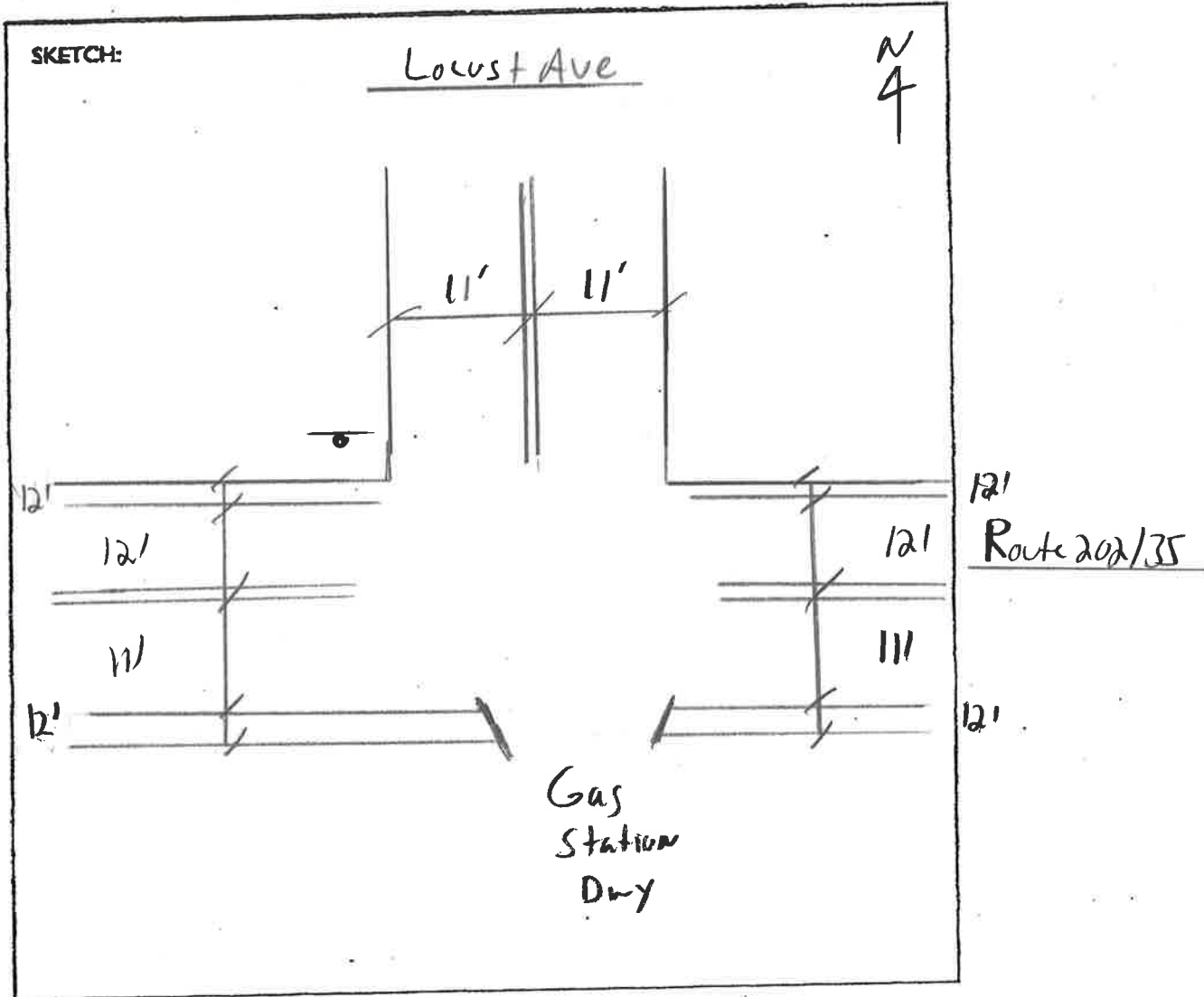
SIGNAL TIMING: Unsignalized

**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



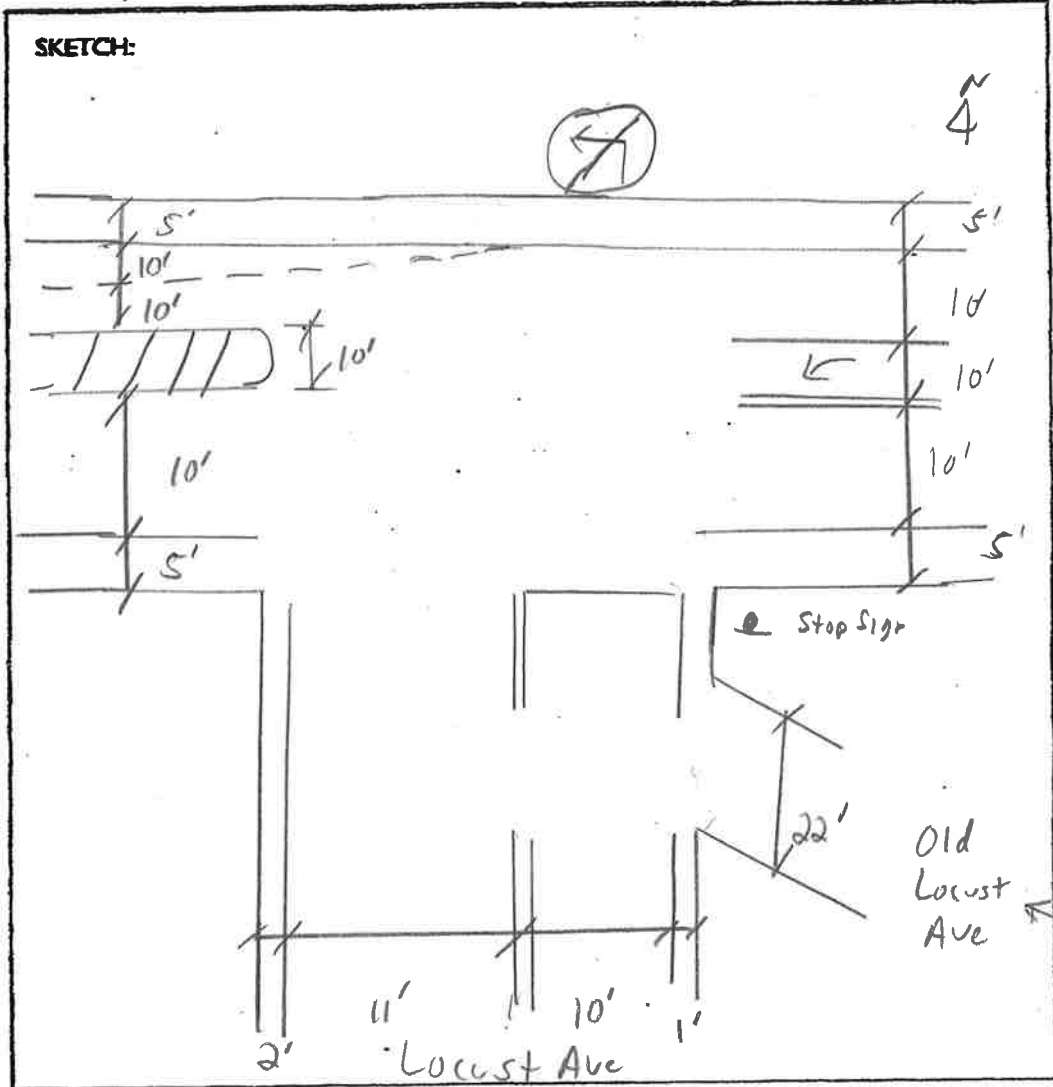
PHASING: Unsignalized

SIGNAL TIMING: Unsignalized

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



BMP

Old
Locust
Ave

PHASING: Unsignalized

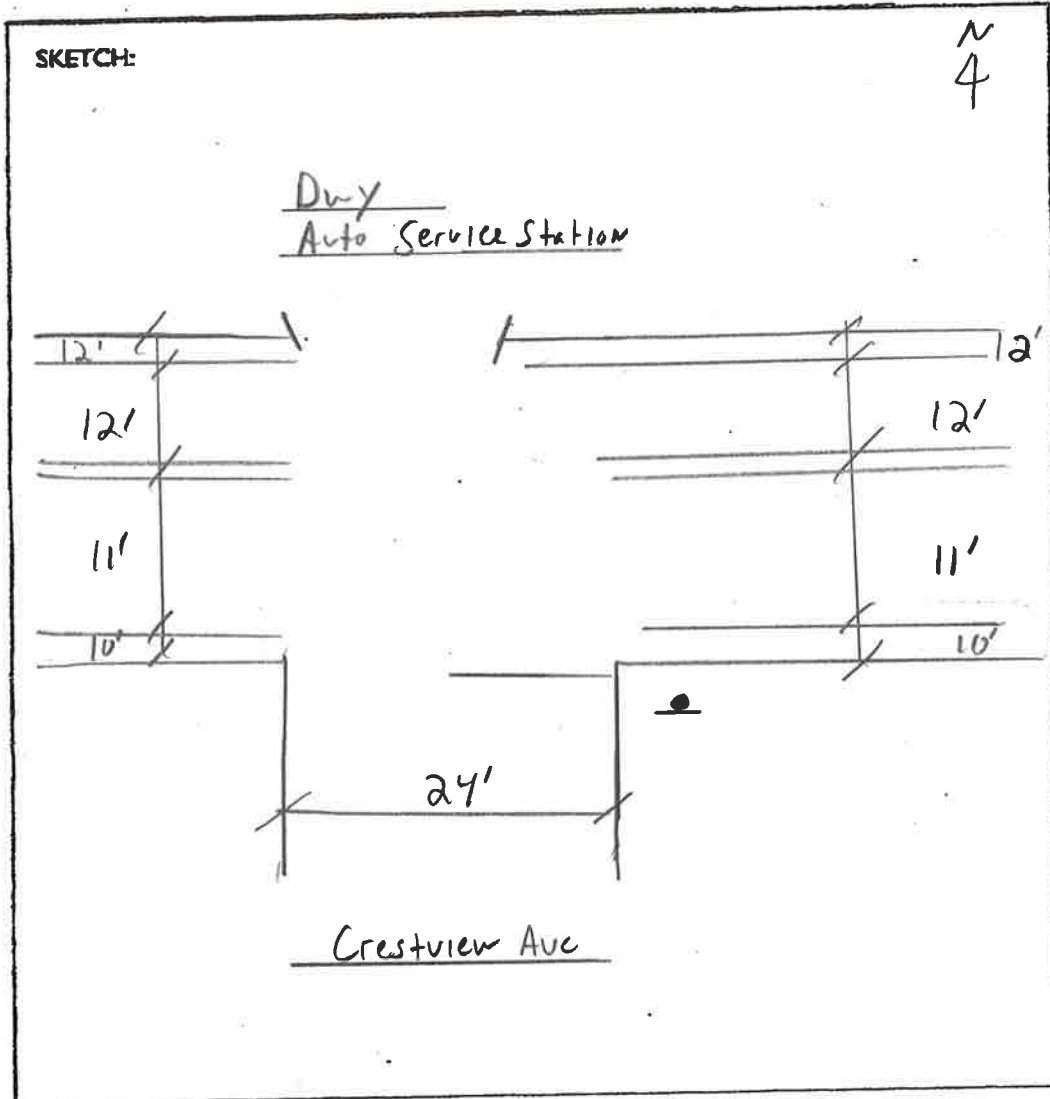
SIGNAL TIMING: Unsignalized

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

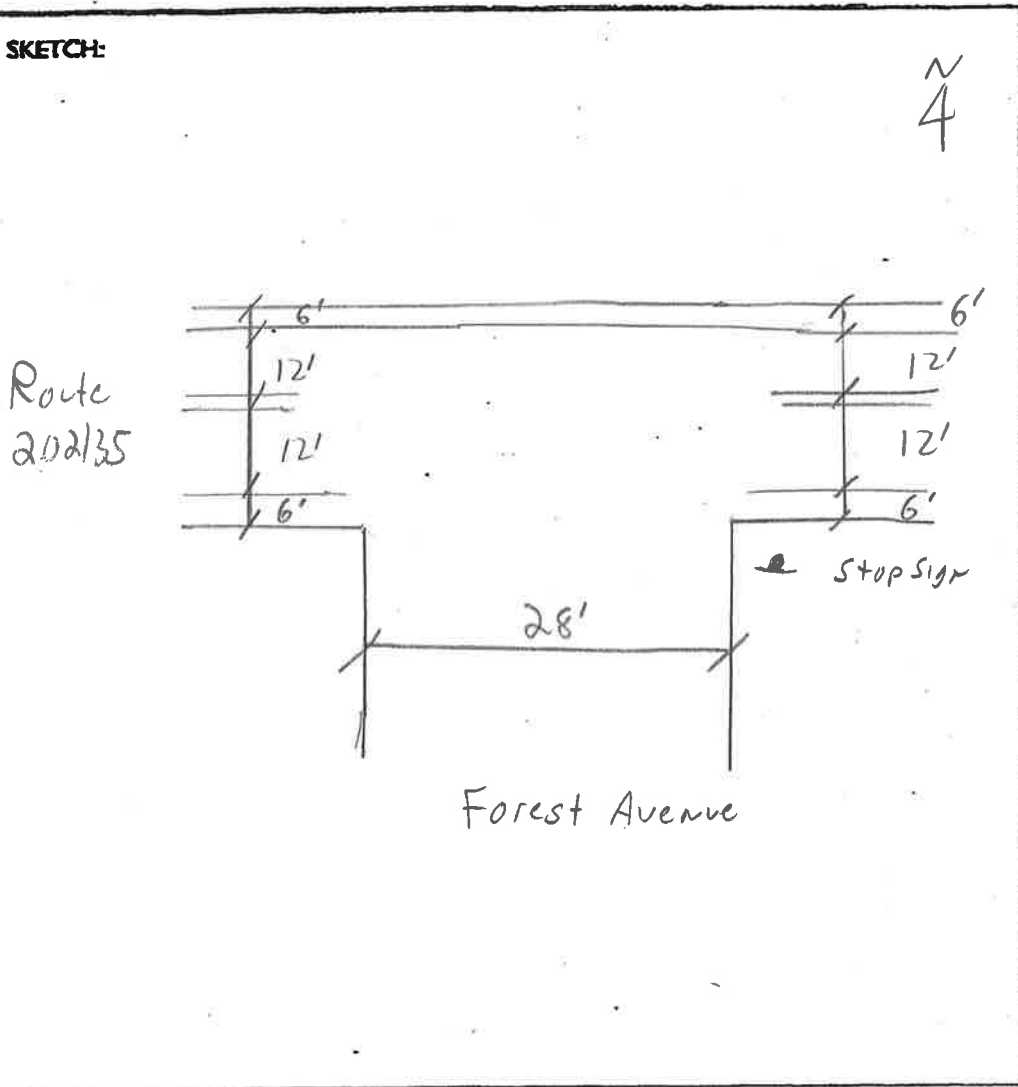
SIGNAL TIMING: Unsignalized

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:



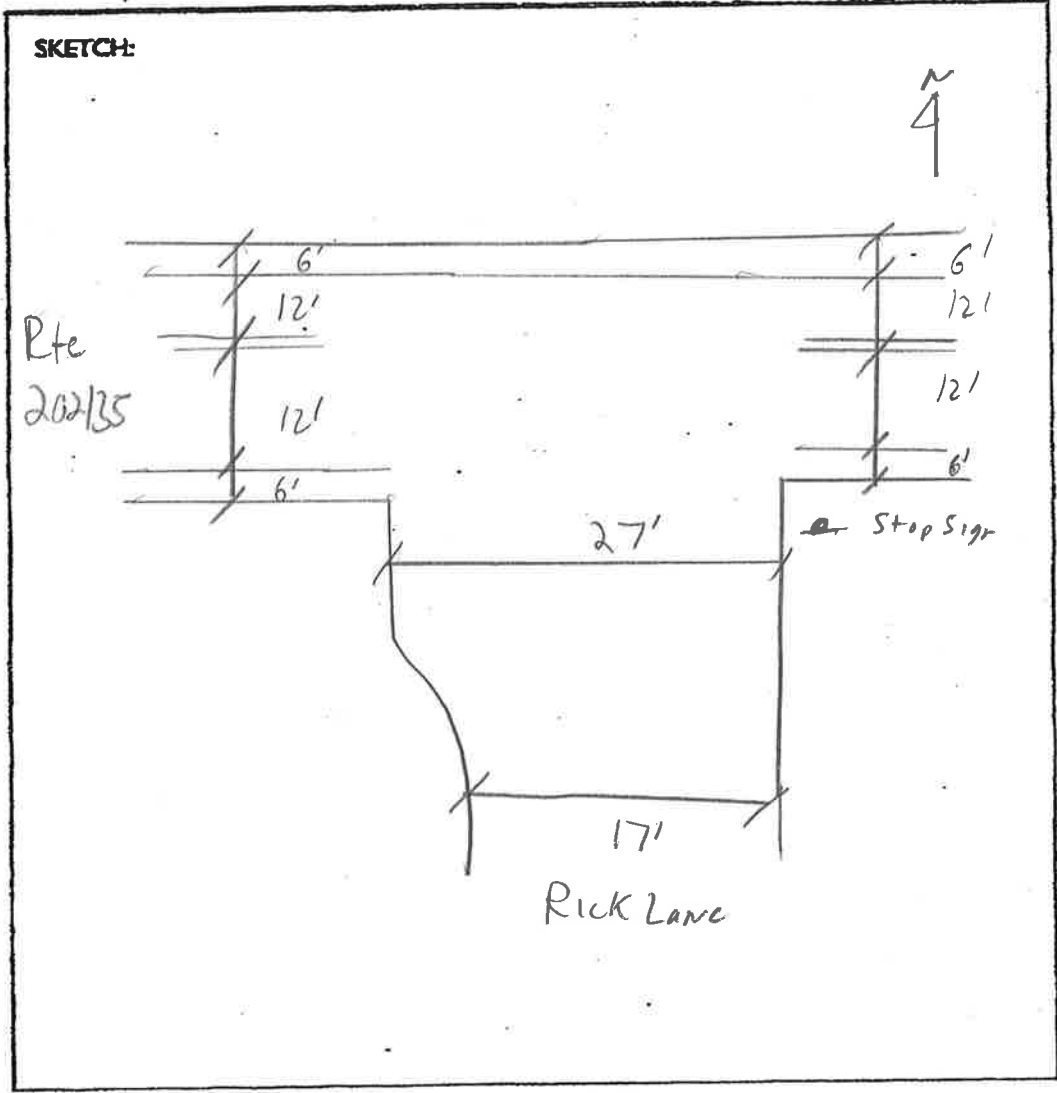
PHASING: Unsignalized

SIGNAL TIMING: Unsignalized

**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

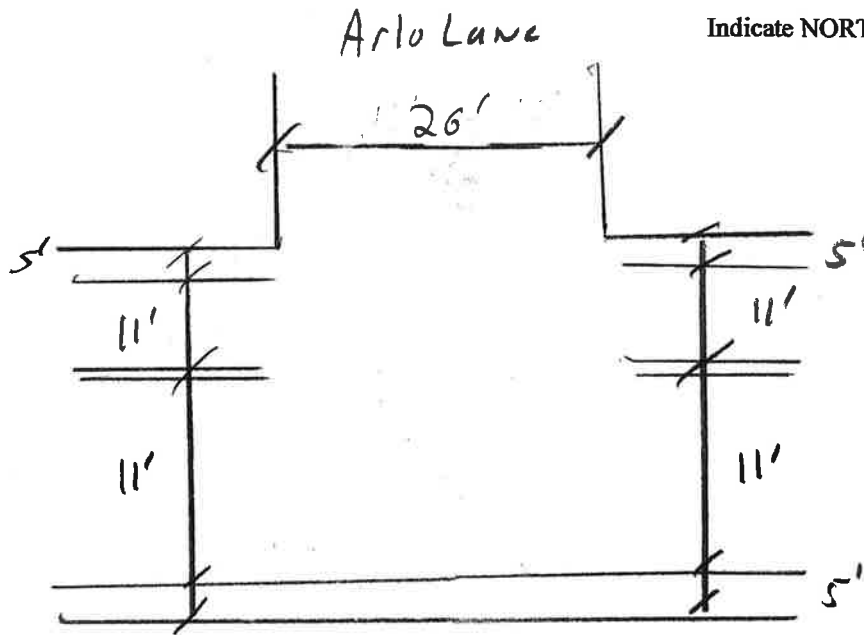
TRAFFIC INVENTORIES

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



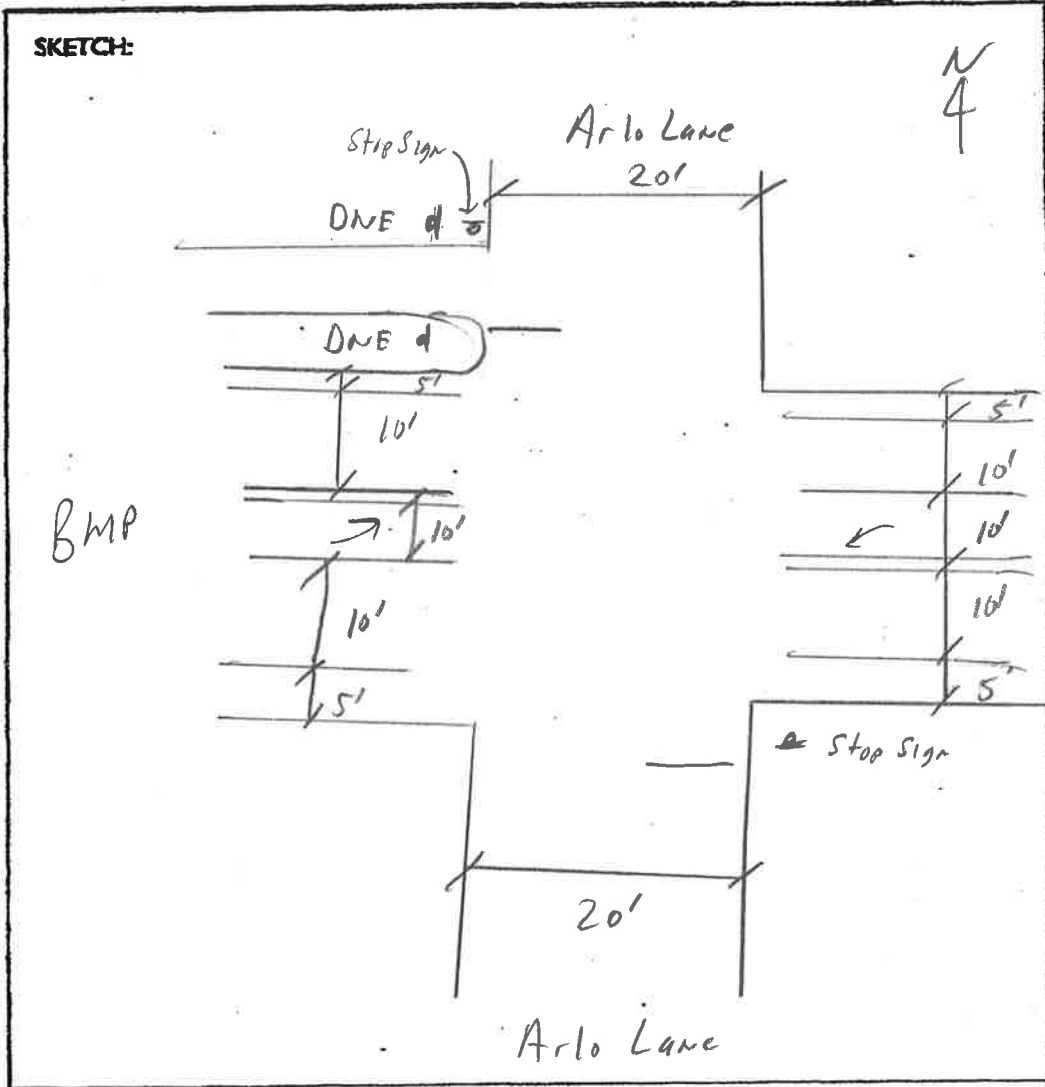
Indicate NORTH



J. RAP & ASSOCIATES, INC.

PHYSICAL INVENTORY SHEET

Project Cortlandt mod Location BMP1 Arlo Lane Date 10/17
Project No. — Weather — Surveyor's Name DR



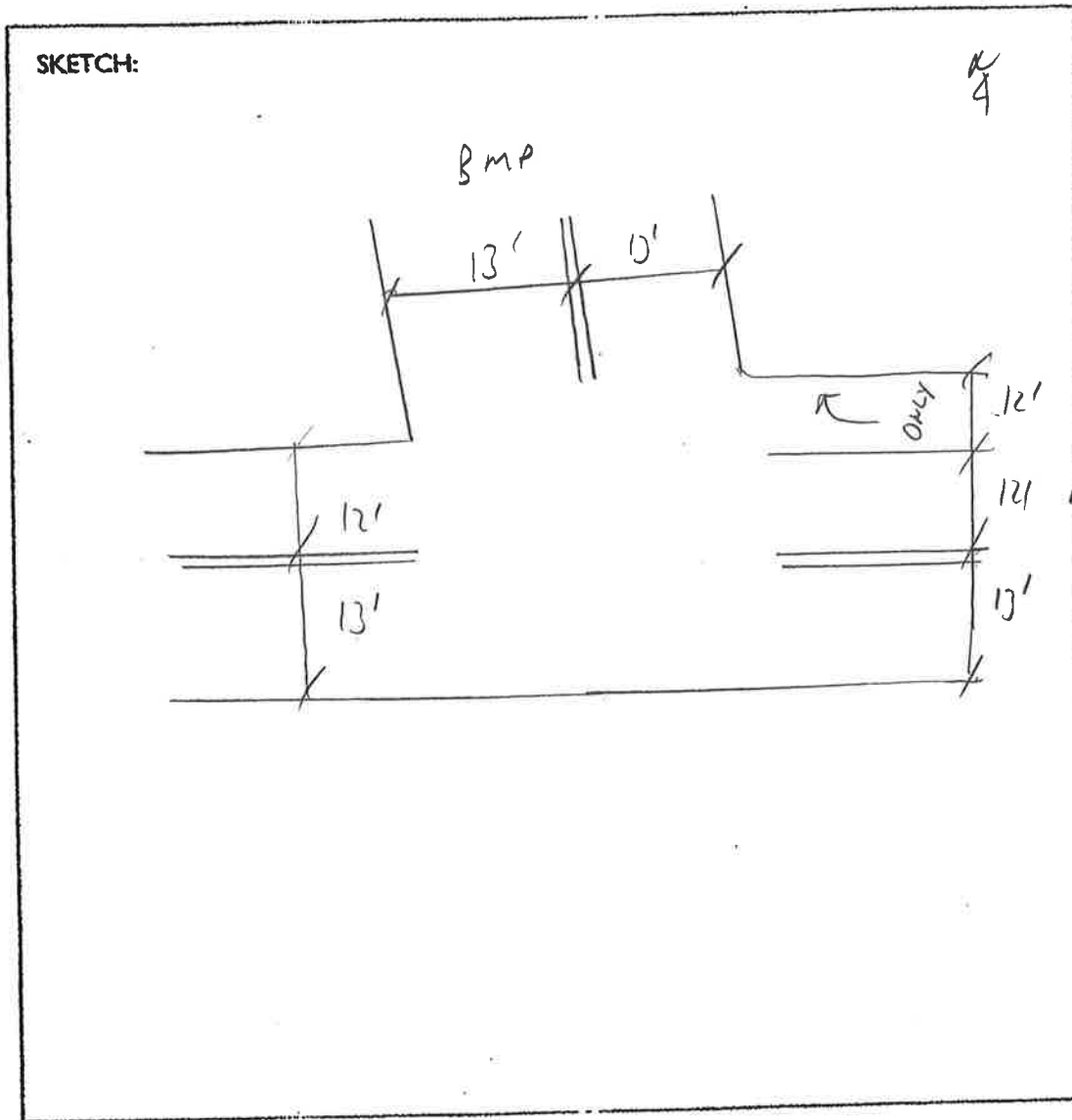
PHASING: Unsignalized

SIGNAL TIMING: Unsignalized

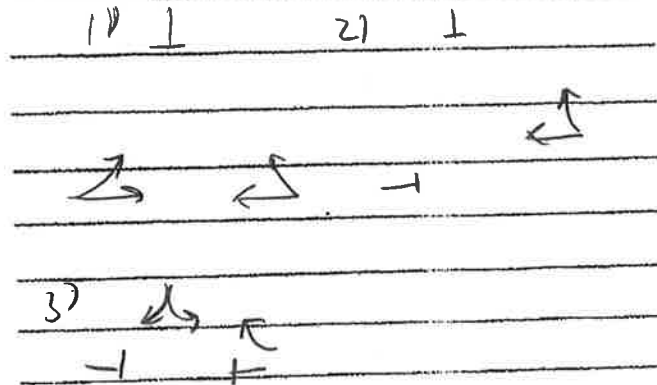
J. RAP & ASSOCIATES, INC.

PHYSICAL INVENTORY SHEET

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



PHASING:



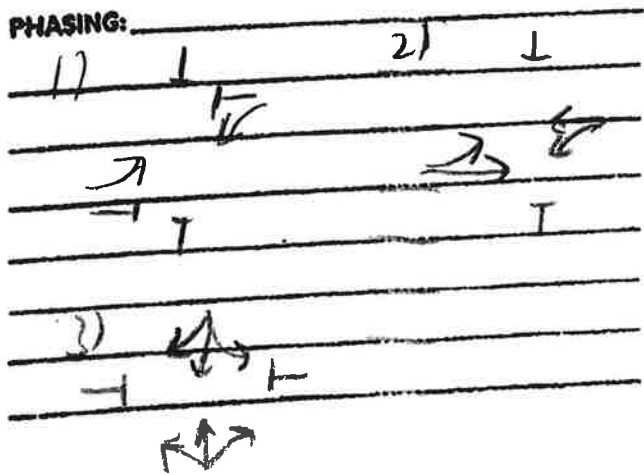
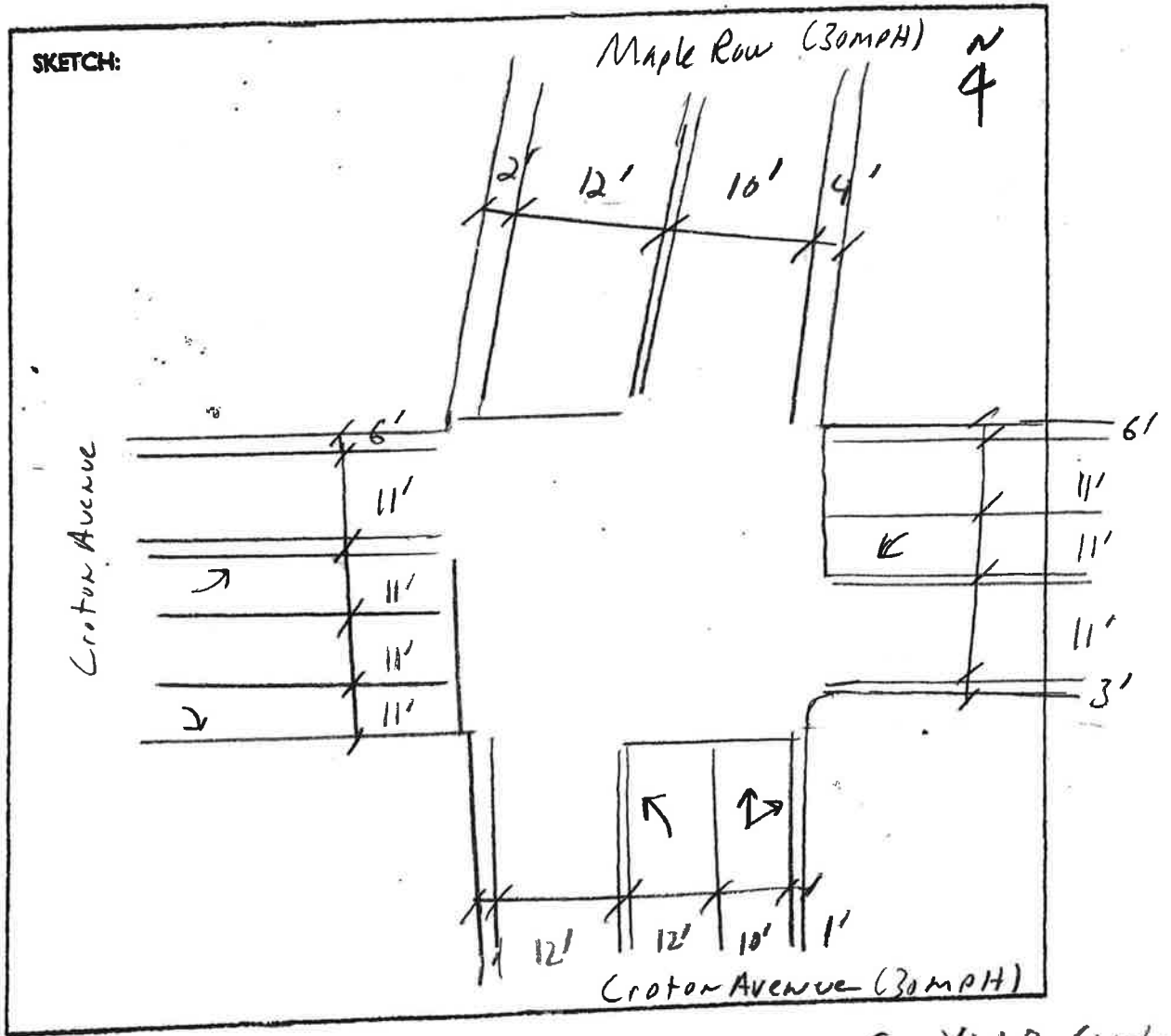
SIGNAL TIMING:

- 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

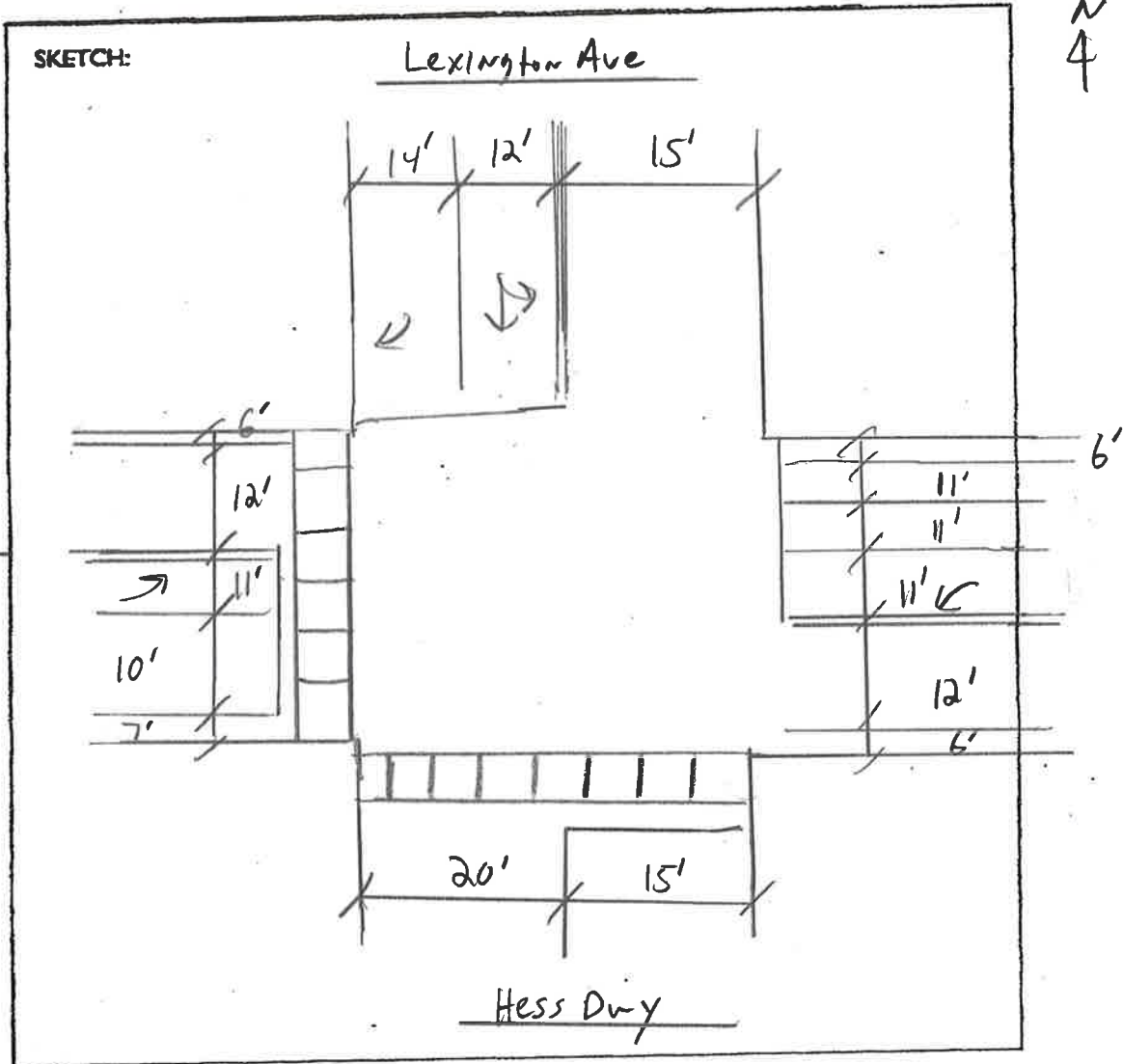


SIGNAL TIMING: 6 YEAR Cycle
 1) Route 202/35 7" 3"
 Left Turns
 2) Route 202/35 1'40" 5"
 3) Croton Ave 20" 5"
 Maple Row 2'20"

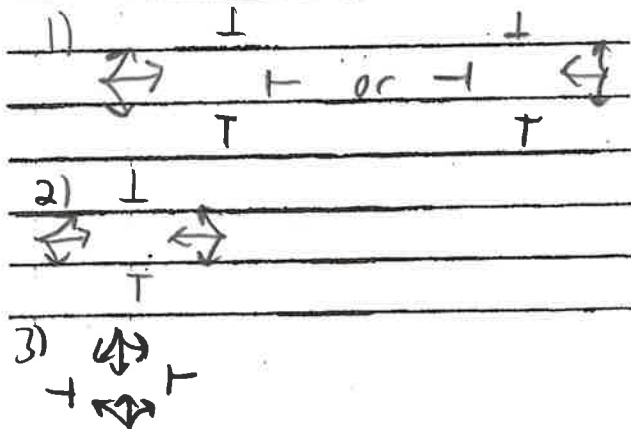
J. RAP & ASSOCIATES, INC.

PHYSICAL INVENTORY SHEET

Project Cortlandt mod Location Route 202/35 ^{Lexington Ave} / ^{Hess} Dwy Date 6/16
 Project No. _____ Weather _____ Surveyor's Name _____



PHASING:



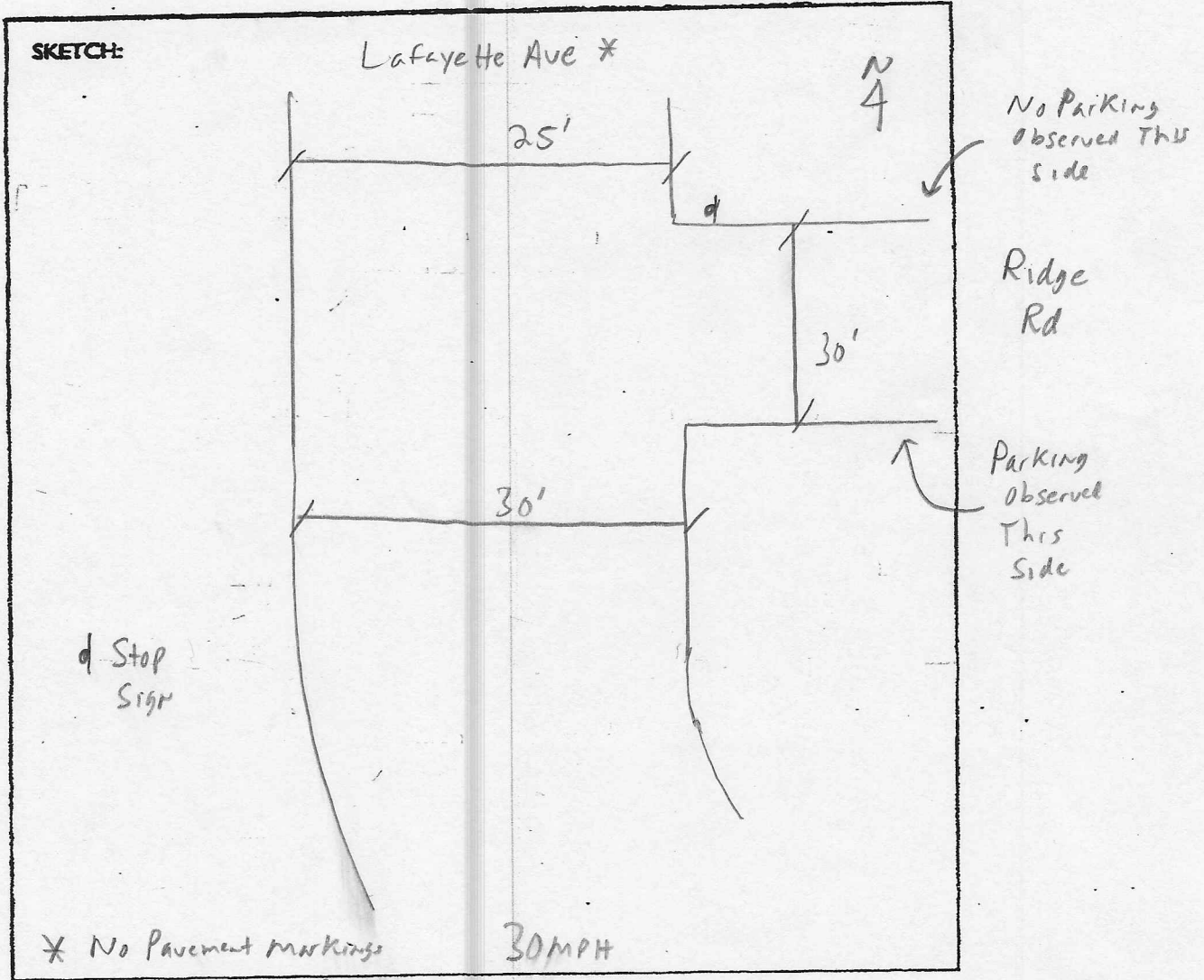
SIGNAL TIMING: 6 YEAR Cycle

- 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

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. #	<i>w/B</i>	<i>RT6</i>		<i>SLB</i>	<i>E/B</i>	<i>RT6</i>		<i>N/B</i>
		<i>←</i>	<i>FB</i>		<i>HEIGHT</i>	<i>←</i>	<i>W/B</i>		<i>Daytona</i>
		F1	F2	F3	F4	F5	F6	F7	F8
MEMORY/RECALL	00	<u>000</u>	<u>004</u>	---	<u>000</u>	<u>000</u>	<u>004</u>	---	<u>000</u>
WALK	01	---	<u>007</u>	---	<u>007</u>	---	---	---	<u>007</u>
PEDESTRIAN CLEARANCE	02	---	<u>015</u>	---	<u>015</u>	---	---	---	<u>015</u>
INITIAL	03	<u>005</u>	<u>010</u>	---	<u>008</u>	<u>005</u>	<u>010</u>	---	<u>008</u>
VARIABLE INITIAL	04	---	---	---	---	---	---	---	---
VARIABLE INITIAL LIMIT	05	---	---	---	---	---	---	---	---
TIME BEFORE REDUCTION	06	---	---	---	---	---	---	---	---
TIME TO REDUCE	07	---	---	---	---	---	---	---	---
MAXIMUM GAP	08	<u>02.0</u>	---	---	<u>02.0</u>	<u>020</u>	---	---	<u>02.0</u>
MINIMUM GAP	09	---	---	---	---	---	---	---	---
GAP CLOCK	10	USED WITH DAA ONLY				USED WITH DBB ONLY			
MAXIMUM GREEN 1	11	<u>010</u>	<u>035</u>	---	<u>030</u>	<u>010</u>	<u>035</u>	---	<u>030</u>
MAXIMUM GREEN 2	12	---	---	---	---	---	---	---	---
MAXIMUM GREEN 3	13	---	---	---	---	---	---	---	---
RECALL GREEN	14	<u>005</u>	<u>038</u>	---	<u>020</u>	<u>005</u>	<u>035</u>	---	<u>020</u>
YELLOW CLEARANCE	15	<u>0⁴2.0</u>	<u>0⁴2.0</u>	---	<u>0⁴2.0</u>	<u>0⁴2.0</u>	<u>0⁴2.0</u>	---	<u>0⁴2.0</u>
REC CLEARANCE	16	<u>02.0</u>	<u>02.0</u>	---	<u>02.0</u>	<u>02.0</u>	<u>02.0</u>	---	<u>020</u>
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 EDW to 15sec from 12
Changed 4 Red EDW 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

WESTCHESTER
COUNTY

Office

PAGE 1 OF 20 PAGES

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 which are described as follows interconnection and / or coordination

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.m. ignogna RTE
Date Signature / KRF Title

Installation Date

Modification Date

JUN 28 1995

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

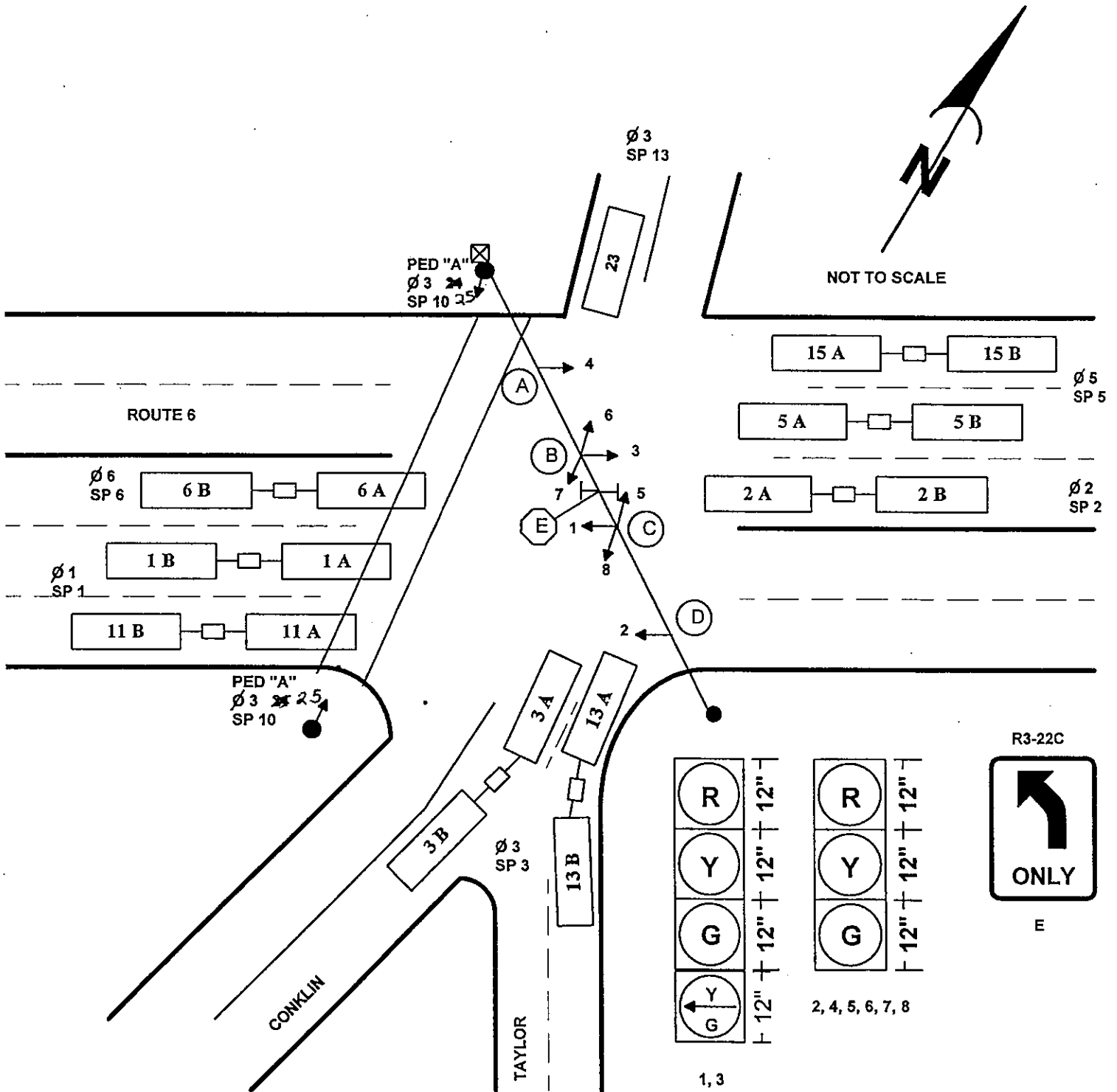
STUDY:
 CONTRACT: D254934
 PIN: 8390.44.321
 FILE: 55.30-6

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
Min Green	10	5	2		10	2			1	11	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 Reduc									12	0	0	12	1	24	0	0	24	1	36	0	0		1	48	0	0		1
Cars B4 Reduc									Split	1	2	3	4	5	6	7	8	Split	1	2	3	4	5	6	7	8		
Time To Reduce									1	Coor	50	29	36	0	50	29	36	0	13	Coor	0	0	0	0	0	0	0	0
Reduce By									1	Coor	1	MIN			1	MIN			14	Coor	0	0	0	0	0	0	0	
Min Gap									2	Coor	0	0	0	0	0	0	0	0	14	Coor	0	0	0	0	0	0	0	
DyMaxLim									3	Coor	0	0	0	0	0	0	0	0	15	Coor	0	0	0	0	0	0	0	
Max Step									3	Coor	0	0	0	0	0	0	0	0	15	Coor	0	0	0	0	0	0	0	
Options [1.1.2]	1	2	3	4	5	6	7	8	4	Coor	0	0	0	0	0	0	0	0	16	Coor	0	0	0	0	0	0	0	
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	
Min Recall	1				1																							
Max Recall									5	Coor	0	0	0	0	0	0	0	0	17	Coor	0	0	0	0	0	0	0	
Ped Recall																												
Soft Recall									6	Coor	0	0	0	0	0	0	0	0	18	Coor	0	0	0	0	0	0	0	
Lock Calls																												
Auto Flash Entry									7	Coor	0	0	0	0	0	0	0	0	19	Coor	0	0	0	0	0	0	0	
Auto Flash Exit																												
Dual Entry		1	1	1		1	1	1	8	Coor	0	0	0	0	0	0	0	0	20	Coor	0	0	0	0	0	0	0	
Enable Simul Gap1		1	1	1		1	1	1																				
Gaurantee Pass									9	Coor	0	0	0	0	0	0	0	0	21	Coor	0	0	0	0	0	0	0	
Rest in Walk																												
Conditon Service									10	Coor	0	0	0	0	0	0	0	0	22	Coor	0	0	0	0	0	0	0	
Non-Actuated 1																												
Non-Actuated 2									11	Coor	0	0	0	0	0	0	0	0	23	Coor	0	0	0	0	0	0	0	
Add Init Calc																												
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	
Reservice																												
PedCir Thru Ye																												
Skip Red No Call																												
Red Rest																												
Max II																												
Conflicting Phase																												
Conflicting Phase																												
Omit Yellow																												
Ped Delay																												
Gm/Ped Delay																												

W-330
STD8
3-19-10

Ring/Startup [1.1.4]			
Phs	Ring	Start	Enable
1	1	GREEN	1
2	1	RED	1
3	1	RED	1
4	1	RED	0
5	2	GREEN	1
6	2	RED	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 Fish Start	ON		
Start Flash(s)	0		
Start AllRed(s)	0		
Yellow < 3"	OFF		
Display Time	20		
Red Revert	3		
Auxswitch	STOPTM		
SDLC Retry	0		
TS2 Det Fault	ON		
Auto Ped Cle	OFF		
SDLC Retry	0		

Page#	Description
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 time-of-day)
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; Secutiry; I/O Setup

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

Overlap	Conflict L	OFF	Overlap Lock Inhi	OFF	Parent Ph Clear	ON	Extra Included P	ON
1	Include				NORMAL			
	Modifier	Ø			Grr	9		
	Conflict	Ø			Yel 3.5			
	Conflict Olap				Rec 1.5	I		
2	Include				NORMAL			
	Modifier	Ø			Grr	10		
	Conflict	Ø			Yel 3.5			
	Conflict Olap				Rec 1.5	J		
3	Include				NORMAL			
	Modifier	Ø			Grr	11		
	Conflict	Ø			Yel 3.5			
	Conflict Olap				Rec 1.5	K		
4	Include				NORMAL			
	Modifier	Ø			Grr	12		
	Conflict	Ø			Yel 3.5			
	Conflict Olap				Rec 1.5	L		
5	Include				NORMAL			
	Modifier	Ø			Grr	13		
	Conflict	Ø			Yel 3.5			
	Conflict Olap				Rec 1.5	M		
6	Include				NORMAL			
	Modifier	Ø			Grr	14		
	Conflict	Ø			Yel 3.5			
	Conflict Olap				Rec 1.5	N		
7	Include				NORMAL			
	Modifier	Ø			Grr	15		
	Conflict	Ø			Yel 3.5			
	Conflict Olap				Rec 1.5	O		
8	Include				NORMAL			
	Modifier	Ø			Grr	16		
	Conflict	Ø			Yel 3.5			
	Conflict Olap				Rec 1.5	P		

Coord Transition, CoordPhs [2.5]

Pat#	Short	Long	Dwell	No Shortway	E-Yld	Offset	RetHd	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														
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	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 IO 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	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 C	Min Dwe	Ext Dwe	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	

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	Lock	Override Auto Fish	Override Higher	Fish Dwe Link
1		ON	ON	ON	OFF
2		ON	ON	ON	ON
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]

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
Soft Recall								
Dual Entry								
Enabl SimGap	1	1	1	1	1	1	1	1
Gaur Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max 2								
Ped Delay								
Conflicting Ø								

#	Event / Alarm	Ev	Alt	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	Ø Fror To Fror To Fror To Fror 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		Alt Call & Redirect # 1 [1.1.6.3]				Alt Inhibit Phases # 1 [1.1.6.3]							
19	Coordination Fault	1		Col Ø Phases Called By Ø	Ø Fror To Fror To Fror To Fror 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 F			7	7	7									
27	BIU Detector Failure	1	1	8	8	8									
28	Queue detector alarm	1		Alt Call & Redirect # 2 [1.1.6.3]				Alt Inhibit Phases # 2 [1.1.6.3]							
29	Ped Detector Fault	1		Col Ø Phases Called By Ø	Ø Fror To Fror To Fror To Fror 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	1		4	4	4									
48	Preempt Active			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		Coord, CIC Plans [2.3]				Unit Parameters [1.2.1]							
53	Preempt 5 Input	1		CIC Co Ø 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		Auto Flash Phase/Olap Settings [1.4.2]				Disable Init Ped OFF							
61	In Transition	1		Yel Ø		Cycle Fault Action ALARM									
81	FIO Status Alarm			Yel (olaps)		Enable Run Time ON	RTE 6 @ CONKLIN AVE-TALYOR AVE-PARI								

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE 18 OF 10

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	1A/19C-B-O		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-G/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	4	SP 5 R	1A/5C-A-R
		Y		SP 5 Y	1A/19C-B-B/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	1A/19C-C-O/B		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	D W	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

TAPS V 1.0
STUDY #
FILE #
PAGE 19 OF 20

SIGNAL # 330

COUNTY # WEST

DATE JUN 28 1995

CONFLICT/CURRENT MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT		CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED	CURRENT MONITOR DIODES TO BE CUT
SP1-SP5		SP 10	2, 4, 6-12, 14
SP1-SP6			
SP2-SP5			
SP2-SP6			
SP3-SP10			
SP3-SP13			
SP10-SP13			

NOTES: _____

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS V 1.0
STUDY #
FILE #
PAGE 20 OF 20

SIGNAL # 330COUNTY # WESTDATE 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

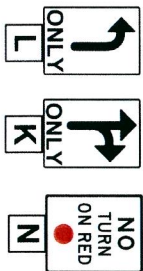
Signal: **W-145**

D/HWP:

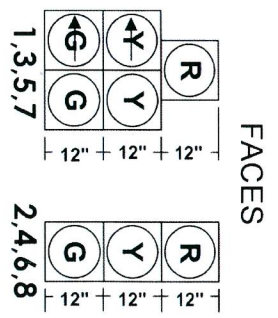
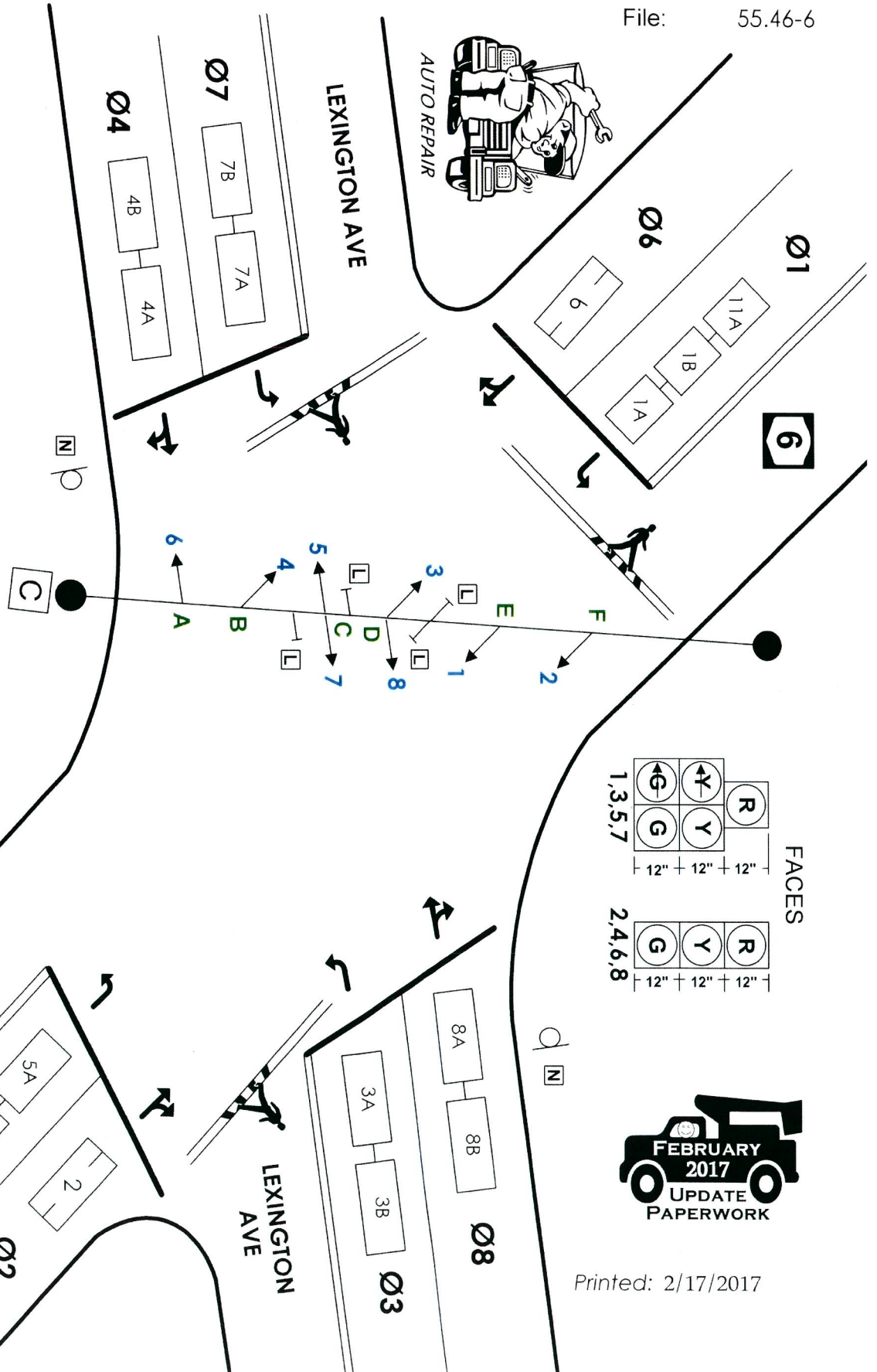
PIN:

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				
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				
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				
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				
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				
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				
Walk		7				7		7	7			7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1				
Ped Clearance		22				27		16	8			8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1				
Red Revert									9			9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1				
Add Initial									10			10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1				
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												
Reduce By									2	Coor									14	Coor												
Min Gap									3	Coor									15	Coor												
DyMaxLim									4	Coor									16	Coor												
Max Step									5	Coor									17	Coor												
Options [1.1.2]	1	2	3	4	5	6	7	8	6										18	Coor												
Enable	On	On	On	On	On	On	On	On	4	Coor									19	Coor												
Min Recall		On				On			5	Coor									20	Coor												
Max Recall									6	Coor									21	Coor												
Ped Recall									7	Coor									22	Coor												
Soft Recall									8	Coor									23	Coor												
Lock Calls									9	Coor									24	Coor												
Auto Flash Entry									10	Coor																						
Auto Flash Exit									11	Coor																						
Dual Entry		On		On		On		On	8	Coor																						
Enable Simul Gap	On	On	On	On	On	On	On	On	9	Coor																						
Gaurantee Passag									10	Coor																						
Rest In Walk									11	Coor																						
Conditon Service									12	Coor																						
Non-Actuated 1																																
Non-Actuated 2																																
Add Init Calc																																
Options+ [1.1.3]	1	2	3	4	5	6	7	8	12	Coor																						
Reservice																																
PedClr Thru Yel																																
Skip Red No Call																																
Red Rest																																
Max II																																
Call Phase																																
Conflicting Phase																																
Omit Yellow																																
Ped Delay																																
Grn/Ped Delay																																
ID: 7145 RTE 6 @ LEXINGTON AVE & WILEY RD - LAKE								Page#																								
								1 8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param																		Red Revert 3						
								1A&1B 16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param																		MCE Timeout 0						
								2 Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)																		Feature Profile 0						
								3 Detection; Sample Time and Unit Parameters related to detection																		Free Ring Seq 1						
								4 Preemption and Alternate Phase Time and Phase Options																		Auxswitch STOPTM						
								5 Annual Schedule																		SDLC Retry 0						
								6 Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)																		TS2 Det Faults ON						
								7 Communications; Secutiry; I/O Setup																		Auto Ped Clear OFF						
								8 Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param																		SDLC Retry 0						
																										01/18/18 Page 1						

Ring/Startup [1.1.4]

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

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	45
Flash Red	0

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	3
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

Overlap 1-16 Program Params & 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	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 Ovrd																								

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

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src				
33						NORM	44							NORM	55											NORM	
34						NORM	45							NORM	56											NORM	
35						NORM	46							NORM	57											NORM	
36						NORM	47							NORM	58											NORM	
37						NORM	48							NORM	59											NORM	
38						NORM	49							NORM	60											NORM	
39						NORM	50							NORM	61											NORM	
40						NORM	51							NORM	62											NORM	
41						NORM	52							NORM	63											NORM	
42						NORM	53							NORM	64											NORM	
43						NORM	54							NORM												NORM	

Ped Det Parm [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1	6		15	
2	2		15	
3	8		15	
4			15	
5			15	
6			15	
7			15	
8			15	

Unit Paramters [1.2.1]

TS2 Det Faults	ON
Vol/Occ Report Parm [1.5.8]	
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	50			22	ON
4	45			7	ON
5	45			7	ON
6					ON

Pre #	Track Grn	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	Pre #	Lock	Override Auto Fish	Override Higher	Fish Dwell	Link
1		1	ON	ON	ON	OFF	
2		2	ON	ON	ON	OFF	
3		3	ON	ON	ON	OFF	
4	2 6	4	ON	ON	ON	OFF	
5	2 6	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 Entry								
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 Entry								
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 Entry								
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 Entry								
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								

Annual Schedule [4.3] Month of Year												Day of Week					Date																			DayLink																						
1	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan	To						
	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	1							
2	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																																					1		
3	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																																					1		
4	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																																					1		
5	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																																					1		
6	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																																					1		
7	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																																					1		
8	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																																					1		
9	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																																					1		
10	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																																					1		
11	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																																					1		
12	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																																					1		
13	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																																						1	
14	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																																					1		
15	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																																					1		
16	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																																						1	
17	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																																					1		
18	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																																						1	
19	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																																						1	
20	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																																						1	
21	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																																					1		
22	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																																					1		
23	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																																					1		
24	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																																						1	

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	C11S Connector	
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	Fcn	Oper	Fcn	Oper	Fcn 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
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	7145
Group ID	
Master ID	0
Backup Time	0
SysUp Modem [6.1]	
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
GMU/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.	On	On	Ø	Phases Called By Ø				From	To	From	To	From	To	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	Alt Call & Redirect # 1 [1.1.6.3]								Alt Inhibit Phases # 1 [1.1.6.3]																											
19	Coordination Fault		On	Col	Ø	Phases Called By Ø				From	To	From	To	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	Alt Call & Redirect # 2 [1.1.6.3]								Alt Inhibit Phases # 2 [1.1.6.3]																											
29	Ped Detector Fault		On	Col	Ø	Phases Called By Ø				From	To	From	To	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	Coord, CIC Plans [2.3]								Unit Parameters [1.2.1]																											
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	Auto Flash Phase/Olap Settings [1.4.2]								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: 7145 RTE 6 @ LEXINGTON AVE & WILEY RL 01/18/18	Page 10																					

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
SIGNAL NO

WESTCHESTER
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 TRAFFIV SIGNAL UNDER CONTRACT D260580

These specifications will be effective upon the Installation Modification / Reinstallon 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
 - Cotract Maintainer

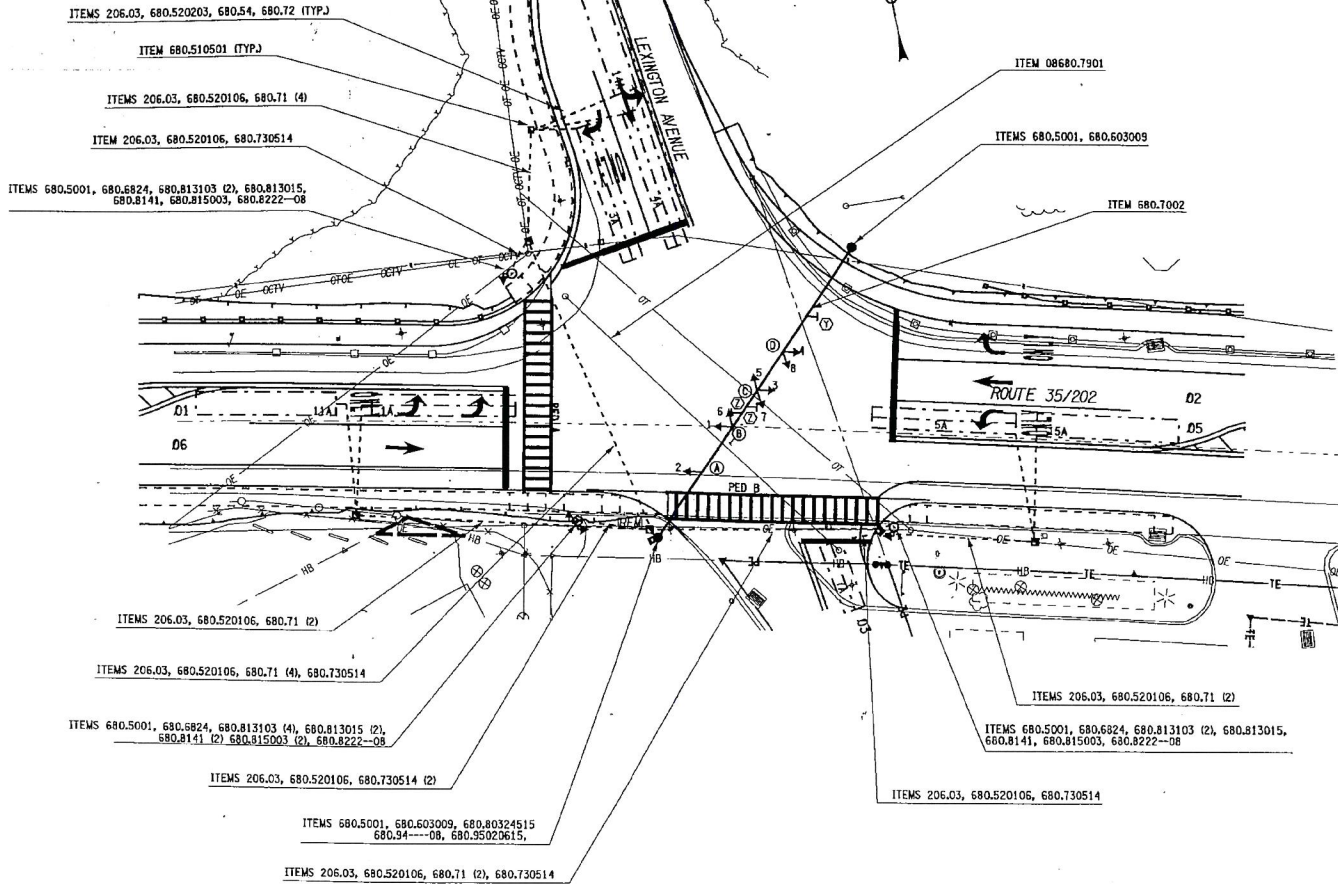
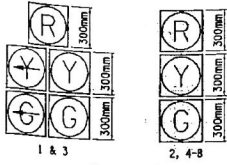
08/06/08
Date

Installation Date:

Signature: Mike Colton ^{SMA} RTE
Title
08/06/08
Reinstallon/Modification:

DESIGN SUPERVISOR
 JOB MANAGER
 DESIGNED BY
 CHECKED BY
 ESTIMATED BY
 DRAFTED BY
 CHECKED BY

FACES



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 _____

TRAFFIC SIGNAL PLAN



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
REGION

DOCUMENT NAME: 856133 traf sig plan DATE: _____ DRAWING NO. _____

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
Min Green	3	10	5		3	10			1			1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1	
Gap, Ext	2		2		2				2			2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1	
Max 1	15	50	25		15	50			3			3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1	
Max 2									4			4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1	
Yel Clearance	4	5	4		4	5			5			5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1	
Red Clearance	1	1	1		1	1			6			6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1	
Walk			8			8			7			7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1	
Ped Clearance			16			17			8			8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1	
Red Revert									9			9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1	
Add Initial									10			10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1	
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										
Reduce By									2	Coor								14	Coor										
Min Gap									3	Coor								15	Coor										
DyMaxLim									4	Coor								16	Coor										
Max Step									5	Coor								17	Coor										
Options [1.1.2]	1	2	3	4	5	6	7	8																					
Enable	On	On	On		On	On																							
Min Recall																													
Max Recall		On				On																							
Ped Recall																													
Soft Recall																													
Lock Calls																													
Auto Flash Entry																													
Auto Flash Exit																													
Dual Entry		On		On		On		On																					
Enable Simul Gap	On	On	On	On	On	On	On	On																					
Gaurantee Passag																													
Rest In Walk																													
Conditon Service																													
Non-Actuated 1																													
Non-Actuated 2																													
Add Init Calc																													
Options+ [1.1.3]	1	2	3	4	5	6	7	8																					
Reservice																													
PedClr Thru Yel																													
Skip Red No Call																													
Red Rest																													
Max II																													
Call Phase																													
Conflicting Phase																													
Omit Yellow																													
Ped Delay																													
Grn/Ped Delay																													
ID: 7300 RTE 35 & RTE 202 @ LEXINGTON AVE									Page#															01/18/18 Page 1					
									1 8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param															Red Revert 3					
									1A&1B 16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param															MCE Timeout 0					
									2 Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)															Feature Profile 3					
									3 Detection; Sample Time and Unit Parameters related to detection															Free Ring Seq 1					
									4 Preemption and Alternate Phase Time and Phase Options															Auxswitch STOPTM					
									5 Annual Schedule															SDLC Retry 0					
									6 Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)															TS2 Def Faults ON					
									7 Communications; Secutiry; I/O Setup															Auto Ped Clear OFF					
									8 Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param															SDLC Retry 0					

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	RED	On
2	1	RED	On
3	1	RED	On
4	1	RED	Off
5	2	RED	On
6	2	RED	On
7	2	RED	Off
8	2	RED	Off

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	45
Flash Red	0

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	USER
Loc Flsh Start	RED
Start Flash(s)	0
Start AllRed(s)	6
Yellow < 3"	OFF
Display Time	20
Red Revert	3
MCE Timeout	0
Feature Profile	3
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Def Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0

Overlap 1-16 Program Params & 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			
A	Conflict Ped				LG			
	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
2	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
	Included Ø				NORMAL			
	Modifier Ø				Gm			
B	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
	Included Ø				NORMAL			
3	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			
D	Conflict Ped				LG			
	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
E	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
	Included Ø				NORMAL			
	Modifier Ø				Gm			
F	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
	Included Ø				NORMAL			
7	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			
H	Conflict Ped				LG			
	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
A	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
	Included Ø				NORMAL			
	Modifier Ø				Gm			
9	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
	Included Ø				NORMAL			
10	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
J	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
K	Conflict Ped				LG			
	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
11	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
	Included Ø				NORMAL			
	Modifier Ø				Gm			
12	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
	Included Ø				NORMAL			
13	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
M	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
14	Conflict Ped				LG			
	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
N	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
	Included Ø				NORMAL			
	Modifier Ø				Gm			
15	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
	Included Ø				NORMAL			
O	Modifier Ø				Gm			
	Conflict Ø				Yel 3.5			
	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
P	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						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 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						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 Ovrd																								

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 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		
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 Fish	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 Entry								
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 Entry								
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 Entry								
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 Entry								
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								

Annual Schedule [4.3] Month of Year												Day of Week							Date														DayLink																			
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan	To
1	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
2	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
3	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
4	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
5	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
6	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
7	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
8	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
9	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
10	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
11	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
12	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
13	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
14	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
15	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
16	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
17	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
18	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
19	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
20	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
21	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
22	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
23	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
24	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	

#	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		Alt Call & Redirect # 1 [1.1.6.3]				Alt Inhibit Phases # 1 [1.1.6.3]							
19	Coordination Fault	On	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		Alt Call & Redirect # 2 [1.1.6.3]				Alt Inhibit Phases # 2 [1.1.6.3]							
29	Ped Detector Fault	On	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		Coord, CIC Plans [2.3]				Unit Parameters [1.2.1]							
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		Auto Flash Phase/Olap Settings [1.4.2]				Disable Init Ped	OFF						
61	In Transition	On		Yel Ø	Cycle Fault Action	ALARM									
81	FIO Status Alarm			Yel (olaps)	Enable Run Timer	ON									

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
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	 Ground Wire	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	Red Yellow Green Ground Wire	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	Red Yellow Green Ground Wire	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		Ground Wire		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	 Ground Wire	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	Red Yellow Green Ground Wire	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		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	PED A Ø3	MAN ----- HAND Ground Wire	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 Ø6	MAN ----- HAND Ground Wire	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		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	Ø 3	Red Yellow Green Ground Wire	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		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 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION**

TAPS _____
STUDY # _____
FILE # _____
PAGE 3 OF 3

SIGNAL # W - 300COUNTY WESTCHESTERDATE 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 : _____

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		3	3				1			1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1	Ring/Startup [1.1.4]			
Gap, Ext	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	45	40	30	15		40		3			3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1	1	1	RED	On
Max 2	45	60	35	15		60		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		5			5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1	3	1	RED	On
Red Clearance	1	1	1	1		1		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	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1	5	2	RED	Off
Ped Clearance								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	Off
Add Initial								10			10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1	8	2	RED	Off
Max Initial								11			11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1	Coord Modes [2.1]			
Time B4 Reduct								12			12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1	Test OpMode	0		
Cars B4 Reduct								Split	1	2	3	4	5	6	7	8	Split	1	2	3	4	5	6	7	8	Correction	SHRT/LNG				
Time To Reduce								1	Coor	45	60	35	15		60		13	Coor									Maximum	MAX 1			
Reduce By								2	Coor	45	40	50	15		40		14	Coor									Force-Off	FLOAT			
Min Gap								3	Coor								15	Coor									Closed Loop	ON			
DyMaxLim								4	Coor								16	Coor									Stop-in-Walk	OFF			
Max Step								5	Coor								17	Coor									Auto Reset	ON			
Options [1.1.2]	1	2	3	4	5	6	7	8																			Expand Split	OFF			
Enable	On	On	On	On		On																					Ped Recycle	NO RECYCLE			
Min Recall																											Before	TIMED			
Max Recall		On				On																					After	TIMED			
Ped Recall																											Auto Flash [1.4.1]				
Soft Recall																											Auto Flash	PH OVER			
Lock Calls																											Flash Yel	45			
Auto Flash Entry																											Flash Red	0			
Auto Flash Exit																											Unit Params [1.2.1]				
Dual Entry		On		On		On		On																			Phase Mode	STD8			
Enable Simul Gap	On	On	On	On	On	On	On	On																			IO Mode	USER			
Gaurantee Passag																											Loc Flsh Start	ON			
Rest In Walk																											Start Flash(s)	0			
Conditon Service																											Start AllRed(s)	0			
Non-Actuated 1																											Yellow < 3"	OFF			
Non-Actuated 2																											Display Time	20			
Add Init Calc																											Red Revert	3			
Options+ [1.1.3]	1	2	3	4	5	6	7	8																			MCE Timeout	0			
Reservice																											Feature Profile	0			
PedClr Thru Yel																											Free Ring Seq	1			
Skip Red No Call																											Auxswitch	STOPTM			
Red Rest																											SDLC Retry	0			
Max II																											TS2 Det Faults	ON			
Call Phase																											Auto Ped Clear	OFF			
Conflicting Phase																											SDLC Retry	0			
Omit Yellow																											Page 1				
Ped Delay																															
Gm/Ped Delay																															
ID: 7120 RTE 35-202 @ BEAR MTN PKWAY **(CONTROL								8 Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param																							

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			
9	Included Ø				NORMAL		
	Modifier Ø			Gm			
	Conflict Ø			Yel 3.5			
I	Conflict Olap			Red 1.5			
	Conflict Ped			LG			
10	Included Ø				NORMAL		
	Modifier Ø			Gm			
	Conflict Ø			Yel 3.5			
J	Conflict Olap			Red 1.5			
	Conflict Ped			LG			
11	Included Ø				NORMAL		
	Modifier Ø			Gm			
	Conflict Ø			Yel 3.5			
K	Conflict Olap			Red 1.5			
	Conflict Ped			LG			
12	Included Ø				NORMAL		
	Modifier Ø			Gm			
	Conflict Ø			Yel 3.5			
L	Conflict Olap			Red 1.5			
	Conflict Ped			LG			
13	Included Ø				NORMAL		
	Modifier Ø			Gm			
	Conflict Ø			Yel 3.5			
M	Conflict Olap			Red 1.5			
	Conflict Ped			LG			
14	Included Ø				NORMAL		
	Modifier Ø			Gm			
	Conflict Ø			Yel 3.5			
N	Conflict Olap			Red 1.5			
	Conflict Ped			LG			
15	Included Ø				NORMAL		
	Modifier Ø			Gm			
	Conflict Ø			Yel 3.5			
O	Conflict Olap			Red 1.5			
	Conflict Ped			LG			
16	Included Ø				NORMAL		
	Modifier Ø			Gm			
	Conflict Ø			Yel 3.5			
P	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						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 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	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																									

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 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		
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 Fish	Override Higher	Fish 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 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 Entry								
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 Entry								
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 Entry								
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]


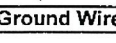
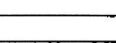

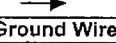
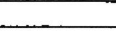
Column#.....->	1	2	3	4	5	6	7	8
Assign Det#								
Call								
No Activity								
Max Presence								
Erratic Count								

#	Event / Alarm	Ev	Alr	Call Phases[1.1.5]								Redirect Phases[1.1.5]								Inhibit Phases[1.1.5]															
				Ø	Phases Called By Ø				Ø	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To						
1	Power Up Alarm.	On	On	Ø					Ø																										
2	Stop Timing	On	On	1					1																										
3	TS1 Cabinet Door			2					2																										
4	Coordination Failure	On	On	3					3																										
5	External Alarm # 1	On	On	4					4																										
6	External Alarm # 2	On	On	5					5																										
7	External Alarm # 3			6					6																										
8	External Alarm # 4			7					7																										
9	Closed Loop Disabled	On		8					8																										
10	External Alarm # 5			9					9																										
11	External Alarm # 6			10					10																										
12	Manual Control Enable	On	On	11					11																										
13	Coord Free Input			12					12																										
14	Local Flash Input	On	On	13					13																										
15	MMU Flash			14					14																										
16	CMU Flash			15					15																										
17	Cycle Fault	On		16					16																										
18	Cycle Failure	On		Alt Call & Redirect # 1 [1.1.6.3]								Alt Inhibit Phases # 1 [1.1.6.3]																							
19	Coordination Fault	On	On	Col	Ø	Phases Called By Ø				Ø	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To							
20	Controller Fault	On	On	1					1																										
21	Detector SDLC Failure			2					2																										
22	MMU SDLC Failure			3					3																										
23	Critical SDLC Failure			4					4																										
24	Reserved			5					5																										
25	EEPROM CRC Fault	On	On	6					6																										
26	Detector Diagnostic Failure			7					7																										
27	BIU Detector Failure	On	On	8					8																										
28	Queue detector alarm	On		Alt Call & Redirect # 2 [1.1.6.3]								Alt Inhibit Phases # 2 [1.1.6.3]																							
29	Ped Detector Fault	On	On	Col	Ø	Phases Called By Ø				Ø	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To							
30	Coord Diagnostic Fault			1					1																										
41	TempAlert Probe Ch. A			2					2																										
42	TempAlert Probe Ch. B			3					3																										
47	Coord Active			4					4																										
48	Preempt Active	On		5					5																										
49	Preempt 1 Input	On		6					6																										
50	Preempt 2 Input	On		7					7																										
51	Preempt 3 Input	On		8					8																										
52	Preempt 4 Input	On		Coord, CIC Plans [2.3]								Unit Parameters [1.2.1]																							
53	Preempt 5 Input	On		CIC Co	Ø	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		Auto Flash Phase/Olap Settings [1.4.2]								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					

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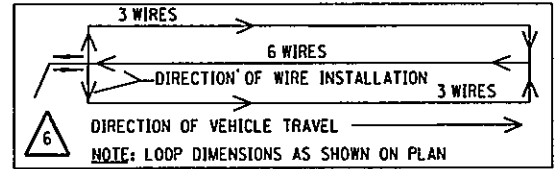
CHECKED BY BK
 DRAFTED BY EC
 ESTIMATED BY RN
 CHECKED BY JA
 DESIGNED BY TH
 JOB MANAGER DW
 DESIGN SUPERVISOR MB

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

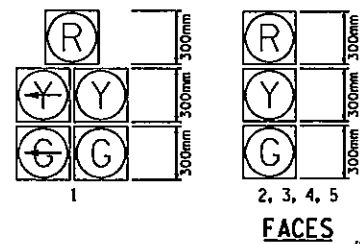


DETAIL 1: QUADRUPOLE PRESENCE LOOP INSTALLATION

FIELD REVISION SHEET
 THIS SHEET SUPERSEDES SHEET NUMBER 74

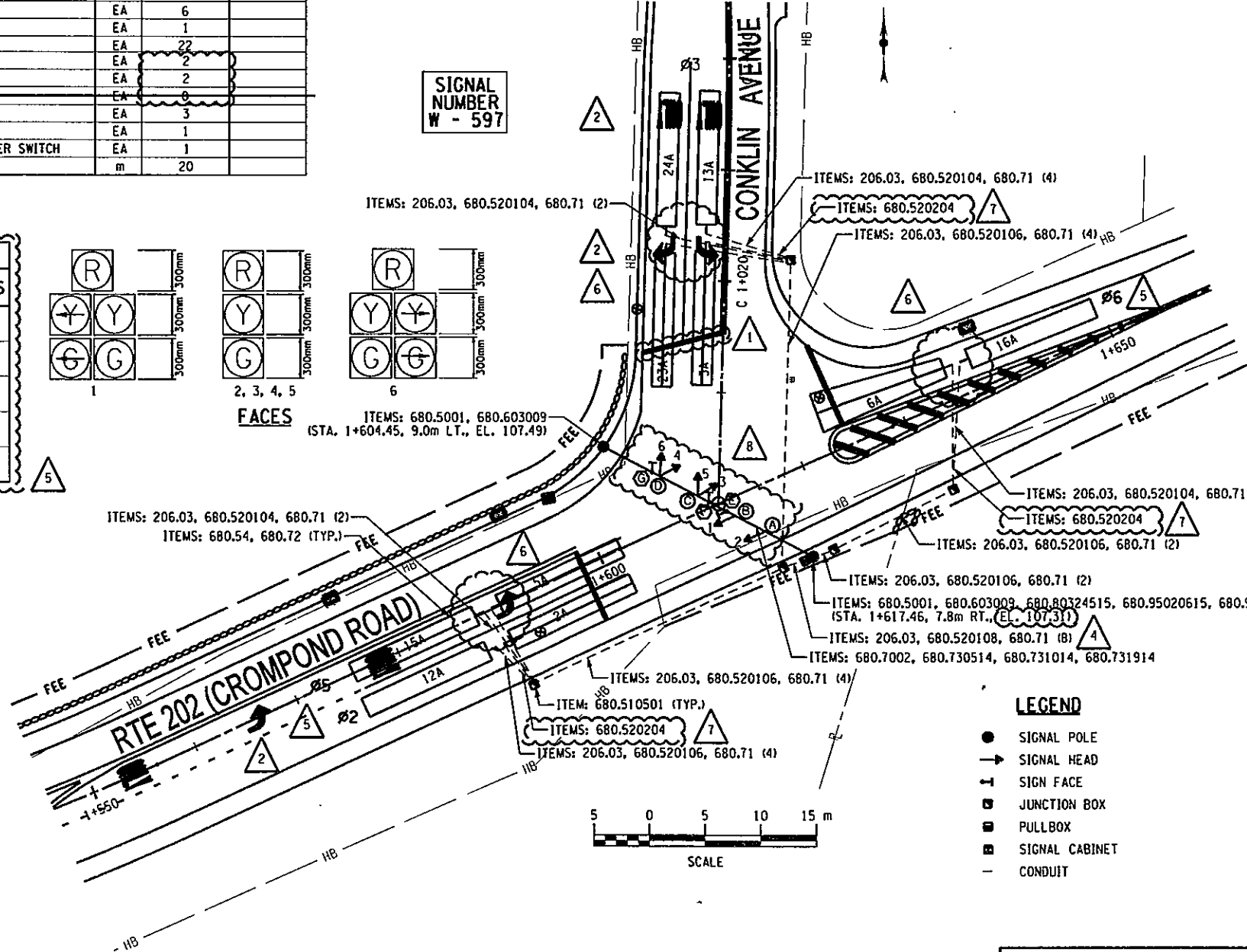
- REVISIONS:**
- REVISED STOP BAR LOCATION
 - REVISED STRIPING, SYMBOL AND LETTER PLACEMENT PER NYS DOT STANDARD SHEET M685-8.
 - UPDATED TABLE OF SIGNS TO MEET MUTCD REQUIREMENTS
 - UPDATED ELEVATION
 - UPDATED PHASE NUMBERS, TABLE OF OPERATIONS, TABLE OF CLEARANCES AND TABLE OF VEHICLE DETECTORS ACCORDINGLY
 - 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
	G	X	X	X	X	X	X
	R	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

WSP - SELLS
 Transportation & Infrastructure

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	Seq
Min Green		10	10		5	10			1	90	46	1	1	13	0	0	13	1	25	0	0		1	37	0	0		1	Ring/Startup [1.1.4]							
Gap, Ext		3	3		3	3			2	105	46	2	1	14	0	0	14	1	26	0	0		1	38	0	0		1					Phs	Ring	Start	Enable
Max 1		32	25		12	32			3	100	46	3	1	15	0	0	15	1	27	0	0		1	39	0	0		1					1	1	RED	0
Max 2									4	85	46	4	1	16	0	0	16	1	28	0	0		1	40	0	0		1					2	1	GREEN	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					3	1	RED	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					4	1	RED	0
Walk									7	0	0	7	1	19	0	0	19	1	31	0	0		1	43	0	0		1					5	2	RED	1
Ped Clearance									8	0	0	8	1	20	0	0	20	1	32	0	0		1	44	0	0		1					6	2	GREEN	1
Red Revert									9	0	0	9	1	21	0	0	21	1	33	0	0		1	45	0	0		1					7	2	RED	0
Add Initial									10	0	0	10	1	22	0	0	22	1	34	0	0		1	46	0	0		1					8	2	RED	0
Max Initial									11	0	0	11	1	23	0	0	23	1	35	0	0		1	47	0	0		1					Coord Modes [2.1]			
Time B4 Reduct									12	0	0	12	1	24	0	0	24	1	36	0	0		1	48	0	0		1					Test OpMode	0		
Cars B4 Reduct									Split	1	2	3	4	5	6	7	8	Split	1	2	3	4	5	6	7	8	Correction	SHRT/LNG								
Time To Reduce									1	Coord	20	40	30	0	20	40	30	0	13	Coord	0	0	0	0	0	0	0	0	Maximum	MAX 1						
Reduce By									2	Coord	2	MAX			20	MAX	35	0	14	Coord	0	0	0	0	0	0	0	0	Force-Off	FLOAT						
Min Gap									2	Coord	20	50	35	0	20	50	35	0	14	Coord	0	0	0	0	0	0	0	0	Closed Loop	ON						
DyMaxLim									2	Coord	2	MAX			20	MAX	35	0	15	Coord	0	0	0	0	0	0	0	0	Stop-in-Walk	OFF						
Max Step									3	Coord	20	45	35	0	20	45	35	0	15	Coord	0	0	0	0	0	0	0	0	Auto Reset	ON						
Options [1.1.2]	1	2	3	4	5	6	7	8	4	Coord	17	38	30	0	17	38	30	0	16	Coord	0	0	0	0	0	0	0	0	Expand Split	OFF						
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	Ped Recycle	NO_RECYCLE						
Min Recall		1			1				2	Coord	2	MAX			17	MAX			17	Coord	0	0	0	0	0	0	0	0	Before	TIMED						
Max Recall		1			1				5	Coord	0	0	0	0	0	0	0	0	17	Coord	0	0	0	0	0	0	0	0	After	TIMED						
Ped Recall									6	Coord	0	0	0	0	0	0	0	0	18	Coord	0	0	0	0	0	0	0	0	Auto Flash [1.4.1]							
Soft Recall									6	Coord	0	0	0	0	0	0	0	0	18	Coord	0	0	0	0	0	0	0	0	Auto Flash	PH OVER						
Lock Calls									7	Coord	0	0	0	0	0	0	0	0	19	Coord	0	0	0	0	0	0	0	0	Flash Yel	4.5						
Auto Flash Entry									7	Coord	0	0	0	0	0	0	0	0	19	Coord	0	0	0	0	0	0	0	0	Flash Red	2						
Auto Flash Exit									8	Coord	0	0	0	0	0	0	0	0	20	Coord	0	0	0	0	0	0	0	0	Unit Params [1.2.1]							
Dual Entry									8	Coord	0	0	0	0	0	0	0	0	20	Coord	0	0	0	0	0	0	0	0	Phase Mode	STD8						
Enable Simul Gap									9	Coord	0	0	0	0	0	0	0	0	21	Coord	0	0	0	0	0	0	0	0	IO Mode	USER						
Gaurantee Passag									9	Coord	0	0	0	0	0	0	0	0	21	Coord	0	0	0	0	0	0	0	0	Loc Fish Start	ON						
Rest In Walk									10	Coord	0	0	0	0	0	0	0	0	22	Coord	0	0	0	0	0	0	0	0	Start Flash(s)	0						
Conditon Service									10	Coord	0	0	0	0	0	0	0	0	22	Coord	0	0	0	0	0	0	0	0	Start AllRed(s)	0						
Non-Actuated 1									11	Coord	0	0	0	0	0	0	0	0	23	Coord	0	0	0	0	0	0	0	0	Yellow < 3"	OFF						
Non-Actuated 2									11	Coord	0	0	0	0	0	0	0	0	23	Coord	0	0	0	0	0	0	0	0	Display Time	20						
Add Init Calc									12	Coord	0	0	0	0	0	0	0	0	24	Coord	0	0	0	0	0	0	0	0	Red Revert	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	MCE Timeout	0						
Reservice									Page#																		Feature Profile	0								
PedClr Thru Yel									1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param																	Free Ring Seq	1								
Skip Red No Call									1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param																	Auxswitch	STOPTM								
Red Rest									2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)																	SDLC Retry	0								
Max II									3	Detection; Sample Time and Unit Parameters related to detection																	TS2 Det Faults	ON								
Conflicting Phase									4	Preemption and Alternate Phase Time and Phase Options																	Auto Ped Clear	OFF								
Red Rest On Gap									5	Annual Schedule																	SDLC Retry	0								
Omit Yellow									6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)																	Auto Ped Clear	OFF								
Ped Delay									7	Communications; Security; I/O Setup																	SDLC Retry	0								
Gm/Ped Delay									8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param																	09/04/13 Page 1A									

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's & 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	5	3		NORMAL			
	Modifier Ø				Gm			
	Conflict Ø	6		3	Yel	4		
	Conflict Olap				Red	2		
2	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel	3.5		
	Conflict Olap				Red	1.5		
3	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel	3.5		
	Conflict Olap				Red	1.5		
4	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel	3.5		
	Conflict Olap				Red	1.5		
5	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel	3.5		
	Conflict Olap				Red	1.5		
6	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel	3.5		
	Conflict Olap				Red	1.5		
7	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel	3.5		
	Conflict Olap				Red	1.5		
8	Included Ø				NORMAL			
	Modifier Ø				Gm			
	Conflict Ø				Yel	3.5		
	Conflict Olap				Red	1.5		

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 #	2	3	5	6							1													
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	RED	YEL	RED	RED	DRK	YEL	RED	RED	RED	RED	DRK	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 IO Mode	USER	Single BIU Map	SINGLE	Invert Rail Input	OFF	Olap Ovrd																	
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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]

Exit Phases [3.2]

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		
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

C11S Connector

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 0
I 0 =	I	0	----	I	0 DLY 0
I 0 =	I	0	----	I	0 DLY 0
I 0 =	I	0	----	I	0 DLY 0
I 0 =	I	0	----	I	0 DLY 0
I 0 =	I	0	----	I	0 DLY 0
I 0 =	I	0	----	I	0 DLY 0
I 0 =	I	0	----	I	0 DLY 0
I 0 =	I	0	----	I	0 DLY 0
I 0 =	I	0	----	I	0 DLY 0
I 0 =	I	0	----	I	0 DLY 0
I 0 =	I	0	----	I	0 DLY 0
I 0 =	I	0	----	I	0 DLY 0
I 0 =	I	0	----	I	0 DLY 0
I 0 =	I	0	----	I	0 DLY 0
I 0 =	I	0	----	I	0 DLY 0

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

2070 IP 1 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GWWay				
Port				

2070 Port Binding Ports [6.6]

	Port	Echo	Mode
ASYN1	SP1	NONE	
ASYN2	SP2	NONE	
ASYN3	SP3	NONE	
ASYN4	SP4	NONE	
SYN1	SP5		
SYN2	OFF		

2070 IP 2 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GWWay				
Port				

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		

Com Parameters [6.1]

Station ID	7597
Group ID	
Master ID	0
Backup Time	900
SysUp Modem [6.1]	
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	

#	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		Alt Call & Redirect # 1 [1.1.6.3]				Alt Inhibit Phases # 1 [1.1.6.3]								
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		Alt Call & Redirect # 2 [1.1.6.3]				Alt Inhibit Phases # 2 [1.1.6.3]								
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		Coord, CIC Plans [2.3]				Unit Parameters [1.2.1]				Advanced Warning [1.1.9]				
53	Preempt 5 Input	1		CIC CoØ Grow 1 2 3 4 5 6 7 8	Allow Skip Yellow	OFF	Max Cycle Time	0	Phase	Time						
54	Preempt 6 Input	1		1 OFF	TOD Dim Enable	OFF	Cycle Fault Action	ALARM	Aux Out 1	0 0						
55	Preempt 7 Input	1		2 OFF	Tone Disable	OFF			Aux Out 2	0 0						
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		Auto Flash Phase/Olap Settings [1.4.2]				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

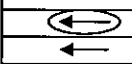
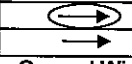
TAPS _____
STUDY # _____
FILE # _____
PAGE 1 OF 3

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	

Office

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

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

W – 596
SIGNAL NO.

WESTCHESTER
COUNTY

INTERSECTION ROUTE 35/202 CROMPOND ROAD @ LAFAYETTE AVENUE

CITY VILLAGE TOWN OF CORTLANDT

Department Order filed _____ as Section: 2055.30 Subdivision: (s)

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 – 597

Loops + Coord
9/16/13
JTH

07/30/13

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

Date

Installation Date

Signature

Reinstallation/Modification

R.T.E.

Title
07/30/13

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-----08	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	

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

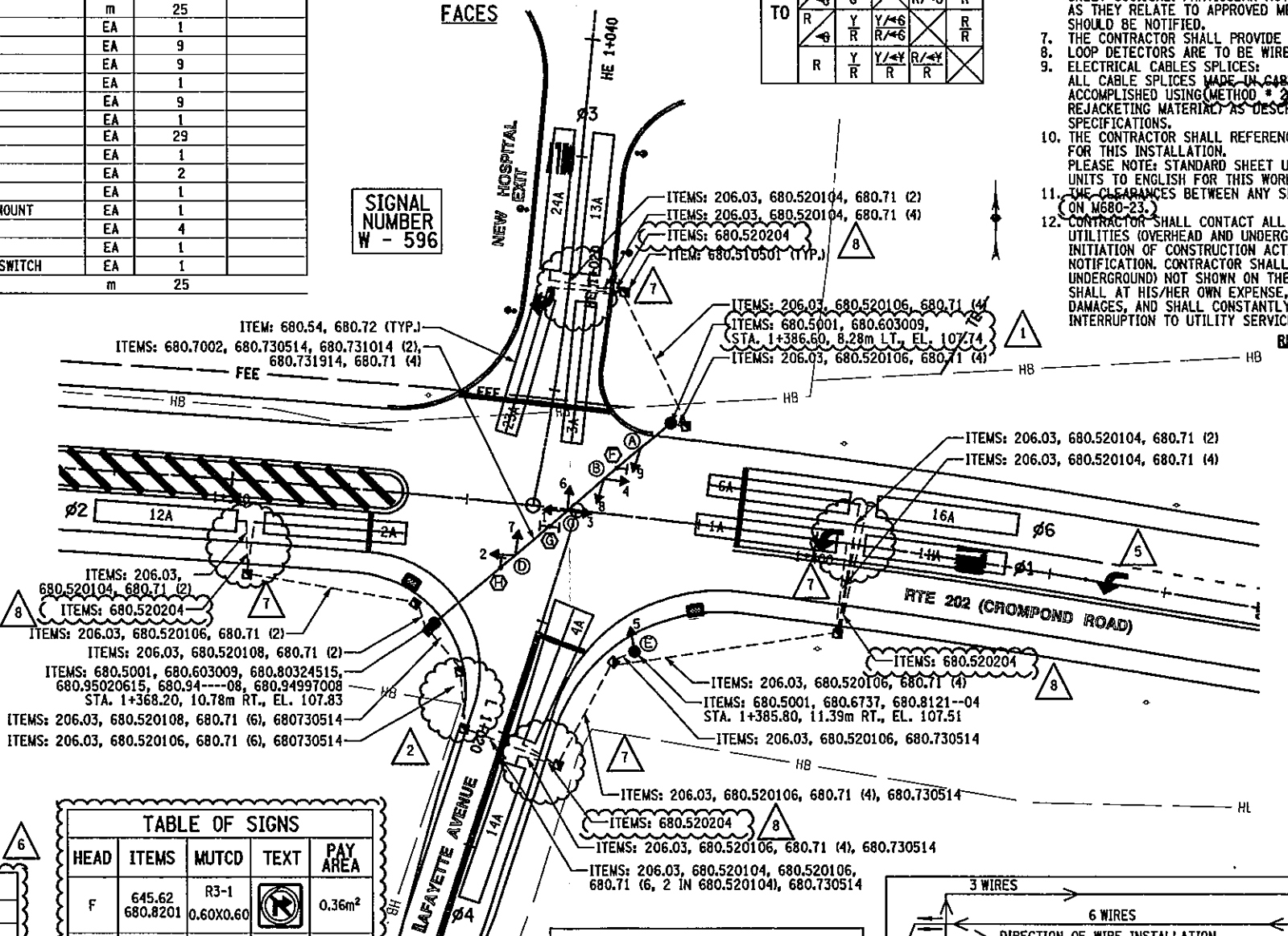
HEAD	ITEMS	MUTCD	TEXT	PAY AREA
F	645.62 680.8201	R3-1		0.36m²
G	645.61 680.8201	R3-5L		0.68m²
	645.62 680.8201	R3-2		0.36m²
H	645.61 680.8201	R3-5R		0.68m²

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

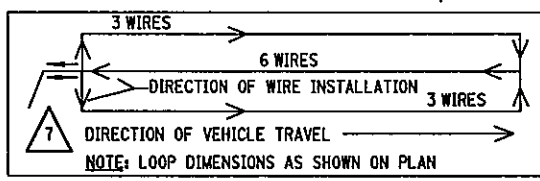
TO	FROM			
	G	G	R	R
G	X	X	X	X
R	X	X	X	X

- 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 UNDUE 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



FIELD REVISION SHEET
THIS SHEET SUPERSEDES SHEET NUMBER 73



DETAIL 1: QUADRUPOLE PRESENCE LOOP INSTALLATION



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 8561.25.TSP	REGION 8
DATE SEPT 2010	DRAWING NO. TSP-1-R1

FILE NAME = I:\pro\162863\3_Drawings\1_Construction_Revisions\3_F.mal\8561.25_tsp_lafayette.dgn
DATE/TIME = 8/5/2010 2:41:57 PM
USER = usj04025

CHECKED BY BK
DRAFTED BY EC
ESTIMATED BY RN
CHECKED BY JA
DESIGNED BY TH
JOB MANAGER DW
DESIGN SUPERVISOR MB

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	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	5	6	7	8	Split	1	2	3	4	5	6	7	8					
Time To Reduce									1	Coord	15	40	17	18	15	40	17	18	13	Coord	0	0	0	0	0	0	0	0			
Reduce By									2		MAX				MAX				14	Coord	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				
DyMaxLim									2		MAX				MAX																
Max Step									3	Coord	15	40	28	17	15	40	28	17	15	Coord	0	0	0	0	0	0	0				
Options [1.1.2]	1	2	3	4	5	6	7	8	2		MAX				MAX																
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				
Min Recall									2		MAX				MAX																
Max Recall									5	Coord	0	0	0	0	0	0	0	0	17	Coord	0	0	0	0	0	0	0				
Ped Recall									6	Coord	0	0	0	0	0	0	0	0	18	Coord	0	0	0	0	0	0	0				
Soft Recall																															
Lock Calls																															
Auto Flash Entry									7	Coord	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	20	Coord	0	0	0	0	0	0	0				
Enable Simul Gap																															
Gaurantee Passage									9	Coord	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	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	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	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 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	Detections; 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					
Grrn/Ped Delay									7	Communications; Secutiry; I/O Setup															Auto Ped Clear	OFF					
									8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param															SDLC Retry	0					
RTE 35 202 CROMPOND RD @ LAFAYETTE AVE (ID 7596)																												08/05/13		Page 1A	

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			
2	Included Ø					NORMAL			
	Modifier Ø					Gm			
	Conflict Ø					Yel 3.5			
	Conflict Olap					Red 1.5			
3	Included Ø					NORMAL			
	Modifier Ø					Gm			
	Conflict Ø					Yel 3.5			
	Conflict Olap					Red 1.5			
4	Included Ø					NORMAL			
	Modifier Ø					Gm			
	Conflict Ø					Yel 3.5			
	Conflict Olap					Red 1.5			
5	Included Ø					NORMAL			
	Modifier Ø					Gm			
	Conflict Ø					Yel 3.5			
	Conflict Olap					Red 1.5			
6	Included Ø					NORMAL			
	Modifier Ø					Gm			
	Conflict Ø					Yel 3.5			
	Conflict Olap					Red 1.5			
7	Included Ø					NORMAL			
	Modifier Ø					Gm			
	Conflict Ø					Yel 3.5			
	Conflict Olap					Red 1.5			
8	Included Ø					NORMAL			
	Modifier Ø					Gm			
	Conflict Ø					Yel 3.5			
	Conflict Olap					Red 1.5			

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	5	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	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	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 Ovr																	
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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 Fish	Override Higher	Fish 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								

Annual Schedule [4.3]	Month of Year	Day of Week	Date	Day Plan	Link To
1	J F M A M J J A S O N D	S M T W T F S	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1	
2	J F M A M J J A S O N D	S M T W T F S	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	2	
3	J F M A M J J A S O N D	S M T W T F S	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1	
4	J F M A M J J A S O N D	S M T W T F S	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1	
5	J F M A M J J A S O N D	S M T W T F S	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1	
6	J F M A M J J A S O N D	S M T W T F S	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1	
7	J F M A M J J A S O N D	S M T W T F S	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1	
8	J F M A M J J A S O N D	S M T W T F S	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1	
9	J F M A M J J A S O N D	S M T W T F S	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1	
10	J F M A M J J A S O N D	S M T W T F S	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1	
11	J F M A M J J A S O N D	S M T W T F S	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1	
12	J F M A M J J A S O N D	S M T W T F S	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1	
13	J F M A M J J A S O N D	S M T W T F S	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1	
14	J F M A M J J A S O N D	S M T W T F S	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1	
15	J F M A M J J A S O N D	S M T W T F S	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1	
16	J F M A M J J A S O N D	S M T W T F S	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1	
17	J F M A M J J A S O N D	S M T W T F S	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1	
18	J F M A M J J A S O N D	S M T W T F S	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1	
19	J F M A M J J A S O N D	S M T W T F S	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1	
20	J F M A M J J A S O N D	S M T W T F S	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1	
21	J F M A M J J A S O N D	S M T W T F S	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1	
22	J F M A M J J A S O N D	S M T W T F S	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1	
23	J F M A M J J A S O N D	S M T W T F S	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1	
24	J F M A M J J A S O N D	S M T W T F S	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1	

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	189	Unused
I1-6	6	Veh Call 6
I1-7	189	Unused
I1-8	189	Unused
I2-1	189	Unused
I2-2	189	Unused
I2-3	11	Veh Call 11
I2-4	12	Veh Call 12
I2-5	13	Veh Call 13
I2-6	14	Veh Call 14
I2-7	189	Unused
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		
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

C11S Connector

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	54	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

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	7596
Group ID	
Master ID	0
Backup Time	900
SysUp Modem [6.1]	
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				
Brdcst				
GtWay				
Port				

2070 IP 2 Addressing [6.5]

Addressing				
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 Port Binding Ports [6.6]

	Port	Echo	Mode
ASYNC1	SP1	NONE	
ASYNC2	SP2	NONE	
ASYNC3	SP3	NONE	
ASYNC4	SP4	NONE	
SYNC1	SP5S		
SYNC2	OFF		

2070 Port Binding Functions [6.6]

Function	Channel	Function	Channel
TS2/CVM	NONE	SYSUp	ASYNC2
CMU/MMU	NONE	SYSDown	ASYNC1
Opticom	NONE	Shell	NONE
Loop Det.	NONE		
GPS	NONE		

MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION


TAPS _____
STUDY # _____
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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 # _____
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PAGE 3 OF 3

SIGNAL # W - 596COUNTY WESTCHESTERDATE 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					

No Action Projects Trip Generation

No Build Development (not accounted for in Growth Factor) Trip Generation ⁽¹⁾

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	
Town of Cortlandt	Valeria ²	ITE ITE	147	Units	Condominium Condominium	221 221	Multifamily Housing (Mid-Rise) Multifamily Housing (Mid-Rise)	AM PM	0.36 0.44	53	26%	74%	14	39	
			147	Units						65	61%	39%	40	25	
	Rome Court ³	End of Rome Court (off of Apple Hill Drive)	ITE ITE	12	Units	Single Family Housing Single Family Housing	210 210	Single Family Detached Housing Single Family Detached Housing	AM PM	1.11 1.08	13	25%	75%	3	10
				12	Units						13	63%	37%	8	5
	Cortlandt Crossing	Route 6	Cortlandt Crossing DEIS	130	kSF	Shopping Center					121			80	41
											467			221	246
	Pondview Commons ⁴	U.S. Route 6 and Regina Avenue	Pondview Traffic Study	56	Units	Townhouse Townhouse			AM PM		15			3	12
56				Units	12								8	4	
Hanover Estates	Croton Avenue	Hanover Estates TIS	25	Units	Single Family Housing Single Family Housing			AM PM		24			6	18	
			25	Units						26			17	9	
Cortlandt Pitch ⁵	U.S. Route 6 and Bear Mountain Parkway	Cortlandt Pitch TIS	68	kSF	Indoor Sports Complex Indoor Sports Complex			AM PM							
			68	kSF											
Town of Yorktown	Field Home Expansion ^{6,7}	ITE Fieldhome Expansion TIS)	96	Beds	Nursing Beds Nursing Beds	620 620	Nursing Home Nursing Home	AM PM	0.17 0.22	16	72%	28%	12	4	
			96	Beds						21	33%	67%	7	14	
			137	Units	Independent Living Independent Living	255 255	Continuing Care Retirement Community Continuing Care Retirement Community	AM PM	0.21 0.22	29	65%	35%	19	10	
	137	Units	30	39%						61%	12	18			
	State Land Corp	Across street from 3481 Crompond Road	State Land Development	200	kSF	Retail Retail					241			139	102
				200	kSF						992			496	496
	Lowe's ⁸	3200 Crompond Road	Shrub Oak International School TIS	120.66	kSF	Home Improvement Store Home Improvement Store	862 862	Home Improvement Superstore Home Improvement Superstore	AM PM	1.57 2.33	189	57%	43%	108	81
120.66				kSF	281						49%	51%	138	143	
12.1				kSF	Restaurant/Retail Restaurant/Retail	932 932	Fast Casual Restaurant Fast Casual Restaurant	AM PM	9.91 9.77	120	55%	45%	66	54	
12.1				kSF						118	62%	38%	73	45	
			4	kSF	Bank Bank	912 912	Drive-in Bank Drive-in Bank	AM PM	9.5 20.45	38	58%	42%	22	16	
			4	kSF						82	50%	50%	41	41	
Fieldstone Manor Subdivision ^{3,9}	3680 Lexington Avenue	ITE	7	Units	Apartments Apartments	220 220	Multifamily Housing (Low-Rise) Multifamily Housing (Low-Rise)	AM PM	0.57 0.86	4	23%	77%	1	3	
			7	Units						6	63%	37%	4	2	
			14	Units	Single Family Housing Single Family Housing	210 210	Single Family Detached Housing Single Family Detached Housing	AM PM	1.05 1.07	15	25%	75%	4	11	
14	Units	15	63%	37%						9	6				
Granite Knolls Sports Complex	Stony Street	Shrub Oak International School TIS			Park										
Shrub Oak International School	3151 Stony Street	Shrub Oak International School TIS	521	Employees	Private School Private School			AM PM		196			160	36	
			521	Employees						184			36	148	
Crompond Terrace ^{2,10,11}	Old Crompond Road	Shrub Oak International School TIS	110	Units	Condominiums Condominiums	221 221	Multifamily Housing (Mid-Rise) Multifamily Housing (Mid-Rise)	AM PM	0.36 0.44	40	26%	74%	10	30	
			110	Units						48	61%	39%	29	19	
			32	kSF	Retail Retail	820 820	Shopping Center Shopping Center	AM PM	0.94 3.81	30	67%	33%	20	10	
			32	kSF						122	48%	52%	59	63	
			45.4	kSF	Office Office	710 710	General Office Building General Office Building	AM PM	1.52 1.19	69	86%	14%	59	10	
			45.4	kSF						54	16%	84%	9	45	

Town of Peekskill														
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	0.5	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

- 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) The Cortlandt Pitch Facility did not study the weekday AM peak hour as the facility would not be open during this time.
 - (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.

Trip Generation Memos



Environmental, Planning, and Engineering Consultants

34 South Broadway
Suite 401
White Plains, NY 10601
tel: 914 949-7336
fax: 914 949-7559
www.akrf.com

Memorandum

To: Michael Preziosi, PE; Town of Cortlandt

From: Elaine Du, Marissa Tarallo, PE, PTOE, and Anthony Russo

Date: Revision #1 – November 16, 2018
Revision #2 – December 6, 2018
Revision #3 – December 21, 2018
Revision #4 – March 7, 2019

Re: Medical Oriented District (MOD) SEQR # 16-113 – Trip Generation Memorandum

cc: Chris Kehoe, AICP, Rosemary Boyle Lasher, Michelle Robbins, AICP
Michael Beattie, PE, PTOE; AKRF

This memorandum summarizes the trip generation methodology and estimated number of trips generated by the full zoning buildout for the Medical Oriented District (MOD) development including the Gyrodyne and Evergreen sites located on the south side of Route 202/35 and New York-Presbyterian Hospital on the north side of Route 202/35. The development sites include residential, hotel, retail, medical office and senior living land uses, as shown in **Table 2**.

The estimated number of trips generated by the proposed development sites was based on trip generation rates provided by the *Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition)*. The ITE rates were adjusted to reflect:

- Internalization – internal trips made between multiple land uses within the Gyrodyne, Evergreen, and New York-Presbyterian Hospital sites;
- Mode share for transit, pedestrian, and bicycle trips; and
- Vehicle occupancy.

Transit, pedestrian, bicycle, and mode share trips are calculated using the *ITE Trip Generation Handbook (3rd Edition)* mode share and vehicle occupancy values (see **Attachment A**). Internal trips were calculated using the *ITE Trip Generation Handbook (3rd Edition)* and *National Cooperative Highway Research Program (NCHRP) Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments* methodology (see **Attachment B**). Internal trips are considered trips within each development site; trips that must exit and travel on public roadways are considered external trips.

The Gyrodyne, Evergreen, and New York-Presbyterian Hospital sites are analyzed as standalone mixed-use developments. A comparison of mixed-use development characteristics as defined in NCHRP Report 684 and Cortlandt MOD characteristics are presented in **Table 1**. The Gyrodyne, Evergreen, and New York-Presbyterian Hospital sites are integrated developments that consist of land uses that are complementary

and interacting. Therefore, the individual sites are anticipated to have internal trips that will result in a reduction of external vehicle trips compared to the total generation of trips.

Table 1
Mixed-Use Development Characteristics Comparison

NCHRP 684 Mixed-Use Development Characteristics	MOD Characteristics ¹
The MXD should be a single, physically and functionally integrated development on a single block or a group of contiguous blocks with three or more revenue-producing uses, with internal pedestrian and vehicular connectivity, and with shared parking among some or all uses.	<ul style="list-style-type: none"> • Each site consists of 3+ land uses • Connected by internal roadways, pedestrian facilities • Shared parking is present
The site should have sufficient parking supply to meet demand although the most convenient parking may sometimes fill during peak periods.	<ul style="list-style-type: none"> • Parking supply is sufficient for the proposed land uses
The MXD should be downtown fringe, general urban, or suburban. It should not be located either within or adjacent to a central business district (CBD).	<ul style="list-style-type: none"> • Cortlandt MOD is located on the downtown fringe of the City of Peekskill • Not located within or directly adjacent to a CBD
The MXD should have at least 100,000 sq ft of building space within an overall acreage of up to roughly 300 acres.	<ul style="list-style-type: none"> • Gyrodyne: 304,000 sq ft, 13.8 acres • Evergreen: 265,500 sq ft, 28.4 acres • NYPH: 102,000 sq ft (not including existing hospital facilities), 21.5 acres
The MXD can be a single site, a block, or a district or neighborhood (with multiple interconnected or interactive blocks within a defined boundary); however, this procedure should not be used for a SAC composed of different adjacent, but not directly connected, land uses.	The each site includes interactive connected land uses, and internal pedestrian and vehicular connectivity.
The MXD should consist of a combination of at least three of the following uses: retail, restaurant, office, residential, hotel, and cinema.	Each site is composed at least three of the listed land uses.
The MXD should not already be covered in the ITE trip generation database as reported in the latest edition of Trip Generation (2). Current ITE land use classifications that already account for internal trip-making include shopping center, office park with retail, office building with ground floor retail or onsite cafeteria, and hotel with limited retail and restaurant space.	Cortlandt MOD is not a shopping center, office park with retail, office building with retail/cafeteria, a hotel with retail/restaurant, or any other single land use covered in the ITE trip gen manual.
Source: NCHRP Report 684, page 96	
1. Each individual site is being considered as and meets the definition of a mixed-use development.	

Table 2 presents a summary of the trip generation rates, in/out percentages, internal trips, and alternative transportation mode and carpool trips for each of the land uses. Average trip generation rates and generator peak hour rates are used for all land uses. At the Gyrodyne site, there is an existing 30,000 square foot medical office that will be removed as part of the MOD development. Based on discussions with the Town of Cortlandt Department of Technical Services Code Enforcement, the Gyrodyne site is and currently operates as fully occupied. Trip reductions are taken based on the current occupancy of the development.

As shown in **Table 3**, the total net new trips generated is estimated to be 677 trips (369 in and 308 out) during the AM peak hour and 1,012 trips (445 in and 567 out) during the PM peak hour.

**Table 2
Trip Generation Rates for Generator Peak Hours**

Building Component	Development Size ¹	Peak Hour	ITE Data ²				Trip Generation													
			ITE Land Use		Independent Variable	ITE Trip Rate	Total Trips	% In	% Out	Total Trips		Internal Trips		Non-Motorized, Carpool, Transit		Final Adjusted Trips ³		External Trips		
			#	Name						In	Out	In	Out	In	Out	In	Out			
Gyrodyne																				
Residential (Apartments)	200	Units	AM	221	Multifamily Housing (Mid-Rise)	Dwelling Units	0.32	64	0.27	0.73	17	47	1	7	1	1	15	39	54	
			PM	221	Multifamily Housing (Mid-Rise)	Dwelling Units	0.41	82	0.60	0.40	49	33	19	11	1	1	29	21	50	
Medical Office	100	Ksf	AM	720	Medical-Dental Office Building	1,000 SF Gross Floor Area	3.53	223	0.62	0.38	138	85	14	17	1	0	123	68	191	
			PM	720	Medical-Dental Office Building	1,000 SF Gross Floor Area	4.10	410	0.39	0.61	160	250	3	6	0	3	157	241	398	
Eatery	4	Ksf	AM	932	High Turnover (Sit-down) Restaurant	1,000 SF Gross Floor Area	14.04	56	0.52	0.48	29	27	17	12	0	0	12	15	27	
			PM	932	High Turnover (Sit-down) Restaurant	1,000 SF Gross Floor Area	17.41	70	0.50	0.50	35	35	14	21	0	0	21	14	35	
Retail	17	Ksf	AM	820	Shopping Center	1,000 SF Leasable Area	3.00	33	0.54	0.46	18	15	13	8	0	0	15	15	30	
			PM	820	Shopping Center	1,000 SF Leasable Area	4.21	46	0.50	0.50	23	23	23	21	0	0	13	15	28	
Medical Office (To Be Removed)	30	Ksf	AM	720	Medical-Dental Office Building	1,000 SF Gross Floor Area	-3.53	-76	0.62	0.38	-47	-29	0	0	0	0	-47	-29	-76	
			PM	720	Medical-Dental Office Building	1,000 SF Gross Floor Area	-4.10	-123	0.39	0.61	-48	-75	0	0	0	0	-48	-75	-123	
																Gyrodyne AM Net Trips		118	108	226
																Gyrodyne PM Net Trips		172	216	388
Evergreen																				
Assisted Living	120	Beds	AM	254	Assisted Living	Beds	0.18	22	0.67	0.33	15	7	0	0	0	0	15	7	22	
			PM	254	Assisted Living	Beds	0.34	41	0.45	0.55	18	23	0	0	0	0	18	23	41	
Hotel	100	Rooms	AM	310	Hotel	Rooms	0.54	45	0.54	0.46	24	21	1	4	2	0	21	17	38	
			PM	310	Hotel	Rooms	0.61	49	0.58	0.42	28	21	8	5	0	0	20	16	36	
Eatery	7	Ksf	AM	932	High Turnover (Sit-down) Restaurant	1,000 SF Gross Floor Area	14.04	98	0.52	0.48	51	47	29	11	0	0	22	36	58	
			PM	932	High Turnover (Sit-down) Restaurant	1,000 SF Gross Floor Area	17.41	122	0.50	0.50	61	61	24	37	1	0	36	24	60	
Retail	32	Ksf	AM	820	Shopping Center	1,000 SF Leasable Area	3.00	78	0.54	0.46	42	36	10	7	0	0	42	37	79	
			PM	820	Shopping Center	1,000 SF Leasable Area	4.21	110	0.50	0.50	55	55	41	39	0	0	27	29	56	
Medical/Dental Laboratory	15	Ksf	AM	720	Medical-Dental Office Building	1,000 SF Gross Floor Area	3.53	41	0.62	0.38	25	16	6	15	0	0	19	1	20	
			PM	720	Medical-Dental Office Building	1,000 SF Gross Floor Area	4.10	62	0.39	0.61	24	38	5	9	0	0	19	29	48	
Residential (Apartments)	166	Units	AM	221	Multifamily Housing (Mid-Rise)	Dwelling Units	0.32	53	0.27	0.73	14	39	1	9	1	1	12	29	41	
			PM	221	Multifamily Housing (Mid-Rise)	Dwelling Units	0.41	68	0.60	0.40	41	27	23	9	1	1	17	17	34	
																Evergreen AM Net Trips		131	127	258
																Evergreen PM Net Trips		137	138	275
New York-Presbyterian Hospital (NYPH)																				
Medical Office	85	Ksf	AM	720	Medical-Dental Office Building	1,000 SF Gross Floor Area	3.53	193	0.62	0.38	120	73	0	0	0	0	120	73	193	
			PM	720	Medical-Dental Office Building	1,000 SF Gross Floor Area	4.10	349	0.39	0.61	136	213	0	0	0	0	136	213	349	
																NYPH AM Net Trips		120	73	193
																NYPH PM Net Trips		136	213	349
																Total External AM Trips		369	308	677
																Total External PM Trips		445	567	1012
Notes:																				
ksf = 1,000 square feet																				
1. Development sizes and uses are preliminary and are subject to change.																				
2. Rates shown are average generator peak hour rates from the <i>Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition</i>																				
3. Final Adjusted Trips are calculated by subtracting internal, non-motorized, carpool, and transit trips from the Total Trips																				

Table 3
Trip Generation Summary

Building Component	Units		AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Gyrodyne								
Apartments	200	Units	15	39	54	29	21	50
Medical Office	100	Ksf	123	68	191	157	241	398
Eatery	4	Ksf	12	15	27	21	14	35
Retail	17	Ksf	15	15	30	13	15	28
Medical Office (To Be Removed)	30	Ksf	-47	-29	-76	-48	-75	-123
Total Gyrodyne Trip Generation			118	108	226	172	216	388
Evergreen								
Assisted Living	120	Beds	15	7	22	18	23	41
Hotel	100	Rooms	21	17	38	20	16	36
Eatery	7	Ksf	22	36	58	36	24	60
Retail	32	Ksf	42	37	79	27	29	56
Medical/Dental Laboratory	15	Ksf	19	1	20	19	29	48
Apartments	166	Units	12	29	41	17	17	34
Total Evergreen Trip Generation			131	127	258	137	138	275
New York-Presbyterian Hospital								
Medical Office	85	Ksf	120	73	193	136	213	349
Total NYPH Trip Generation			120	73	193	136	213	349
Total New External Trips			369	308	677	445	567	1012
Notes:								
ksf = 1,000 square feet								
Trips for all land uses were calculated using the generator peak hour trip generation rates from the <i>Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition</i> . Internal trip credits were taken for all applicable land uses, as shown in Table 2 .								

The internal trips for the Gyrodyne and Evergreen sites are anticipated to travel only within the respective site and not on external roadways. The external trips will be assigned to all other study intersections. **Table 4** presents a summary of the external and internal trip generation estimates, in addition to the internal trip capture percentage.

Table 4
Internal Trip Capture Summary

Trip Type	AM Peak Hour		PM Peak Hour	
	Trips	Percentage	Trips	Percentage
Total Internal Trips	182	21.0%	318	23.8%
Internal Trips – Gyrodyne	89	10.3%	118	8.8%
Internal Trips – Evergreen	93	10.7%	200	14.9%
Internal Trips – NYPH	0	0.0%	0	0.0%
Non-Motorized, Carpool, Transit Trips	7	0.8%	8	0.6%
External Trips	677	78.2%	1012	75.6%
Total Trips	866	100%	1338	100%

The mixed-use development methodology from *NCHRP Report 684* reduces the number of external vehicle trips for the AM and PM peak hours. The internal trip reduced generation rates for each land use are shown in **Table 5** along with the ITE trip generation rate ranges and average rates. The reduced rates are lower than the ITE trip generation average rates, but fall within the acceptable range.

Internal trips between the New York-Presbyterian Hospital and the proposed Evergreen and Gyrodyne sites are also anticipated due to the complementary hospital and medical office land uses. However, the *ITE Trip Generation Handbook* and *NCHRP Report 684* do not provide a methodology to calculate the internal trips between hospital and medical office land uses. Therefore, the internal trips between the New York-Presbyterian Hospital and the Evergreen and Gyrodyne sites are not accounted for in this analysis to provide a conservative estimate of generated external trips from the proposed development sites.

**Table 5
Trip Generation Rate Comparison**

Site/Land Use	ITE Land Use Number	Peak Hour	ITE Range ¹	ITE Average Rate ¹	Survey Rate ²	Internal Trip Reduced Rate
Gyrodyne						
Apartments	221	AM	0.06 – 0.77	0.32	0.40	0.27
		PM	0.09 – 1.26	0.41	0.42	0.25
Medical Office	720	AM	1.21 – 19.28	3.53	2.46	1.91
		PM	1.49 – 15.55	4.10	2.61	3.98
Eatery	932	AM	1.74 – 112.49	14.04	-	6.75
		PM	3.04 – 89.99	17.41	-	8.75
Retail	820	AM	0.70 – 23.74	3.00	-	1.76
		PM	0.78 – 27.27	4.21	-	1.65
Evergreen						
Assisted Living	254	AM	0.13 – 0.34	0.18	-	N/A ³
		PM	0.16 – 0.87	0.34	-	N/A ³
Hotel	310	AM	0.25 – 1.42	0.54	0.42	0.38
		PM	0.22 – 0.97	0.61	0.24	0.36
Eatery	932	AM	1.74 – 112.49	14.04	-	8.29
		PM	3.04 – 89.99	17.41	-	8.57
Retail	820	AM	0.70 – 23.74	3.00	1.28	2.47
		PM	0.78 – 27.27	4.21	2.64	1.75
Medical/Dental Laboratory	720	AM	1.21 – 19.28	3.53	2.46	1.33
		PM	1.49 – 15.55	4.10	2.61	3.20
Apartments	221	AM	0.06 – 0.77	0.32	0.40	0.25
		PM	0.09 – 1.26	0.41	0.42	0.20
New York-Presbyterian Hospital						
Medical Office	720	AM	1.21 – 19.28	3.53	2.46	3.53
		PM	1.49 – 15.55	4.10	2.61	4.10
Notes:						
1. Rates shown are from the <i>Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition</i> for the generator peak hour.						
2. Survey rates are derived from driveway counts conducted at comparable facilities in February 2016. The survey rates are for informational purposes only and were not used to adjust the trip generation rate.						
3. Rate was not adjusted for trip internalization. The average trip generation rate was used for this land use.						



Environmental, Planning, and Engineering Consultants

34 South Broadway
Suite 401
White Plains, NY 10601
tel: 914 949-7336
fax: 914 949-7559
www.akrf.com

Memorandum

To: Michael Preziosi, PE; Town of Cortlandt
From: Elaine Du, Alex Auld, Marissa Tarallo, PE, PTOE, and Anthony Russo
Date: March 7, 2019
Re: Medical Oriented District (MOD) SEQR # 16-113 – Saturday Trip Generation Memorandum
cc: Chris Kehoe, AICP, Rosemary Boyle Lasher, Michelle Robbins, AICP
Michael Beattie, PE, PTOE; AKRF

This memorandum summarizes the Saturday Midday trip generation methodology and estimated number of trips generated by the full zoning buildout for the Medical Oriented District (MOD) development including the Gyrodyne and Evergreen sites located on the south side of Route 202/35 and New York-Presbyterian Hospital on the north side of Route 202/35. The development sites include residential, hotel, retail, medical office and senior living land uses, as shown in **Table 1**.

The estimated number of trips generated by the proposed development sites was based on trip generation rates provided by the *ITE Trip Generation Manual (10th Edition)*. No internal trips (i.e, trips that occur within each development site) were considered as part of the trip estimates.

Table 1 presents a summary of the trip generation rates and in/out percentages for each of the land uses. Average trip generation rates and generator peak hour rates are used for all land uses. At the Gyrodyne site, there is an existing 30,000 square foot medical office that will be removed as part of the MOD development. Based on discussions with the Town of Cortlandt Department of Technical Services Code Enforcement, the Gyrodyne site is and currently operates as fully occupied. Trip reductions are taken based on the current occupancy of the development.

As shown in **Table 2**, the total net new trips generated is estimated to be 963 trips (514 in and 449 out) during the Saturday Midday peak hour. As the total net new trips for the Saturday peak hour are less than the total net new trip for the Weekday PM peak hour of 1,012 trips (See Trip Generation Memorandum for additional information), further analysis of the Saturday Midday peak hour is not necessary and analysis of the Weekday PM peak hour will identify all improvements necessary for the corridor.

**Table 1
Trip Generation Rates for
Generator Peak Hours**

Building Component	Development Size ¹		Peak Hour	ITE Data ²				Trip Generation					
				ITE Land Use		Independent Variable	ITE Trip Rate	Total Trips	% In	% Out	Total Trips		Total Trips
				#	Name						In	Out	
Gyrodyne													
Residential (Apartments)	200	Units	Sat.	221	Multifamily Housing (Mid-Rise)	Dwelling Units	0.44	88	0.49	0.51	43	45	88
Medical Office	100	Ksf	Sat.	720	Medical-Dental Office Building	1,000 SF Gross Floor Area	3.10	223	0.57	0.43	127	96	223
Eatery	4	Ksf	Sat.	932	High Turnover (Sit-down) Restaurant	1,000 SF Gross Floor Area	11.19	45	0.51	0.49	23	22	45
Retail	17	Ksf	Sat.	820	Shopping Center	1,000 SF Leasable Area	4.50	77	0.52	0.48	40	37	77
Medical Office (To Be Removed)	30	Ksf	Sat.	720	Medical-Dental Office Building	1,000 SF Gross Floor Area	-3.10	-76	0.57	0.43	-43	-33	-76
Gyrodyne Saturday Net Trips											190	167	357
Evergreen													
Assisted Living	120	Beds	Sat.	254	Assisted Living	Beds	0.27	32	0.46	0.54	15	17	32
Hotel	100	Rooms	Sat.	310	Hotel	Rooms	0.72	45	0.56	0.44	25	20	45
Eatery	7	Ksf	Sat.	932	High Turnover (Sit-down) Restaurant	1,000 SF Gross Floor Area	11.19	78	0.51	0.49	40	38	78
Retail	32	Ksf	Sat.	820	Shopping Center	1,000 SF Leasable Area	4.50	144	0.52	0.48	75	69	144
Medical/Dental Laboratory	15	Ksf	Sat.	720	Medical-Dental Office Building	1,000 SF Gross Floor Area	3.10	41	0.57	0.43	23	18	41
Residential (Apartments)	166	Units	Sat.	221	Multifamily Housing (Mid-Rise)	Dwelling Units	0.44	73	0.49	0.51	36	37	73
Evergreen Saturday Net Trips											214	199	413
New York-Presbyterian Hospital (NYPH)													
Medical Office	85	Ksf	Sat.	720	Medical-Dental Office Building	1,000 SF Gross Floor Area	3.10	193	0.57	0.43	110	83	193
NYPH Saturday Net Trips											110	83	193
Total External Saturday Trips											514	449	963
Notes:													
ksf = 1,000 square feet													
1. Development sizes and uses are preliminary and are subject to change.													
2. Rates shown are average generator peak hour rates from the <i>Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition</i>													





















**Table 2
Trip Generation Summary**

Building Component	Units		Saturday Midday Peak Hour		
			In	Out	Total
Gyrodyne					
Apartments	200	Units	43	45	88
Medical Office	100	Ksf	127	96	223
Eatery	4	Ksf	23	22	45
Retail	17	Ksf	40	37	77
Medical Office (To Be Removed)	30	Ksf	-43	-33	-76
Total Gyrodyne Trip Generation			190	167	357
Evergreen					
Assisted Living	120	Beds	15	17	32
Hotel	100	Rooms	25	20	45
Eatery	7	Ksf	40	38	78
Retail	32	Ksf	75	69	144
Medical/Dental Laboratory	15	Ksf	23	18	41
Apartments	166	Units	36	37	73
Total Evergreen Trip Generation			214	199	413
New York-Presbyterian Hospital					
Medical Office	85	Ksf	110	83	193
Total NYPH Trip Generation			110	83	193
Total New External Trips			514	449	963
Notes:					
ksf = 1,000 square feet					
Trips for all land uses were calculated using the average generator .peak hour trip generation rates from the <i>Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition.</i>					

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

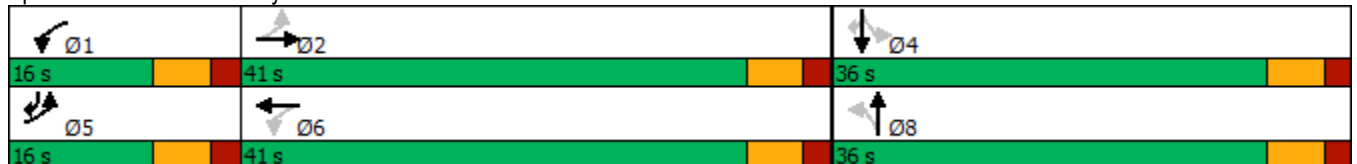
2017 Existing
Weekday AM

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
Weekday AM



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		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	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			689			1934			260	
Travel Time (s)		39.5			15.7			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

2017 Existing
Weekday AM

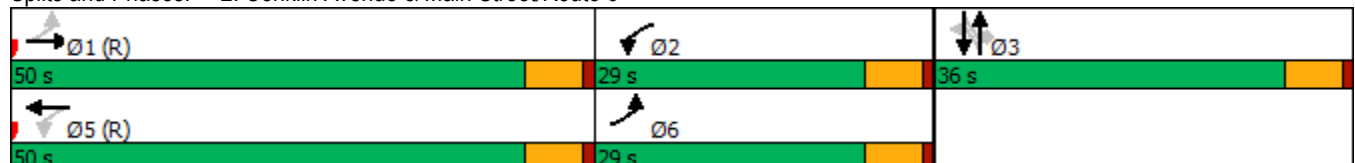


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	6	1		2	5			3				3
Permitted Phases	1			5			3		3	3		
Detector Phase	6	1		2	5		3	3	3	3		3
Switch Phase												
Minimum Initial (s)	2.0	10.0		5.0	10.0		2.0	2.0	2.0	2.0		2.0
Minimum Split (s)	8.0	16.0		11.0	16.0		36.0	36.0	36.0	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	84.5		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

2017 Existing
Weekday AM



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

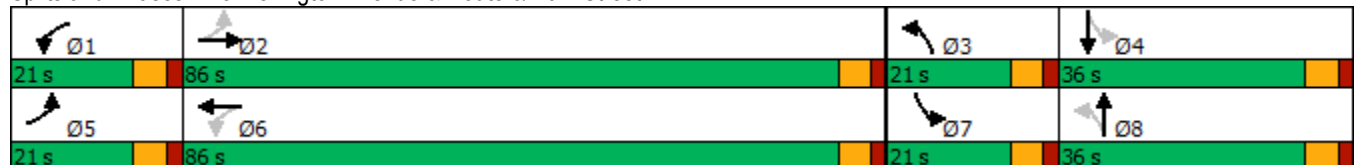


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	35.0		9.0	40.0		9.0	29.0		9.0	9.0	
Total Split (s)	21.0	86.0		21.0	86.0		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



Lanes, Volumes, Timings
4: Dayton Lane & North Driveway

2017 Existing
Weekday AM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	43	49	71	50	48	199
Future Volume (vph)	43	49	71	50	48	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.928		0.944			
Flt Protected	0.977					0.990
Satd. Flow (prot)	1689	0	1993	0	0	2090
Flt Permitted	0.977					0.990
Satd. Flow (perm)	1689	0	1993	0	0	2090
Link Speed (mph)	30		30			30
Link Distance (ft)	238		247			256
Travel Time (s)	5.4		5.6			5.8
Peak Hour Factor	0.85	0.85	0.89	0.89	0.95	0.95
Adj. Flow (vph)	51	58	80	56	51	209
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	0	136	0	0	260
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.85	0.85	0.85	0.85
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	35.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
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

Lanes, Volumes, Timings
5: Dayton Lane & South Driveway

2017 Existing
Weekday AM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	33	16	105	80	21	221
Future Volume (vph)	33	16	105	80	21	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.957		0.942			
Flt Protected	0.967					0.996
Satd. Flow (prot)	1724	0	1989	0	0	2103
Flt Permitted	0.967					0.996
Satd. Flow (perm)	1724	0	1989	0	0	2103
Link Speed (mph)	30		30			30
Link Distance (ft)	280		887			247
Travel Time (s)	6.4		20.2			5.6
Peak Hour Factor	0.88	0.88	0.93	0.93	0.85	0.85
Adj. Flow (vph)	38	18	113	86	25	260
Shared Lane Traffic (%)						
Lane Group Flow (vph)	56	0	199	0	0	285
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.85	0.85	0.85	0.85
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	36.5%			ICU Level of Service A		
Analysis Period (min)	15					

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

Lanes, Volumes, Timings
6: Crompond Road & Dayton Lane

2017 Existing
Weekday AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	108	426	253	131	147	57
Future Volume (vph)	108	426	253	131	147	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	14	14	16	16
Storage Length (ft)	50			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.954		0.962	
Flt Protected	0.950				0.965	
Satd. Flow (prot)	1678	1888	1859	0	1960	0
Flt Permitted	0.950				0.965	
Satd. Flow (perm)	1678	1888	1859	0	1960	0
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)	127	501	264	136	177	69
Shared Lane Traffic (%)						
Lane Group Flow (vph)	127	501	400	0	246	0
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
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	48.9%			ICU Level of Service A		
Analysis Period (min)	15					

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

Lanes, Volumes, Timings
7: Buttonwood Avenue & Crompond Road

2017 Existing
Weekday AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	560	3	6	373	9	8
Future Volume (vph)	560	3	6	373	9	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Storage Length (ft)		0	50		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
Frt	0.999				0.936	
Flt Protected			0.950		0.975	
Satd. Flow (prot)	1825	0	1736	1827	1870	0
Flt Permitted			0.950		0.975	
Satd. Flow (perm)	1825	0	1736	1827	1870	0
Link Speed (mph)	40			40	25	
Link Distance (ft)	734			198	355	
Travel Time (s)	12.5			3.4	9.7	
Peak Hour Factor	0.89	0.89	0.93	0.93	0.39	0.39
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	629	3	6	401	23	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	632	0	6	401	44	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.7%
ICU Level of Service	A
Analysis Period (min)	15

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		
Conflicting Flow All	0	0	632	0	1044 631
Stage 1	-	-	-	-	631 -
Stage 2	-	-	-	-	413 -
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	-	-	941	-	254 481
Stage 1	-	-	-	-	530 -
Stage 2	-	-	-	-	668 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	941	-	252 481
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	-

Lanes, Volumes, Timings
 8: Cortlandt Medical Dway/NY Presbyterian Driveway & 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)	95	452	21	35	378	233	1	3	5	0	0	0
Future Volume (vph)	95	452	21	35	378	233	1	3	5	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		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
Frt		0.993			0.943			0.921				
Flt Protected	0.950			0.950				0.996				
Satd. Flow (prot)	1736	1814	0	1736	1723	0	0	1709	0	0	0	0
Flt Permitted	0.950			0.950				0.996				
Satd. Flow (perm)	1736	1814	0	1736	1723	0	0	1709	0	0	0	0
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
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)	101	481	22	37	398	245	1	4	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	503	0	37	643	0	0	12	0	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
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.7%
ICU Level of Service	A
Analysis Period (min)	15

HCM 2010 TWSC
 8: Cortlandt Medical Dway/NY Presbyterian Driveway & Crompond Road

2017 Existing
 Weekday AM

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 _t		0.990						0.916				0.850
Fl _t Protected				0.950				0.981			0.961	
Satd. Flow (prot)	0	1809	0	1736	1827	0	0	1562	0	0	1790	1531
Fl _t 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



Lanes, Volumes, Timings
11: Tamarack Drive & Crompond Road

2017 Existing
Weekday AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	394	6	2	393	18	10
Future Volume (vph)	394	6	2	393	18	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998				0.951	
Flt Protected					0.969	
Satd. Flow (prot)	1762	0	0	1766	1831	0
Flt Permitted					0.969	
Satd. Flow (perm)	1762	0	0	1766	1831	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	962			840	649	
Travel Time (s)	16.4			14.3	14.8	
Peak Hour Factor	0.90	0.90	0.83	0.83	0.78	0.78
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	438	7	2	473	23	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	445	0	0	475	36	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	32.3%
Analysis Period (min)	15
	ICU Level of Service A

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	-

Lanes, Volumes, Timings
 12: Dimond Avenue/Shiple Drive & 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	386	0	9	385	0	4	0	28	0	0	10
Future Volume (vph)	0	386	0	9	385	0	4	0	28	0	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	14	14	14	16	16	16
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								0.882			0.865	
Flt Protected					0.999			0.994				
Satd. Flow (prot)	0	1766	0	0	1825	0	0	1742	0	0	1826	0
Flt Permitted					0.999			0.994				
Satd. Flow (perm)	0	1766	0	0	1825	0	0	1742	0	0	1826	0
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		840			665			264			586	
Travel Time (s)		14.3			11.3			6.0			13.3	
Peak Hour Factor	0.84	0.84	0.84	0.95	0.95	0.95	0.67	0.67	0.67	0.63	0.63	0.63
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	460	0	9	405	0	6	0	42	0	0	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	460	0	0	414	0	0	48	0	0	16	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.7%
ICU Level of Service	A
Analysis Period (min)	15

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

Lanes, Volumes, Timings
13: Crompond Road & Locust Avenue

2017 Existing
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	7	396	0	0	381	8	0	0	0	55	0	18
Future Volume (vph)	7	396	0	0	381	8	0	0	0	55	0	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	12	12	12	11	11	11
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					0.997							0.967
Flt Protected		0.999										0.964
Satd. Flow (prot)	0	1764	0	0	1821	0	0	1863	0	0	1679	0
Flt Permitted		0.999										0.964
Satd. Flow (perm)	0	1764	0	0	1821	0	0	1863	0	0	1679	0
Link Speed (mph)		40			40			10			30	
Link Distance (ft)		665			435			148			1312	
Travel Time (s)		11.3			7.4			10.1			29.8	
Peak Hour Factor	0.87	0.87	0.87	0.96	0.96	0.96	0.92	0.92	0.92	0.79	0.79	0.79
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	8	455	0	0	397	8	0	0	0	70	0	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	463	0	0	405	0	0	0	0	0	93	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.3%
ICU Level of Service	A
Analysis Period (min)	15

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

Lanes, Volumes, Timings
14: Cresview Avenue & 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	446	5	2	389	0	9	0	7	0	0	0
Future Volume (vph)	0	446	5	2	389	0	9	0	7	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12	12	12
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		0.999						0.941				
Flt Protected								0.973				
Satd. Flow (prot)	0	1764	0	0	1827	0	0	1706	0	0	1863	0
Flt Permitted								0.973				
Satd. Flow (perm)	0	1764	0	0	1827	0	0	1706	0	0	1863	0
Link Speed (mph)		40			40			30			10	
Link Distance (ft)		435			345			517			63	
Travel Time (s)		7.4			5.9			11.8			4.3	
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.67	0.67	0.67	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	474	5	2	409	0	13	0	10	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	479	0	0	411	0	0	23	0	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	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
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	33.8%
Analysis Period (min)	15
	ICU Level of Service A

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	-	-	-

Lanes, Volumes, Timings
15: Forest Avenue & Crompond Road

2017 Existing
Weekday AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↘	↙
Traffic Volume (vph)	455	4	5	393	3	7
Future Volume (vph)	455	4	5	393	3	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.907		
Flt Protected				0.999	0.985	
Satd. Flow (prot)	1825	0	0	1825	1775	0
Flt Permitted				0.999	0.985	
Satd. Flow (perm)	1825	0	0	1825	1775	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	345			501	905	
Travel Time (s)	5.9			8.5	20.6	
Peak Hour Factor	0.91	0.91	0.86	0.86	0.63	0.63
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	500	4	6	457	5	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	504	0	0	463	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.7%
Analysis Period (min)	15
	ICU Level of Service A

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	Minor3
Conflicting Flow All	0	0	504	0	971
Stage 1	-	-	-	-	502
Stage 2	-	-	-	-	469
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	-	-	1050	-	280
Stage 1	-	-	-	-	608
Stage 2	-	-	-	-	630
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1050	-	278
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	-

Lanes, Volumes, Timings
16: Rick Lane & Crompond Road

2017 Existing
Weekday AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	460	2	4	394	4	3
Future Volume (vph)	460	2	4	394	4	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.944		
Flt Protected				0.999	0.972	
Satd. Flow (prot)	1825	0	0	1825	1766	0
Flt Permitted				0.999	0.972	
Satd. Flow (perm)	1825	0	0	1825	1766	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	501			398	707	
Travel Time (s)	8.5			6.8	16.1	
Peak Hour Factor	0.91	0.91	0.84	0.84	0.58	0.58
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	505	2	5	469	7	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	507	0	0	474	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.96	0.96
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.3%
Analysis Period (min)	15
	ICU Level of Service A

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

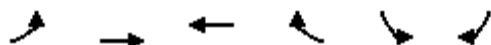
Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	507	0	985
Stage 1	-	-	-	-	506
Stage 2	-	-	-	-	479
Critical Hdwy	-	-	4.14	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-	3.518
Pot Cap-1 Maneuver	-	-	1048	-	275
Stage 1	-	-	-	-	606
Stage 2	-	-	-	-	623
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1048	-	273
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	-

Lanes, Volumes, Timings
17: Crompond Road & Arlo Lane

2017 Existing
Weekday AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↘	
Traffic Volume (vph)	11	452	374	21	4	24
Future Volume (vph)	11	452	374	21	4	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.993		0.886	
Flt Protected		0.999			0.992	
Satd. Flow (prot)	0	1764	1754	0	1692	0
Flt Permitted		0.999			0.992	
Satd. Flow (perm)	0	1764	1754	0	1692	0
Link Speed (mph)		40	40		30	
Link Distance (ft)		398	1145		795	
Travel Time (s)		6.8	19.5		18.1	
Peak Hour Factor	0.95	0.95	0.90	0.90	0.72	0.72
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	12	476	416	23	6	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	488	439	0	39	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		13	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.96	0.96
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.6%
Analysis Period (min)	15
	ICU Level of Service A

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

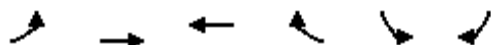
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	439	0	-	0	928 428
Stage 1	-	-	-	-	428 -
Stage 2	-	-	-	-	500 -
Critical Hdwy	4.14	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.236	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1110	-	-	-	297 627
Stage 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 _t				0.850	0.998					
Fl _t Protected		0.997			0.953					
Satd. Flow (prot)	0	1884	1827	1583	1831	0				
Fl _t 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

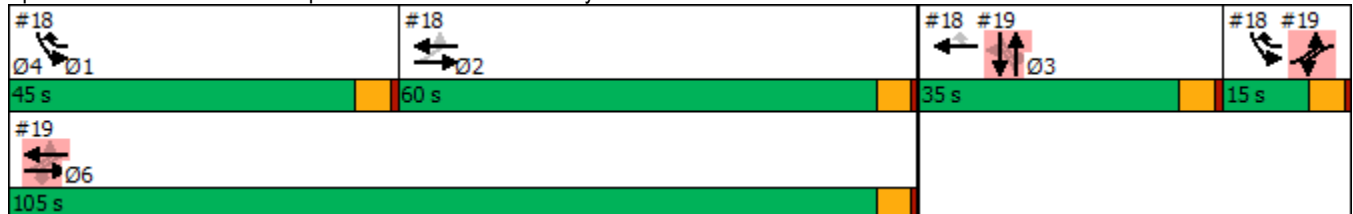


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Protected Phases		2	2 3	1 4	1 4		1	3	4	6
Permitted Phases	2			3						
Detector Phase	2	2	2 3	1 4	1 4					
Switch Phase										
Minimum Initial (s)	3.0	3.0					3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	8.0					13.0	21.0	8.0	8.0
Total Split (s)	60.0	60.0					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
 Weekday AM



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
Fr _t			0.850		0.996			0.889			0.952	
Fl _t Protected	0.950			0.950			0.950				0.993	
Satd. Flow (prot)	1678	1766	1501	1678	1759	0	1752	1531	0	0	1761	0
Fl _t 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

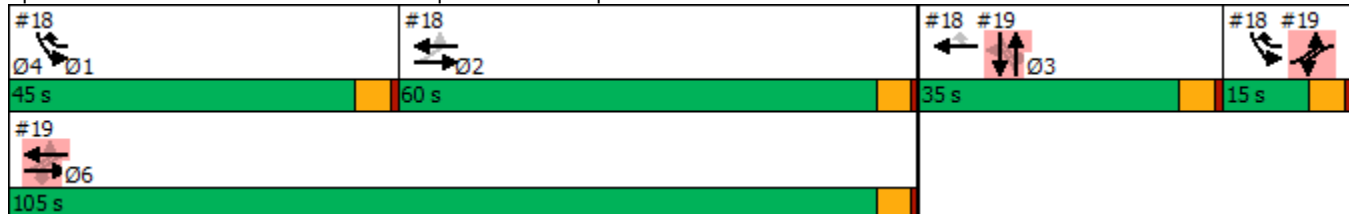


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	6		4	6			3			3	
Permitted Phases	6		6	6			3			3		
Detector Phase	4	6	6	4	6		3	3		3	3	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	8.0	8.0	8.0	8.0	8.0		21.0	21.0		21.0	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

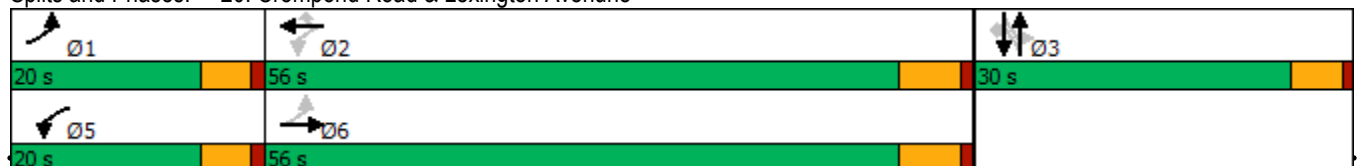


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			3			3	
Permitted Phases	6			2		2	3			3		3
Detector Phase	1	6		5	2	2	3	3		3	3	3
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

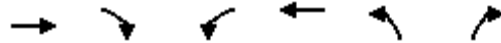
Area Type:	Other
Cycle Length:	106
Actuated Cycle Length:	84.5
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.92
Intersection Signal Delay:	26.2
Intersection LOS:	C
Intersection Capacity Utilization:	68.3%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 20: Crompond Road & Lexington Avenue



Lanes, Volumes, Timings
 21: Locust Avenue & Bear Mountain Parkway

2017 Existing
 Weekday AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	413	52	4	333	2	7
Future Volume (vph)	413	52	4	333	2	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.865	
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1712	0	1652	1739	0	1504
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1712	0	1652	1739	0	1504
Link Speed (mph)	45			45	30	
Link Distance (ft)	777			1983	85	
Travel Time (s)	11.8			30.0	1.9	
Peak Hour Factor	0.92	0.92	0.94	0.94	0.56	0.56
Adj. Flow (vph)	449	57	4	354	4	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	506	0	4	354	4	13
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	20			20	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9		15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15

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	-

Lanes, Volumes, Timings
 22: Arlo Lane & Bear Mountain Parkway/Bear Montain Parkway

2017 Existing
 Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	656	4	1	433	3	24	1	1	15	5	15
Future Volume (vph)	11	656	4	1	433	3	24	1	1	15	5	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Storage Length (ft)	130		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	0		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 _t		0.999			0.999			0.994			0.942	
Fl _t Protected	0.950			0.950				0.956			0.979	
Satd. Flow (prot)	1652	1737	0	1652	1737	0	0	1652	0	0	1603	0
Fl _t Permitted	0.950			0.950				0.956			0.979	
Satd. Flow (perm)	1652	1737	0	1652	1737	0	0	1652	0	0	1603	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1983			990			795			596	
Travel Time (s)		30.0			15.0			18.1			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.59	0.59	0.59	0.65	0.65	0.65
Adj. Flow (vph)	12	713	4	1	471	3	41	2	2	23	8	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	717	0	1	474	0	0	45	0	0	54	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)		10			10			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	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	44.8%
ICU Level of Service	A
Analysis Period (min)	15

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
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	1088	-	-	884
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1088	-	-	884
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

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

Lanes, Volumes, Timings
 23: Locust Avenue & Old Locust Avenue

2017 Existing
 Weekday AM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	4	5	0	4	52
Future Volume (vph)	5	4	5	0	4	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.944					
Flt Protected	0.972					0.997
Satd. Flow (prot)	1652	0	1739	0	0	1795
Flt Permitted	0.972					0.997
Satd. Flow (perm)	1652	0	1739	0	0	1795
Link Speed (mph)	30		30			30
Link Distance (ft)	401		1312			85
Travel Time (s)	9.1		29.8			1.9
Peak Hour Factor	0.75	0.75	0.92	0.92	0.64	0.64
Adj. Flow (vph)	7	5	5	0	6	81
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	5	0	0	87
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.09	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	16.0%
Analysis Period (min)	15
	ICU Level of Service A

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	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

Lanes, Volumes, Timings
 27: Lafayette Avenue & Ridge Road

2017 Existing
 Weekday AM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	32	84	6	11	88
Future Volume (vph)	3	32	84	6	11	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	15	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.876		0.991			
Flt Protected	0.996					0.995
Satd. Flow (prot)	1679	0	2031	0	0	1853
Flt Permitted	0.996					0.995
Satd. Flow (perm)	1679	0	2031	0	0	1853
Link Speed (mph)	30		30			30
Link Distance (ft)	993		523			1467
Travel Time (s)	22.6		11.9			33.3
Peak Hour Factor	0.69	0.69	0.86	0.86	0.76	0.76
Adj. Flow (vph)	4	46	98	7	14	116
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	0	105	0	0	130
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	13		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	1.00	0.88	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	21.9%
Analysis Period (min)	15
	ICU Level of Service A

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
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

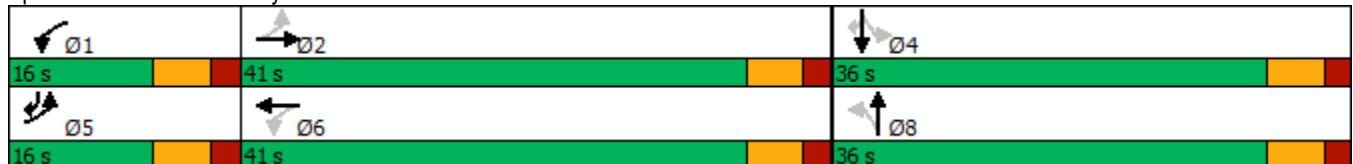
2017 Existing
Weekday PM

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	35.4
Actuated g/C Ratio	0.50	0.42		0.55	0.47		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
Control Delay	9.7	19.1		11.3	15.8		47.3	23.7			23.1	14.4
Queue Delay	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
LOS	A	B		B	B		D	C			C	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		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	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.989			0.997				0.850		0.935	
Fl _t 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 _t 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			689			1934			260	
Travel Time (s)		39.5			15.7			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

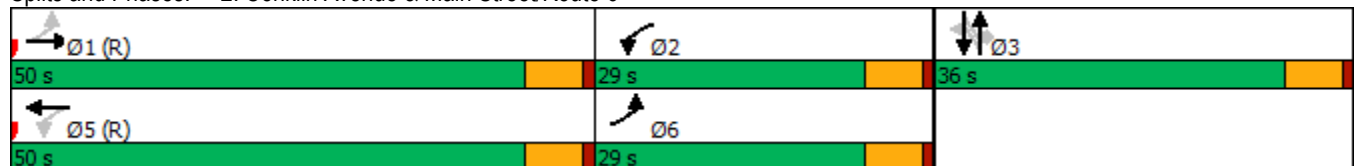


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	6	1		2	5			3				3
Permitted Phases	1			5			3		3	3		
Detector Phase	6	1		2	5		3	3	3	3		3
Switch Phase												
Minimum Initial (s)	2.0	10.0		5.0	10.0		2.0	2.0	2.0	2.0		2.0
Minimum Split (s)	8.0	16.0		11.0	16.0		36.0	36.0	36.0	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

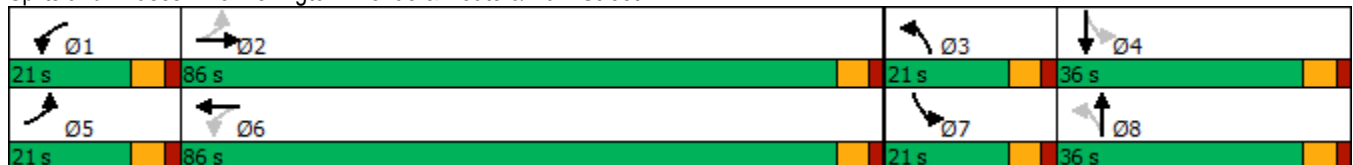


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	35.0		9.0	40.0		9.0	29.0		9.0	9.0	
Total Split (s)	21.0	86.0		21.0	86.0		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












Lanes, Volumes, Timings
4: Dayton Lane & North Driveway

2017 Existing
Weekday PM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	39	76	251	60	57	218
Future Volume (vph)	39	76	251	60	57	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.911		0.974			
Flt Protected	0.983					0.990
Satd. Flow (prot)	1668	0	2056	0	0	2090
Flt Permitted	0.983					0.990
Satd. Flow (perm)	1668	0	2056	0	0	2090
Link Speed (mph)	30		30			30
Link Distance (ft)	238		247			256
Travel Time (s)	5.4		5.6			5.8
Peak Hour Factor	0.93	0.93	0.78	0.78	0.97	0.97
Adj. Flow (vph)	42	82	322	77	59	225
Shared Lane Traffic (%)						
Lane Group Flow (vph)	124	0	399	0	0	284
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.85	0.85	0.85	0.85
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	48.3%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
5: Dayton Lane & South Driveway

2017 Existing
Weekday PM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	162	74	274	186	101	156
Future Volume (vph)	162	74	274	186	101	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.958		0.945			
Flt Protected	0.967					0.981
Satd. Flow (prot)	1726	0	1995	0	0	2071
Flt Permitted	0.967					0.981
Satd. Flow (perm)	1726	0	1995	0	0	2071
Link Speed (mph)	30		30			30
Link Distance (ft)	280		887			247
Travel Time (s)	6.4		20.2			5.6
Peak Hour Factor	0.91	0.91	0.78	0.78	0.79	0.79
Adj. Flow (vph)	178	81	351	238	128	197
Shared Lane Traffic (%)						
Lane Group Flow (vph)	259	0	589	0	0	325
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.85	0.85	0.85	0.85
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	63.1%			ICU Level of Service B		
Analysis Period (min)	15					

Lanes, Volumes, Timings
6: Crompond Road & Dayton Lane

2017 Existing
Weekday PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	126	307	299	319	161	172
Future Volume (vph)	126	307	299	319	161	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	14	14	16	16
Storage Length (ft)	50			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.930		0.930	
Flt Protected	0.950				0.976	
Satd. Flow (prot)	1678	1888	1812	0	1916	0
Flt Permitted	0.950				0.976	
Satd. Flow (perm)	1678	1888	1812	0	1916	0
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)	134	327	322	343	166	177
Shared Lane Traffic (%)						
Lane Group Flow (vph)	134	327	665	0	343	0
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
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	71.7%
ICU Level of Service	C
Analysis Period (min)	15

Lanes, Volumes, Timings
7: Buttonwood Avenue & Crompond Road

2017 Existing
Weekday PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	461	5	2	612	1	2
Future Volume (vph)	461	5	2	612	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Storage Length (ft)		0	50		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
Frt	0.999				0.899	
Flt Protected			0.950		0.988	
Satd. Flow (prot)	1825	0	1736	1827	1820	0
Flt Permitted			0.950		0.988	
Satd. Flow (perm)	1825	0	1736	1827	1820	0
Link Speed (mph)	40			40	25	
Link Distance (ft)	734			198	355	
Travel Time (s)	12.5			3.4	9.7	
Peak Hour Factor	0.97	0.97	0.92	0.92	0.75	0.75
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	475	5	2	665	1	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	480	0	2	665	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.2%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
 8: Cortlandt Medical Dway/NY Presbyterian Driveway & 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)	36	424	3	5	606	71	8	5	29	0	0	0
Future Volume (vph)	36	424	3	5	606	71	8	5	29	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		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
Frt		0.999			0.984			0.905				
Flt Protected	0.950			0.950				0.991				
Satd. Flow (prot)	1736	1825	0	1736	1798	0	0	1671	0	0	0	0
Flt Permitted	0.950			0.950				0.991				
Satd. Flow (perm)	1736	1825	0	1736	1798	0	0	1671	0	0	0	0
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
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)	37	433	3	5	652	76	8	5	31	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	436	0	5	728	0	0	44	0	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
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.2%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
 9: Lafayette Avenue/NY Presbyterian Dwy & 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)	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
Fr _t		0.986						0.925				0.850
Fl _t Protected				0.950				0.978			0.958	
Satd. Flow (prot)	0	1801	0	1736	1827	0	0	1573	0	0	1785	1531
Fl _t 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
 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road

2017 Existing
 Weekday PM

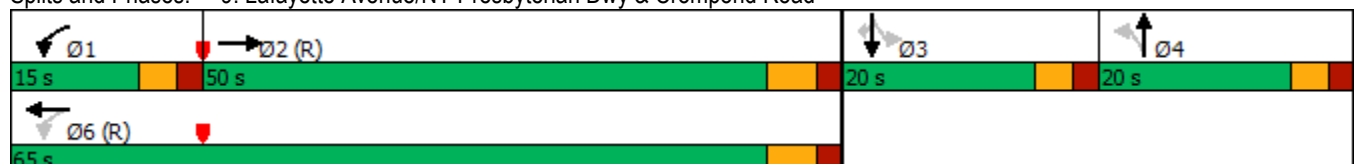


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2		1	6			4			3	
Permitted Phases				6			4			3		3
Detector Phase		2		1	6		4	4		3	3	3
Switch Phase												
Minimum Initial (s)		10.0		5.0	10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)		16.0		10.0	16.0		12.0	12.0		12.0	12.0	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)		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
Weekday PM



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

2017 Existing
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)	86.4	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 Capacity Utilization 62.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 10: Crompond Road & Conklin Avenue



Lanes, Volumes, Timings
11: Tamarack Drive & Crompond Road

2017 Existing
Weekday PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	511	9	27	553	5	11
Future Volume (vph)	511	9	27	553	5	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998			0.906		
Flt Protected				0.998	0.985	
Satd. Flow (prot)	1762	0	0	1762	1773	0
Flt Permitted				0.998	0.985	
Satd. Flow (perm)	1762	0	0	1762	1773	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	962			840	649	
Travel Time (s)	16.4			14.3	14.8	
Peak Hour Factor	0.95	0.95	0.92	0.92	0.67	0.67
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	538	9	29	601	7	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	547	0	0	630	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.92	0.92
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	61.1%
Analysis Period (min)	15
	ICU Level of Service B

Lanes, Volumes, Timings
12: Crompond Road & Shipley Drive

2017 Existing
Weekday PM



















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	11	430	9	22	540	0	30	0	86	0	0	0
Future Volume (vph)	11	430	9	22	540	0	30	0	86	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	14	14	14	16	16	16
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		0.997						0.900				
Flt Protected		0.999			0.998			0.987				
Satd. Flow (prot)	0	1759	0	0	1823	0	0	1765	0	0	2111	0
Flt Permitted		0.999			0.998			0.987				
Satd. Flow (perm)	0	1759	0	0	1823	0	0	1765	0	0	2111	0
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		840			665			264			586	
Travel Time (s)		14.3			11.3			6.0			13.3	
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.91	0.91	0.91	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	12	457	10	24	581	0	33	0	95	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	479	0	0	605	0	0	128	0	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.5%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
13: Crompond Road & Locust Avenue

2017 Existing
Weekday PM

















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	487	0	0	514	2	0	0	0	1	0	30
Future Volume (vph)	24	487	0	0	514	2	0	0	0	1	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	12	12	12	11	11	11
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					0.999							0.869
Flt Protected		0.998										0.999
Satd. Flow (prot)	0	1762	0	0	1825	0	0	1863	0	0	1563	0
Flt Permitted		0.998										0.999
Satd. Flow (perm)	0	1762	0	0	1825	0	0	1863	0	0	1563	0
Link Speed (mph)		40			40			10			30	
Link Distance (ft)		665			435			148			1312	
Travel Time (s)		11.3			7.4			10.1			29.8	
Peak Hour Factor	0.93	0.93	0.93	0.97	0.97	0.97	0.92	0.92	0.92	0.86	0.86	0.86
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	26	524	0	0	530	2	0	0	0	1	0	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	550	0	0	532	0	0	0	0	0	36	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	55.2%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings
14: Cresview Avenue & 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)	0	483	5	2	515	0	1	0	3	0	0	0	
Future Volume (vph)	0	483	5	2	515	0	1	0	3	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12	12	12	
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		0.999						0.899					
Flt Protected								0.988					
Satd. Flow (prot)	0	1764	0	0	1827	0	0	1655	0	0	1863	0	
Flt Permitted								0.988					
Satd. Flow (perm)	0	1764	0	0	1827	0	0	1655	0	0	1863	0	
Link Speed (mph)		40				30				10			
Link Distance (ft)		435				345				63			
Travel Time (s)		7.4				5.9				4.3			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.50	0.50	0.50	0.92	0.92	0.92	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%	
Adj. Flow (vph)	0	503	5	2	536	0	2	0	6	0	0	0	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	508	0	0	538	0	0	8	0	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)		0				0				0			
Link Offset(ft)		0				0				0			
Crosswalk Width(ft)		16				16				16			
Two way Left Turn Lane													
Headway Factor	1.04	1.04	1.04	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	
Sign Control		Free				Free				Stop			

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	38.7%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
15: Forest Avenue & Crompond Road

2017 Existing
Weekday PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	483	3	6	514	3	5
Future Volume (vph)	483	3	6	514	3	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.916		
Flt Protected				0.999	0.982	
Satd. Flow (prot)	1825	0	0	1825	1787	0
Flt Permitted				0.999	0.982	
Satd. Flow (perm)	1825	0	0	1825	1787	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	345			501	905	
Travel Time (s)	5.9			8.5	20.6	
Peak Hour Factor	0.91	0.91	0.93	0.93	0.50	0.50
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	531	3	6	553	6	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	534	0	0	559	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	41.8%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
16: Rick Lane & Crompond Road

2017 Existing
Weekday PM



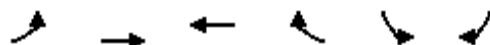
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	484	4	7	517	3	5
Future Volume (vph)	484	4	7	517	3	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.914		
Flt Protected				0.999	0.982	
Satd. Flow (prot)	1825	0	0	1825	1728	0
Flt Permitted				0.999	0.982	
Satd. Flow (perm)	1825	0	0	1825	1728	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	501			398	707	
Travel Time (s)	8.5			6.8	16.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.67	0.67
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	526	4	8	562	4	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	530	0	0	570	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.96	0.96
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.8%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
17: Crompond Road & Arlo Lane

2017 Existing
Weekday PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↘	
Traffic Volume (vph)	30	459	514	5	3	10
Future Volume (vph)	30	459	514	5	3	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.899	
Flt Protected		0.997			0.988	
Satd. Flow (prot)	0	1761	1764	0	1710	0
Flt Permitted		0.997			0.988	
Satd. Flow (perm)	0	1761	1764	0	1710	0
Link Speed (mph)		40	40		30	
Link Distance (ft)		398	1145		795	
Travel Time (s)		6.8	19.5		18.1	
Peak Hour Factor	0.88	0.88	0.92	0.92	0.65	0.65
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	34	522	559	5	5	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	556	564	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		13	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.96	0.96
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	58.8%
Analysis Period (min)	15
	ICU Level of Service B

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 _t				0.850	0.993					
Fl _t Protected		0.997			0.955					
Satd. Flow (prot)	0	1885	1827	1583	1825	0				
Fl _t 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

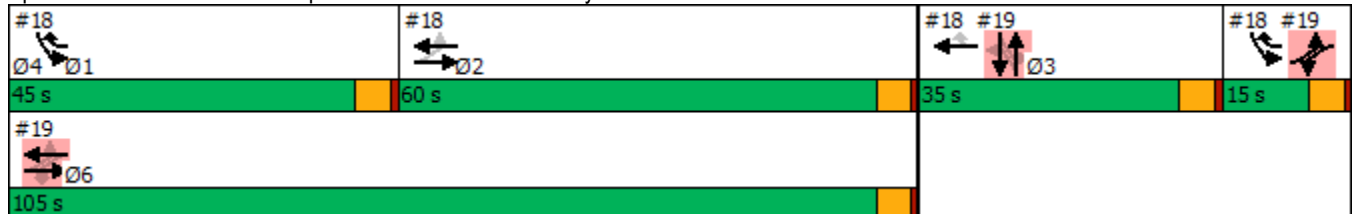


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Protected Phases		2	2 3	1 4	1 4		1	3	4	6
Permitted Phases	2			3						
Detector Phase	2	2	2 3	1 4	1 4					
Switch Phase										
Minimum Initial (s)	3.0	3.0					3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	8.0					13.0	21.0	8.0	8.0
Total Split (s)	60.0	60.0					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

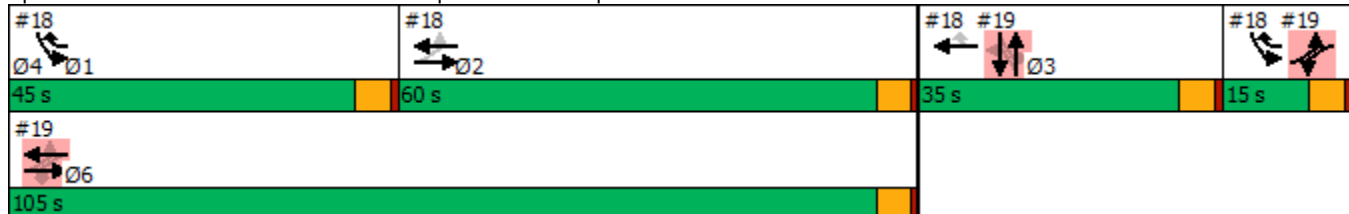


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	6		4	6			3			3	
Permitted Phases	6		6	6			3			3		
Detector Phase	4	6	6	4	6		3	3		3	3	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	8.0	8.0	8.0	8.0	8.0		21.0	21.0		21.0	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
Weekday PM



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

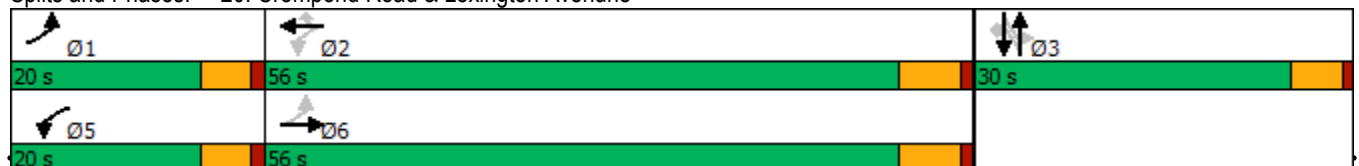


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			3			3	
Permitted Phases	6			2		2	3			3		3
Detector Phase	1	6		5	2	2	3	3		3	3	3
Switch 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



Lanes, Volumes, Timings
 21: Locust Avenue & Bear Mountain Parkway

2017 Existing
 Weekday PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↵	↕		↗
Traffic Volume (vph)	481	30	3	518	1	6
Future Volume (vph)	481	30	3	518	1	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992				0.865	
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1725	0	1652	1739	0	1504
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1725	0	1652	1739	0	1504
Link Speed (mph)	45			45	30	
Link Distance (ft)	777			1983	85	
Travel Time (s)	11.8			30.0	1.9	
Peak Hour Factor	0.91	0.91	0.94	0.94	0.88	0.88
Adj. Flow (vph)	529	33	3	551	1	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	562	0	3	551	1	7
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	20			20	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9		15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15

Lanes, Volumes, Timings
 22: Arlo Lane & Bear Mountain Parkway/Bear Montain Parkway

2017 Existing
 Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑		↖	↑			↕			↕	
Traffic Volume (vph)	5	479	23	0	580	4	37	1	0	2	0	11
Future Volume (vph)	5	479	23	0	580	4	37	1	0	2	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Storage Length (ft)	130		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	0		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 _t		0.993			0.999							0.886
Fl _t Protected	0.950							0.954				0.992
Satd. Flow (prot)	1652	1726	0	1739	1737	0	0	1659	0	0	1528	0
Fl _t Permitted	0.950							0.954				0.992
Satd. Flow (perm)	1652	1726	0	1739	1737	0	0	1659	0	0	1528	0
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1983			990			795				596
Travel Time (s)		30.0			15.0			18.1				13.5
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.63	0.63	0.63	0.41	0.41	0.41
Adj. Flow (vph)	5	526	25	0	617	4	59	2	0	5	0	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	551	0	0	621	0	0	61	0	0	32	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)		10			10			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	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.2%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
 23: Locust Avenue & Old Locust Avenue

2017 Existing
 Weekday PM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	3	4	1	4	29
Future Volume (vph)	3	3	4	1	4	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.977			
Flt Protected	0.976					0.994
Satd. Flow (prot)	1638	0	1699	0	0	1790
Flt Permitted	0.976					0.994
Satd. Flow (perm)	1638	0	1699	0	0	1790
Link Speed (mph)	30		30			30
Link Distance (ft)	401		1312			85
Travel Time (s)	9.1		29.8			1.9
Peak Hour Factor	0.75	0.75	0.88	0.88	0.83	0.83
Adj. Flow (vph)	4	4	5	1	5	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	6	0	0	40
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.09	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	14.9%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
 27: Lafayette Avenue & Ridge Road

2017 Existing
 Weekday PM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	36	128	11	37	141
Future Volume (vph)	7	36	128	11	37	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	15	15	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.886		0.990			
Flt Protected	0.992					0.990
Satd. Flow (prot)	1692	0	2029	0	0	1844
Flt Permitted	0.992					0.990
Satd. Flow (perm)	1692	0	2029	0	0	1844
Link Speed (mph)	30		30			30
Link Distance (ft)	1157		547			1451
Travel Time (s)	26.3		12.4			33.0
Peak Hour Factor	0.61	0.61	0.76	0.76	0.81	0.81
Adj. Flow (vph)	11	59	168	14	46	174
Shared Lane Traffic (%)						
Lane Group Flow (vph)	70	0	182	0	0	220
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	13		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	0.88	0.88	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free





















Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	30.2%
Analysis Period (min)	15
	ICU Level of Service A

Synchro Analysis
2021 No Action Conditions

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

2021 No Action
Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	353	159	69	300	10	73	6	49	50	35	88
Future Volume (vph)	25	353	159	69	300	10	73	6	49	50	35	88
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		0.953			0.995			0.866				0.850
Flt Protected	0.950			0.950			0.950				0.971	
Satd. Flow (prot)	1711	3217	0	1711	3341	0	1711	1613	0	0	1688	1478
Flt Permitted	0.553			0.431			0.674				0.781	
Satd. Flow (perm)	996	3217	0	776	3341	0	1214	1613	0	0	1358	1478
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		90			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	388	175	73	319	11	89	7	60	76	53	133
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	563	0	73	330	0	89	67	0	0	129	133
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

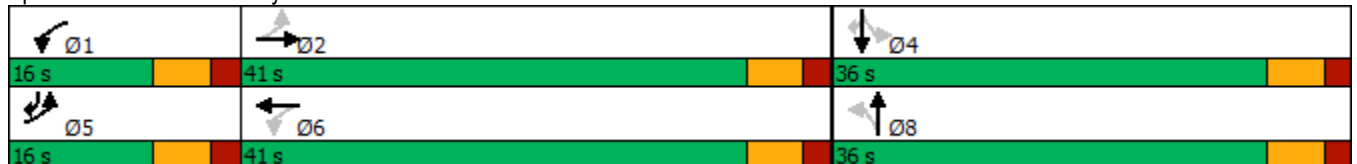
2021 No Action
Weekday AM

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)	40.8	38.8		41.8	39.3		11.6	11.6			11.6	19.4
Actuated g/C Ratio	0.62	0.59		0.64	0.60		0.18	0.18			0.18	0.30
v/c Ratio	0.04	0.29		0.13	0.16		0.41	0.24			0.54	0.31
Control Delay	5.3	9.4		5.5	9.8		32.8	27.7			36.1	19.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	5.3	9.4		5.5	9.8		32.8	27.7			36.1	19.7
LOS	A	A		A	A		C	C			D	B
Approach Delay		9.2			9.0			30.6			27.8	
Approach LOS		A			A			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	93
Actuated Cycle Length:	65.5
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.54
Intersection Signal Delay:	15.0
Intersection LOS:	B
Intersection Capacity Utilization:	45.3%
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

2021 No Action
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	375	34	175	385	8	15	6	202	6	2	11
Future Volume (vph)	7	375	34	175	385	8	15	6	202	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		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	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.987			0.997				0.850		0.923	
Fl _t Protected	0.950			0.950				0.965			0.984	
Satd. Flow (prot)	1652	3372	0	1770	3398	0	0	1798	1583	0	1805	0
Fl _t Permitted	0.491			0.490				0.767			0.884	
Satd. Flow (perm)	854	3372	0	913	3398	0	0	1429	1583	0	1621	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			2				215		16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1740			689			1934			260	
Travel Time (s)		39.5			15.7			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	417	38	201	443	9	16	6	215	9	3	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	455	0	201	452	0	0	22	215	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
3: Lexington Avenue & Route 6/Main Street

2021 No Action
Weekday AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	552	157	85	559	38	102	128	181	115	139	99
Future Volume (vph)	73	552	157	85	559	38	102	128	181	115	139	99
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			0.937	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1744	0	1752	1778	0	1752	1682	0	1752	1728	0
Flt Permitted	0.158			0.096			0.376			0.192		
Satd. Flow (perm)	291	1744	0	177	1778	0	694	1682	0	354	1728	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)	78	587	167	98	643	44	113	142	201	128	154	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	754	0	98	687	0	113	343	0	128	264	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

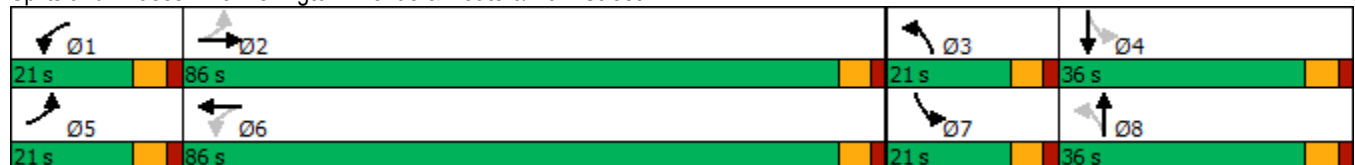
2021 No Action
Weekday AM

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)	72.1	64.5		73.3	65.1		41.5	30.6		44.0	31.8	
Actuated g/C Ratio	0.52	0.46		0.52	0.47		0.30	0.22		0.31	0.23	
v/c Ratio	0.34	0.93		0.53	0.83		0.39	0.93		0.55	0.67	
Control Delay	17.8	53.8		24.5	41.8		39.8	87.9		45.1	62.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.8	53.8		24.5	41.8		39.8	87.9		45.1	62.3	
LOS	B	D		C	D		D	F		D	E	
Approach Delay		50.4			39.7			76.0			56.7	
Approach LOS		D			D			E			E	

Intersection Summary










Area Type:	Other
Cycle Length:	164
Actuated Cycle Length:	139.9
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.93
Intersection Signal Delay:	52.7
Intersection LOS:	D
Intersection Capacity Utilization:	87.5%
ICU Level of Service:	E
Analysis Period (min):	15

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



Lanes, Volumes, Timings
4: Dayton Lane & North Driveway

2021 No Action
Weekday AM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	45	53	75	52	56	207
Future Volume (vph)	45	53	75	52	56	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.927		0.945			
Flt Protected	0.977					0.989
Satd. Flow (prot)	1687	0	1995	0	0	2088
Flt Permitted	0.977					0.989
Satd. Flow (perm)	1687	0	1995	0	0	2088
Link Speed (mph)	30		30			30
Link Distance (ft)	238		247			256
Travel Time (s)	5.4		5.6			5.8
Peak Hour Factor	0.85	0.85	0.89	0.89	0.95	0.95
Adj. Flow (vph)	53	62	84	58	59	218
Shared Lane Traffic (%)						
Lane Group Flow (vph)	115	0	142	0	0	277
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.85	0.85	0.85	0.85
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	36.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	53	75	52	56	207
Future Vol, veh/h	45	53	75	52	56	207
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	53	62	84	58	59	218

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	449	113	0	0	142
Stage 1	113	-	-	-	-
Stage 2	336	-	-	-	-
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	568	940	-	-	1441
Stage 1	912	-	-	-	-
Stage 2	724	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	541	940	-	-	1441
Mov Cap-2 Maneuver	541	-	-	-	-
Stage 1	912	-	-	-	-
Stage 2	690	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	702	1441
HCM Lane V/C Ratio	-	-	0.164	0.041
HCM Control Delay (s)	-	-	11.1	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1

Lanes, Volumes, Timings
5: Dayton Lane & South Driveway

2021 No Action
Weekday AM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	34	17	110	83	22	230
Future Volume (vph)	34	17	110	83	22	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.956		0.942			
Flt Protected	0.967					0.996
Satd. Flow (prot)	1722	0	1989	0	0	2103
Flt Permitted	0.967					0.996
Satd. Flow (perm)	1722	0	1989	0	0	2103
Link Speed (mph)	30		30			30
Link Distance (ft)	280		887			247
Travel Time (s)	6.4		20.2			5.6
Peak Hour Factor	0.88	0.88	0.93	0.93	0.85	0.85
Adj. Flow (vph)	39	19	118	89	26	271
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	207	0	0	297
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.85	0.85	0.85	0.85
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.5%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	34	17	110	83	22	230
Future Vol, veh/h	34	17	110	83	22	230
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	39	19	118	89	26	271

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	486	163	0	0	207
Stage 1	163	-	-	-	-
Stage 2	323	-	-	-	-
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	540	882	-	-	1364
Stage 1	866	-	-	-	-
Stage 2	734	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	528	882	-	-	1364
Mov Cap-2 Maneuver	528	-	-	-	-
Stage 1	866	-	-	-	-
Stage 2	718	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	610	1364
HCM Lane V/C Ratio	-	-	0.095	0.019
HCM Control Delay (s)	-	-	11.5	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Lanes, Volumes, Timings
6: Crompond Road & Dayton Lane

2021 No Action
Weekday AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	113	541	326	136	153	59
Future Volume (vph)	113	541	326	136	153	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	14	14	16	16
Storage Length (ft)	50			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.960		0.962	
Fl _t Protected	0.950				0.965	
Satd. Flow (prot)	1678	1888	1871	0	1960	0
Fl _t Permitted	0.950				0.965	
Satd. Flow (perm)	1678	1888	1871	0	1960	0
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)	133	636	340	142	184	71
Shared Lane Traffic (%)						
Lane Group Flow (vph)	133	636	482	0	255	0
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
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	53.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	38.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	113	541	326	136	153	59
Future Vol, veh/h	113	541	326	136	153	59
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	133	636	340	142	184	71

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	482	0	-	0	1313 411
Stage 1	-	-	-	-	411 -
Stage 2	-	-	-	-	902 -
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	1070	-	-	-	~ 175 641
Stage 1	-	-	-	-	669 -
Stage 2	-	-	-	-	396 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1070	-	-	-	~ 153 641
Mov Cap-2 Maneuver	-	-	-	-	~ 153 -
Stage 1	-	-	-	-	586 -
Stage 2	-	-	-	-	396 -

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	221.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1070	-	-	-	194
HCM Lane V/C Ratio	0.124	-	-	-	1.317
HCM Control Delay (s)	8.8	-	-	-	221.6
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	14.4

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

Lanes, Volumes, Timings
7: Buttonwood Avenue & Crompond Road

2021 No Action
Weekday AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	681	3	6	452	9	8
Future Volume (vph)	681	3	6	452	9	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Storage Length (ft)		0	50		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
Frt	0.999				0.936	
Flt Protected			0.950		0.975	
Satd. Flow (prot)	1825	0	1736	1827	1870	0
Flt Permitted			0.950		0.975	
Satd. Flow (perm)	1825	0	1736	1827	1870	0
Link Speed (mph)	40			40	25	
Link Distance (ft)	734			198	355	
Travel Time (s)	12.5			3.4	9.7	
Peak Hour Factor	0.89	0.89	0.93	0.93	0.39	0.39
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	765	3	6	486	23	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	768	0	6	486	44	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.0%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	681	3	6	452	9	8
Future Vol, veh/h	681	3	6	452	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	765	3	6	486	23	21

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	768	0	1265 767
Stage 1	-	-	-	-	767 -
Stage 2	-	-	-	-	498 -
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	-	-	837	-	187 402
Stage 1	-	-	-	-	458 -
Stage 2	-	-	-	-	611 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	837	-	186 402
Mov Cap-2 Maneuver	-	-	-	-	186 -
Stage 1	-	-	-	-	458 -
Stage 2	-	-	-	-	607 -

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)	249	-	-	837	-
HCM Lane V/C Ratio	0.175	-	-	0.008	-
HCM Control Delay (s)	22.5	-	-	9.3	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Lanes, Volumes, Timings
 8: Cortlandt Medical Dway/NY Presbyterian Driveway & Crompond Road

2021 No Action
 Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	562	22	36	457	242	1	3	5	0	0	0
Future Volume (vph)	105	562	22	36	457	242	1	3	5	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		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
Frt		0.994			0.948			0.921				
Flt Protected	0.950			0.950				0.996				
Satd. Flow (prot)	1736	1816	0	1736	1732	0	0	1709	0	0	0	0
Flt Permitted	0.950			0.950				0.996				
Satd. Flow (perm)	1736	1816	0	1736	1732	0	0	1709	0	0	0	0
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
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)	112	598	23	38	481	255	1	4	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	621	0	38	736	0	0	12	0	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
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	58.0%
ICU Level of Service	B
Analysis Period (min)	15

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	105	562	22	36	457	242	1	3	5	0	0	0
Future Vol, veh/h	105	562	22	36	457	242	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	112	598	23	38	481	255	1	4	7	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	736	0	0	621	0	0	1519	1646	610
Stage 1	-	-	-	-	-	-	834	834	-
Stage 2	-	-	-	-	-	-	685	812	-
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	860	-	-	950	-	-	131	99	494
Stage 1	-	-	-	-	-	-	426	383	-
Stage 2	-	-	-	-	-	-	500	392	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	860	-	-	950	-	-	109	0	494
Mov Cap-2 Maneuver	-	-	-	-	-	-	109	0	-
Stage 1	-	-	-	-	-	-	371	0	-
Stage 2	-	-	-	-	-	-	480	0	-

Approach	EB			WB			NB		
HCM Control Delay, s	1.5			0.4			17		
HCM LOS							C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	311	860	-	-	950	-	-
HCM Lane V/C Ratio	0.039	0.13	-	-	0.04	-	-
HCM Control Delay (s)	17	9.8	-	-	8.9	-	-
HCM Lane LOS	C	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0.1	0.4	-	-	0.1	-	-

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

2021 No Action
 Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗		↖	↗			↕			↖	↗
Traffic Volume (vph)	0	531	36	53	644	0	52	0	75	61	16	39
Future Volume (vph)	0	531	36	53	644	0	52	0	75	61	16	39
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		0.991						0.920				0.850
Flt Protected				0.950				0.980			0.962	
Satd. Flow (prot)	0	1810	0	1736	1827	0	0	1567	0	0	1792	1531
Flt Permitted				0.264				0.826			0.480	
Satd. Flow (perm)	0	1810	0	482	1827	0	0	1321	0	0	894	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	565	38	55	671	0	59	0	85	71	19	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	603	0	55	671	0	0	144	0	0	90	45
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

2021 No Action
 Weekday AM

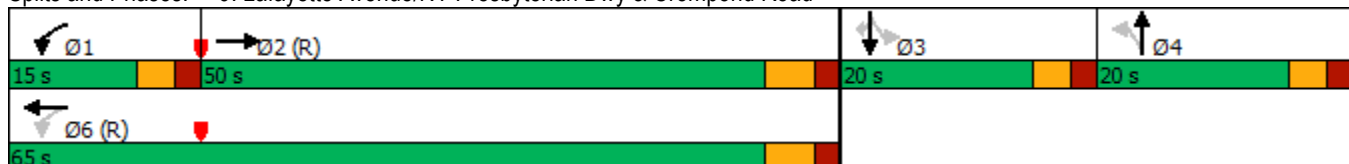


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2		1	6			4			3	
Permitted Phases				6			4			3		3
Detector Phase		2		1	6		4	4		3	3	3
Switch Phase												
Minimum Initial (s)		10.0		5.0	10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)		16.0		10.0	16.0		12.0	12.0		12.0	12.0	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)		56.6		67.4	66.4		9.0	9.0		13.7	13.7	13.7
Actuated g/C Ratio		0.54		0.64	0.63		0.09	0.09		0.13	0.13	0.13
v/c Ratio		0.62		0.14	0.58		0.61	0.61		0.78	0.78	0.14
Control Delay		22.4		13.8	21.3		20.6	20.6		83.9	83.9	0.9
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		22.4		13.8	21.3		20.6	20.6		83.9	83.9	0.9
LOS		C		B	C		C	C		F	F	A
Approach Delay		22.4		20.7	20.6		20.6	20.6		56.3	56.3	
Approach LOS		C		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: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 24.3 Intersection LOS: C
 Intersection Capacity Utilization 61.8% 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

2021 No Action
Weekday AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	183	484	499	22	75	198
Future Volume (vph)	183	484	499	22	75	198
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	0.317				0.950	
Satd. Flow (perm)	560	1827	1816	0	1711	1531
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			3			161
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)	206	544	609	27	95	251
Shared Lane Traffic (%)						
Lane Group Flow (vph)	206	544	636	0	95	251
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

2021 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	70.1		12.1	23.9
Actuated g/C Ratio	0.82	0.82	0.67		0.12	0.23
v/c Ratio	0.37	0.36	0.52		0.48	0.53
Control Delay	2.2	1.8	13.1		51.5	15.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	2.2	1.8	13.1		51.5	15.3
LOS	A	A	B		D	B
Approach Delay		1.9	13.1		25.3	
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:	0.53
Intersection Signal Delay:	10.7
Intersection LOS:	B
Intersection Capacity Utilization	59.4%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 10: Crompond Road & Conklin Avenue



Lanes, Volumes, Timings
11: Tamarack Drive & Crompond Road

2021 No Action
Weekday AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	500	6	2	464	19	10
Future Volume (vph)	500	6	2	464	19	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998			0.953		
Flt Protected				0.969		
Satd. Flow (prot)	1762	0	0	1766	1835	0
Flt Permitted				0.969		
Satd. Flow (perm)	1762	0	0	1766	1835	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	962			840	649	
Travel Time (s)	16.4			14.3	14.8	
Peak Hour Factor	0.90	0.90	0.83	0.83	0.78	0.78
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	556	7	2	559	24	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	563	0	0	561	37	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.92	0.92
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.7%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	500	6	2	464	19	10
Future Vol, veh/h	500	6	2	464	19	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	556	7	2	559	24	13

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	563	0	1123
Stage 1	-	-	-	-	560
Stage 2	-	-	-	-	563
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	-	-	999	-	227
Stage 1	-	-	-	-	572
Stage 2	-	-	-	-	570
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	999	-	226
Mov Cap-2 Maneuver	-	-	-	-	226
Stage 1	-	-	-	-	572
Stage 2	-	-	-	-	568

Approach	EB	WB	NB
HCM Control Delay, s	0	0	19.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	282	-	-	999	-
HCM Lane V/C Ratio	0.132	-	-	0.002	-
HCM Control Delay (s)	19.7	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Lanes, Volumes, Timings
 12: Dimond Avenue/Shiple Drive & Crompond Road

2021 No Action
 Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	492	0	9	456	0	4	0	29	0	0	10
Future Volume (vph)	0	492	0	9	456	0	4	0	29	0	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	14	14	14	16	16	16
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								0.882			0.865	
Flt Protected					0.999			0.994				
Satd. Flow (prot)	0	1766	0	0	1825	0	0	1742	0	0	1826	0
Flt Permitted					0.999			0.994				
Satd. Flow (perm)	0	1766	0	0	1825	0	0	1742	0	0	1826	0
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		840			665			264			586	
Travel Time (s)		14.3			11.3			6.0			13.3	
Peak Hour Factor	0.84	0.84	0.84	0.95	0.95	0.95	0.67	0.67	0.67	0.63	0.63	0.63
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	586	0	9	480	0	6	0	43	0	0	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	586	0	0	489	0	0	49	0	0	16	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	43.5%
Analysis Period (min)	15
	ICU Level of Service A

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	492	0	9	456	0	4	0	29	0	0	10
Future Vol, veh/h	0	492	0	9	456	0	4	0	29	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	586	0	9	480	0	6	0	43	0	0	16

















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	480	0	0	586	0	0	1092	1084	586	1106	1084	480
Stage 1	-	-	-	-	-	-	586	586	-	498	498	-
Stage 2	-	-	-	-	-	-	506	498	-	608	586	-
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	1072	-	-	979	-	-	192	217	510	188	217	586
Stage 1	-	-	-	-	-	-	496	497	-	554	544	-
Stage 2	-	-	-	-	-	-	549	544	-	483	497	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1072	-	-	979	-	-	185	214	510	170	214	586
Mov Cap-2 Maneuver	-	-	-	-	-	-	185	214	-	170	214	-
Stage 1	-	-	-	-	-	-	496	497	-	554	537	-
Stage 2	-	-	-	-	-	-	527	537	-	442	497	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			14.7			11.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	420	1072	-	-	979	-	-	586
HCM Lane V/C Ratio	0.117	-	-	-	0.01	-	-	0.027
HCM Control Delay (s)	14.7	0	-	-	8.7	0	-	11.3
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.1

Lanes, Volumes, Timings
13: Crompond Road & Locust Avenue

2021 No Action
Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	502	0	0	451	8	0	0	0	57	0	19
Future Volume (vph)	7	502	0	0	451	8	0	0	0	57	0	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	12	12	12	11	11	11
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					0.998							0.966
Flt Protected		0.999										0.964
Satd. Flow (prot)	0	1764	0	0	1823	0	0	1863	0	0	1677	0
Flt Permitted		0.999										0.964
Satd. Flow (perm)	0	1764	0	0	1823	0	0	1863	0	0	1677	0
Link Speed (mph)		40			40			10			30	
Link Distance (ft)		665			435			148			1312	
Travel Time (s)		11.3			7.4			10.1			29.8	
Peak Hour Factor	0.87	0.87	0.87	0.96	0.96	0.96	0.92	0.92	0.92	0.79	0.79	0.79
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	8	577	0	0	470	8	0	0	0	72	0	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	585	0	0	478	0	0	0	0	0	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	43.0%
Analysis Period (min)	15
	ICU Level of Service A

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	502	0	0	451	8	0	0	0	57	0	19
Future Vol, veh/h	7	502	0	0	451	8	0	0	0	57	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	577	0	0	470	8	0	0	0	72	0	24

















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	478	0	0	577	0	0	1079	1071	577	1067	1067	474
Stage 1	-	-	-	-	-	-	593	593	-	474	474	-
Stage 2	-	-	-	-	-	-	486	478	-	593	593	-
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	1074	-	-	987	-	-	196	221	516	200	222	590
Stage 1	-	-	-	-	-	-	492	493	-	571	558	-
Stage 2	-	-	-	-	-	-	563	556	-	492	493	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1074	-	-	987	-	-	186	219	516	198	220	590
Mov Cap-2 Maneuver	-	-	-	-	-	-	186	219	-	198	220	-
Stage 1	-	-	-	-	-	-	487	488	-	565	558	-
Stage 2	-	-	-	-	-	-	540	556	-	487	488	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	30.2
HCM LOS			A	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1074	-	-	987	-	-	237
HCM Lane V/C Ratio	-	0.007	-	-	-	-	-	0.406
HCM Control Delay (s)	0	8.4	0	-	0	-	-	30.2
HCM Lane LOS	A	A	A	-	A	-	-	D
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	1.9

Lanes, Volumes, Timings
14: Cresview Avenue & Crompond Road

2021 No Action
Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	554	5	2	460	0	9	0	7	0	0	0
Future Volume (vph)	0	554	5	2	460	0	9	0	7	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12	12	12
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		0.999						0.941				
Flt Protected								0.973				
Satd. Flow (prot)	0	1764	0	0	1827	0	0	1706	0	0	1863	0
Flt Permitted								0.973				
Satd. Flow (perm)	0	1764	0	0	1827	0	0	1706	0	0	1863	0
Link Speed (mph)		40			40			30			10	
Link Distance (ft)		435			345			517			63	
Travel Time (s)		7.4			5.9			11.8			4.3	
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.67	0.67	0.67	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	589	5	2	484	0	13	0	10	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	594	0	0	486	0	0	23	0	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	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
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.5%
Analysis Period (min)	15
	ICU Level of Service A

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	554	5	2	460	0	9	0	7	0	0	0
Future Vol, veh/h	0	554	5	2	460	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	589	5	2	484	0	13	0	10	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	484	0	0	594	0	0	1080	1080	592	1085	1082	484
Stage 1	-	-	-	-	-	-	592	592	-	488	488	-
Stage 2	-	-	-	-	-	-	488	488	-	597	594	-
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	1068	-	-	972	-	-	196	218	506	194	217	583
Stage 1	-	-	-	-	-	-	493	494	-	561	550	-
Stage 2	-	-	-	-	-	-	561	550	-	490	493	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1068	-	-	972	-	-	196	217	506	190	216	583
Mov Cap-2 Maneuver	-	-	-	-	-	-	196	217	-	190	216	-
Stage 1	-	-	-	-	-	-	493	494	-	561	548	-
Stage 2	-	-	-	-	-	-	559	548	-	480	493	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			19.7			0		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	268	1068	-	-	972	-	-	-
HCM Lane V/C Ratio	0.089	-	-	-	0.002	-	-	-
HCM Control Delay (s)	19.7	0	-	-	8.7	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	-

Lanes, Volumes, Timings
 15: Forest Avenue & Crompond Road

2021 No Action
 Weekday AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	←	→
Traffic Volume (vph)	563	4	5	464	3	7
Future Volume (vph)	563	4	5	464	3	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.907		
Flt Protected				0.999	0.985	
Satd. Flow (prot)	1825	0	0	1825	1775	0
Flt Permitted				0.999	0.985	
Satd. Flow (perm)	1825	0	0	1825	1775	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	345			501	905	
Travel Time (s)	5.9			8.5	20.6	
Peak Hour Factor	0.91	0.91	0.86	0.86	0.63	0.63
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	619	4	6	540	5	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	623	0	0	546	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.9%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	563	4	5	464	3	7
Future Vol, veh/h	563	4	5	464	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	619	4	6	540	5	11

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	623	0	1173
Stage 1	-	-	-	-	621
Stage 2	-	-	-	-	552
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	-	-	948	-	212
Stage 1	-	-	-	-	536
Stage 2	-	-	-	-	577
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	948	-	210
Mov Cap-2 Maneuver	-	-	-	-	210
Stage 1	-	-	-	-	536
Stage 2	-	-	-	-	572

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	349	-	-	948	-
HCM Lane V/C Ratio	0.045	-	-	0.006	-
HCM Control Delay (s)	15.8	-	-	8.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
16: Rick Lane & Crompond Road

2021 No Action
Weekday AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	568	2	4	465	4	3
Future Volume (vph)	568	2	4	465	4	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.944	
Flt Protected					0.972	
Satd. Flow (prot)	1827	0	0	1827	1766	0
Flt Permitted					0.972	
Satd. Flow (perm)	1827	0	0	1827	1766	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	501			398	707	
Travel Time (s)	8.5			6.8	16.1	
Peak Hour Factor	0.91	0.91	0.84	0.84	0.58	0.58
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	624	2	5	554	7	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	626	0	0	559	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.96	0.96
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.0%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	568	2	4	465	4	3
Future Vol, veh/h	568	2	4	465	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	624	2	5	554	7	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	626	0	1189 625
Stage 1	-	-	-	-	625 -
Stage 2	-	-	-	-	564 -
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	-	-	946	-	208 485
Stage 1	-	-	-	-	534 -
Stage 2	-	-	-	-	569 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	946	-	206 485
Mov Cap-2 Maneuver	-	-	-	-	206 -
Stage 1	-	-	-	-	534 -
Stage 2	-	-	-	-	564 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	18.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	273	-	-	946	-
HCM Lane V/C Ratio	0.044	-	-	0.005	-
HCM Control Delay (s)	18.8	-	-	8.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
17: Crompond Road & Arlo Lane

2021 No Action
Weekday AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↘	
Traffic Volume (vph)	11	560	444	22	4	25
Future Volume (vph)	11	560	444	22	4	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994		0.885	
Flt Protected		0.999			0.993	
Satd. Flow (prot)	0	1764	1755	0	1692	0
Flt Permitted		0.999			0.993	
Satd. Flow (perm)	0	1764	1755	0	1692	0
Link Speed (mph)		40	40		30	
Link Distance (ft)		398	1145		795	
Travel Time (s)		6.8	19.5		18.1	
Peak Hour Factor	0.95	0.95	0.90	0.90	0.72	0.72
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	12	589	493	24	6	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	601	517	0	41	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		13	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.96	0.96
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	48.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↕	
Traffic Vol, veh/h	11	560	444	22	4	25
Future Vol, veh/h	11	560	444	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	12	589	493	24	6	35

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	517	0	-	0	1118 505
Stage 1	-	-	-	-	505 -
Stage 2	-	-	-	-	613 -
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	1039	-	-	-	229 567
Stage 1	-	-	-	-	606 -
Stage 2	-	-	-	-	541 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1039	-	-	-	225 567
Mov Cap-2 Maneuver	-	-	-	-	225 -
Stage 1	-	-	-	-	596 -
Stage 2	-	-	-	-	541 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1039	-	-	-	469
HCM Lane V/C Ratio	0.011	-	-	-	0.086
HCM Control Delay (s)	8.5	0	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

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

2021 No Action
Weekday AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Lane Configurations		↶	↶	↷	↷					
Traffic Volume (vph)	29	535	456	475	786	10				
Future Volume (vph)	29	535	456	475	786	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 _t				0.850	0.998					
Fl _t Protected		0.997			0.953					
Satd. Flow (prot)	0	1884	1827	1583	1831	0				
Fl _t Permitted		0.887			0.953					
Satd. Flow (perm)	0	1676	1827	1583	1831	0				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				427						
Link Speed (mph)		45	45		45					
Link Distance (ft)		1145	380		990					
Travel Time (s)		17.3	5.8		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)	31	569	480	500	873	11				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	600	480	500	884	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Left	Left	Right	Left	Right				
Median Width(ft)		0	0		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

2021 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		1.01	0.45	0.46	1.36					
Control Delay		88.3	18.5	4.7	211.4					
Queue Delay		0.0	1.2	0.4	3.3					
Total Delay		88.3	19.7	5.1	214.8					
LOS		F	B	A	F					
Approach Delay		88.3	12.3		214.8					
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:	1.66
Intersection Signal Delay:	103.4
Intersection LOS:	F
Intersection Capacity Utilization:	104.3%
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

2021 No Action
 Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	1055	220	147	684	17	156	35	110	37	127	91
Future Volume (vph)	46	1055	220	147	684	17	156	35	110	37	127	91
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			0.886			0.952	
Flt Protected	0.950			0.950			0.950				0.993	
Satd. Flow (prot)	1678	1766	1501	1678	1759	0	1752	1525	0	0	1761	0
Flt Permitted	0.244			0.040			0.281				0.827	
Satd. Flow (perm)	431	1766	1501	71	1759	0	518	1525	0	0	1467	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			55		2			91			16	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		285			3712			466			589	
Travel Time (s)		4.3			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)	51	1159	242	160	743	18	166	37	117	43	146	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	1159	242	160	761	0	166	154	0	0	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)		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

2021 No Action
 Weekday AM

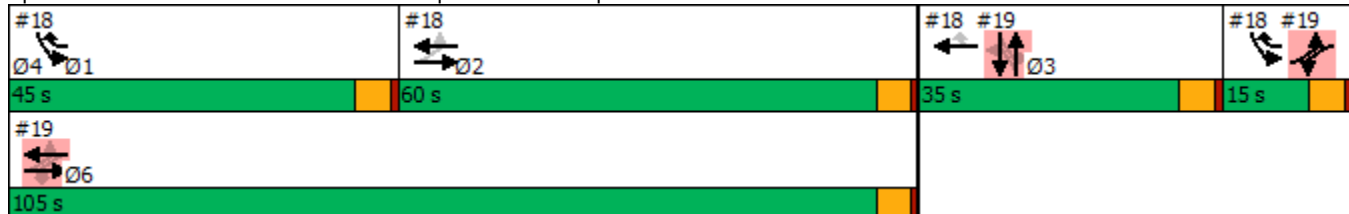


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	6		4	6			3			3	
Permitted Phases	6		6	6			3			3		
Detector Phase	4	6	6	4	6		3	3		3	3	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	8.0	8.0	8.0	8.0	8.0		21.0	21.0		21.0	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	0.13	1.02	0.25	1.04	0.67		1.66	0.42			0.99	
Control Delay	2.6	27.5	1.6	124.6	20.8		373.8	26.7			108.4	
Queue Delay	0.0	31.5	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	2.6	59.0	1.6	124.6	20.8		373.8	26.7			108.4	
LOS	A	E	A	F	C		F	C			F	
Approach Delay		47.4			38.9			206.7			108.4	
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:	1.66
Intersection Signal Delay:	67.9
Intersection LOS:	E
Intersection Capacity Utilization:	103.3%
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

2021 No Action
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	1048	56	17	757	98	24	7	1	170	27	77
Future Volume (vph)	44	1048	56	17	757	98	24	7	1	170	27	77
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				0.964			0.959	
Satd. Flow (prot)	1678	1689	0	1678	1766	1501	0	1969	0	0	1769	1666
Flt Permitted	0.155			0.077				0.686			0.726	
Satd. Flow (perm)	274	1689	0	136	1766	1501	0	1401	0	0	1339	1614
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				110		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)	49	1164	62	19	851	110	31	9	1	189	30	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	1226	0	19	851	110	0	41	0	0	219	86
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

2021 No Action
Weekday AM

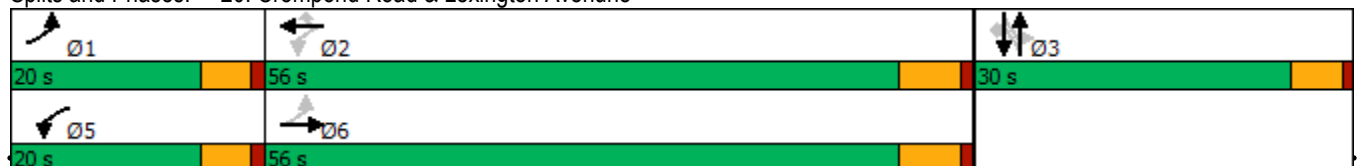


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			3			3	
Permitted Phases	6			2		2	3			3		3
Detector Phase	1	6		5	2	2	3	3		3	3	3
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	53.1		54.7	50.8	50.8		18.5			18.5	18.5
Actuated g/C Ratio	0.65	0.61		0.63	0.59	0.59		0.21			0.21	0.21
v/c Ratio	0.18	1.18		0.11	0.82	0.12		0.14			0.77	0.21
Control Delay	7.5	112.6		7.4	26.1	2.9		28.9			50.8	9.0
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	7.5	112.6		7.4	26.1	2.9		28.9			50.8	9.0
LOS	A	F		A	C	A		C			D	A
Approach Delay		108.6			23.1			28.9			39.0	
Approach LOS		F			C			C			D	

Intersection Summary

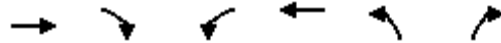
Area Type: Other
 Cycle Length: 106
 Actuated Cycle Length: 86.6
 Natural Cycle: 150
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.18
 Intersection Signal Delay: 67.0
 Intersection LOS: E
 Intersection Capacity Utilization 81.5%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 20: Crompond Road & Lexington Avenue



Lanes, Volumes, Timings
 21: Locust Avenue & Bear Mountain Parkway

2021 No Action
 Weekday AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻		↻	↻		↻
Traffic Volume (vph)	527	54	4	396	2	7
Future Volume (vph)	527	54	4	396	2	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.987				0.865	
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1716	0	1652	1739	0	1504
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1716	0	1652	1739	0	1504
Link Speed (mph)	45			45	30	
Link Distance (ft)	777			1983	85	
Travel Time (s)	11.8			30.0	1.9	
Peak Hour Factor	0.92	0.92	0.94	0.94	0.56	0.56
Adj. Flow (vph)	573	59	4	421	4	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	632	0	4	421	4	13
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	20			20	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9		15	15		9
Sign Control	Free		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔		↔
Traffic Vol, veh/h	527	54	4	396	2	7
Future Vol, veh/h	527	54	4	396	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	573	59	4	421	4	13




















Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	632	0	1032 603
Stage 1	-	-	-	-	603 -
Stage 2	-	-	-	-	429 -
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	-	-	951	-	258 499
Stage 1	-	-	-	-	546 -
Stage 2	-	-	-	-	657 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	951	-	257 499
Mov Cap-2 Maneuver	-	-	-	-	257 -
Stage 1	-	-	-	-	546 -
Stage 2	-	-	-	-	654 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	499	-	-	951	-
HCM Lane V/C Ratio	0.025	-	-	0.004	-
HCM Control Delay (s)	12.4	-	-	8.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
 22: Arlo Lane & Bear Mountain Parkway/Bear Montain Parkway

2021 No Action
 Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	779	4	1	500	3	25	1	1	16	5	16
Future Volume (vph)	11	779	4	1	500	3	25	1	1	16	5	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Storage Length (ft)	130		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	0		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
Frt		0.999			0.999			0.994				0.942
Flt Protected	0.950			0.950				0.956				0.979
Satd. Flow (prot)	1652	1737	0	1652	1737	0	0	1652	0	0	1603	0
Flt Permitted	0.950			0.950				0.956				0.979
Satd. Flow (perm)	1652	1737	0	1652	1737	0	0	1652	0	0	1603	0
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1983			990			795				596
Travel Time (s)		30.0			15.0			18.1				13.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.59	0.59	0.59	0.65	0.65	0.65
Adj. Flow (vph)	12	847	4	1	543	3	42	2	2	25	8	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	851	0	1	546	0	0	46	0	0	58	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)		10			10			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	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	51.2%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection

Int Delay, s/veh 3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗		↘	↗			↔			↔	
Traffic Vol, veh/h	11	779	4	1	500	3	25	1	1	16	5	16
Future Vol, veh/h	11	779	4	1	500	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	12	847	4	1	543	3	42	2	2	25	8	25

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	546	0	0	851
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	1023	-	-	788
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1023	-	-	788
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	64.4	35.2
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	104	1023	-	-	788	-	-	175
HCM Lane V/C Ratio	0.44	0.012	-	-	0.001	-	-	0.325
HCM Control Delay (s)	64.4	8.6	-	-	9.6	-	-	35.2
HCM Lane LOS	F	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	1.9	0	-	-	0	-	-	1.3

Lanes, Volumes, Timings
 23: Locust Avenue & Old Locust Avenue

2021 No Action
 Weekday AM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	4	5	0	4	54
Future Volume (vph)	5	4	5	0	4	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.944					
Flt Protected	0.972					0.997
Satd. Flow (prot)	1652	0	1739	0	0	1795
Flt Permitted	0.972					0.997
Satd. Flow (perm)	1652	0	1739	0	0	1795
Link Speed (mph)	30		30			30
Link Distance (ft)	401		1312			85
Travel Time (s)	9.1		29.8			1.9
Peak Hour Factor	0.75	0.75	0.92	0.92	0.64	0.64
Adj. Flow (vph)	7	5	5	0	6	84
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	5	0	0	90
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.09	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	16.1%
Analysis Period (min)	15
	ICU Level of Service A

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	54
Future Vol, veh/h	5	4	5	0	4	54
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	84

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	101	5	0	0	5	0
Stage 1	5	-	-	-	-	-
Stage 2	96	-	-	-	-	-
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	898	1078	-	-	1616	-
Stage 1	1018	-	-	-	-	-
Stage 2	928	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	894	1078	-	-	1616	-
Mov Cap-2 Maneuver	894	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	924	-	-	-	-	-

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)	-	-	967	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

Lanes, Volumes, Timings
 26: Crompond Road & Cortlandt Pitch Driveway

2021 No Action
 Weekday AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↗		↗
Traffic Volume (vph)	0	1321	931	0	0	0
Future Volume (vph)	0	1321	931	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			125	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1827	1827	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1827	1827	1863	0	1863
Link Speed (mph)		45	45		10	
Link Distance (ft)		380	285		461	
Travel Time (s)		5.8	4.3		31.4	
Peak Hour Factor	0.91	0.91	0.92	0.92	0.56	0.56
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	0	1452	1012	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1452	1012	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	72.9%			ICU Level of Service C		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↑		↑
Traffic Vol, veh/h	0	1321	931	0	0	0
Future Vol, veh/h	0	1321	931	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	125	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	92	92	56	56
Heavy Vehicles, %	4	4	4	2	2	2
Mvmt Flow	0	1452	1012	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 1012
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.318
Pot Cap-1 Maneuver	0	-	- 0 0 290
Stage 1	0	-	- 0 0 -
Stage 2	0	-	- 0 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 290
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

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

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

Lanes, Volumes, Timings
60: Lafayette Avenue & Ridge Road

2021 No Action
Weekday AM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	33	96	81	11	94
Future Volume (vph)	3	33	96	81	11	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	15	12	12	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.875		0.938			
Flt Protected	0.996					0.995
Satd. Flow (prot)	1677	0	1922	0	0	1915
Flt Permitted	0.996					0.995
Satd. Flow (perm)	1677	0	1922	0	0	1915
Link Speed (mph)	30		30			30
Link Distance (ft)	991		541			1489
Travel Time (s)	22.5		12.3			33.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	36	104	88	12	102
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	192	0	0	114
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	13		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	1.00	0.88	1.00	1.00	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	24.1%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	33	94	6	11	94
Future Vol, veh/h	3	33	94	6	11	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	36	102	7	12	102





















Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	232	106	0	0	109
Stage 1	106	-	-	-	-
Stage 2	126	-	-	-	-
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	756	948	-	-	1481
Stage 1	918	-	-	-	-
Stage 2	900	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	749	948	-	-	1481
Mov Cap-2 Maneuver	749	-	-	-	-
Stage 1	918	-	-	-	-
Stage 2	892	-	-	-	-

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)	-	-	927	1481
HCM Lane V/C Ratio	-	-	0.042	0.008
HCM Control Delay (s)	-	-	9.1	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0













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

2021 No Action
Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	591	141	149	464	32	291	1	55	28	1	43
Future Volume (vph)	44	591	141	149	464	32	291	1	55	28	1	43
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		0.971			0.990			0.853				0.850
Flt Protected	0.950			0.950			0.950				0.954	
Satd. Flow (prot)	1711	3270	0	1711	3326	0	1711	1589	0	0	1659	1478
Flt Permitted	0.466			0.263			0.738				0.768	
Satd. Flow (perm)	839	3270	0	474	3326	0	1329	1589	0	0	1335	1478
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		36			9							
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)	45	603	144	152	473	33	306	1	58	29	1	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	747	0	152	506	0	306	59	0	0	30	45
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

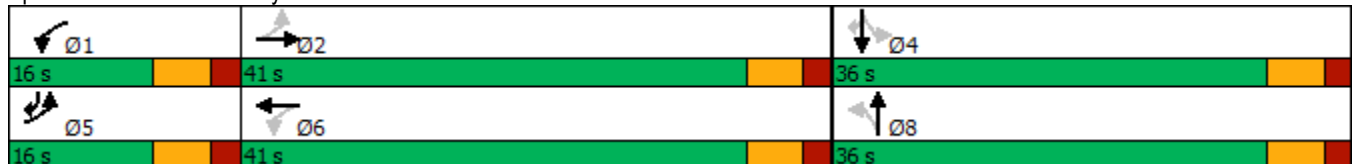
2021 No Action
Weekday PM

												
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)	42.0	35.2		47.1	39.9		23.9	23.9			23.9	36.8
Actuated g/C Ratio	0.49	0.41		0.55	0.46		0.28	0.28			0.28	0.43
v/c Ratio	0.09	0.55		0.40	0.33		0.83	0.13			0.08	0.07
Control Delay	10.1	21.3		12.7	17.2		48.6	23.5			22.9	14.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	10.1	21.3		12.7	17.2		48.6	23.5			22.9	14.2
LOS	B	C		B	B		D	C			C	B
Approach Delay		20.7			16.2			44.6			17.7	
Approach LOS		C			B			D			B	

Intersection Summary

Area Type:	Other
Cycle Length:	93
Actuated Cycle Length:	86
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.83
Intersection Signal Delay:	23.6
Intersection LOS:	C
Intersection Capacity Utilization:	66.9%
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

2021 No Action
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	562	40	177	533	9	24	10	243	17	9	24
Future Volume (vph)	9	562	40	177	533	9	24	10	243	17	9	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		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	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.990			0.997				0.850		0.935	
Fl _t Protected	0.950			0.950				0.966			0.983	
Satd. Flow (prot)	1652	3380	0	1652	3398	0	0	1799	1583	0	1712	0
Fl _t Permitted	0.430			0.370				0.831			0.869	
Satd. Flow (perm)	748	3380	0	643	3398	0	0	1548	1583	0	1514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			2				289			28
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1740			689			1934				260
Travel Time (s)		39.5			15.7			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	653	47	192	579	10	29	12	289	20	10	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	700	0	192	589	0	0	41	289	0	58	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

2021 No Action
Weekday PM

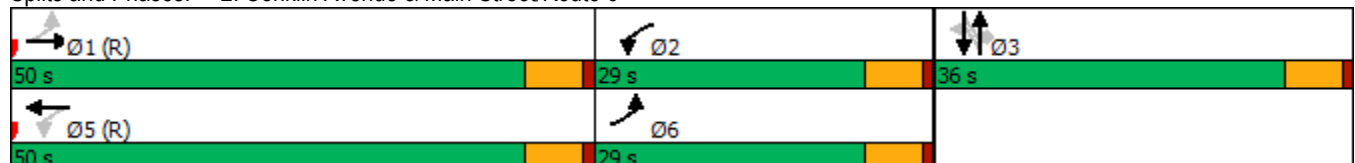


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	6	1		2	5			3				3
Permitted Phases	1			5			3		3	3		
Detector Phase	6	1		2	5		3	3	3	3		3
Switch Phase												
Minimum Initial (s)	2.0	10.0		5.0	10.0		2.0	2.0	2.0	2.0		2.0
Minimum Split (s)	8.0	16.0		11.0	16.0		36.0	36.0	36.0	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)	88.6	83.3		92.7	91.7			8.7	8.7			8.7
Actuated g/C Ratio	0.77	0.72		0.81	0.80			0.08	0.08			0.08
v/c Ratio	0.02	0.29		0.34	0.22			0.35	0.75			0.42
Control Delay	3.3	6.2		5.2	4.0			57.1	18.3			38.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	3.3	6.2		5.2	4.0			57.1	18.3			38.1
LOS	A	A		A	A			E	B			D
Approach Delay		6.1			4.3			23.1				38.1
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: 0.75
 Intersection Signal Delay: 9.3
 Intersection LOS: A
 Intersection Capacity Utilization 51.2%
 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

2021 No Action
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	752	270	76	912	69	229	122	134	77	93	167
Future Volume (vph)	182	752	270	76	912	69	229	122	134	77	93	167
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		0.960			0.989			0.921			0.903	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1734	0	1752	1776	0	1752	1699	0	1752	1666	0
Flt Permitted	0.047			0.050			0.173			0.365		
Satd. Flow (perm)	87	1734	0	92	1776	0	319	1699	0	673	1666	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		15			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)	192	792	284	79	950	72	234	124	137	85	102	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	192	1076	0	79	1022	0	234	261	0	85	286	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

2021 No Action
Weekday PM

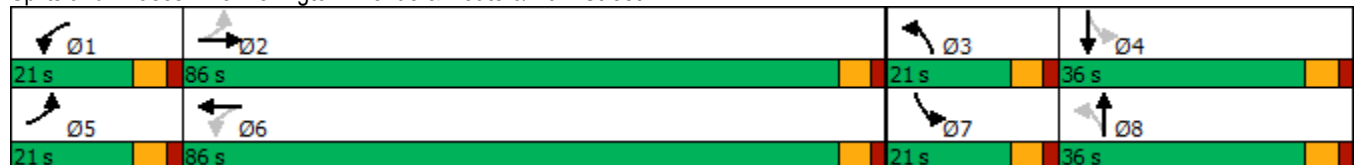


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	35.0		9.0	40.0		9.0	29.0		9.0	9.0	
Total Split (s)	21.0	86.0		21.0	86.0		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)	99.9	86.3		88.5	80.0		48.3	33.8		39.8	29.3	
Actuated g/C Ratio	0.61	0.53		0.54	0.49		0.30	0.21		0.24	0.18	
v/c Ratio	0.95	1.16		0.58	1.17		1.04	0.74		0.36	0.96	
Control Delay	95.7	120.7		42.5	127.0		115.3	74.5		46.1	107.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	95.7	120.7		42.5	127.0		115.3	74.5		46.1	107.7	
LOS	F	F		D	F		F	E		D	F	
Approach Delay		116.9			120.9			93.8			93.5	
Approach LOS		F			F			F			F	

Intersection Summary










Area Type:	Other
Cycle Length:	164
Actuated Cycle Length:	163.1
Natural Cycle:	140
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.17
Intersection Signal Delay:	112.1
Intersection LOS:	F
Intersection Capacity Utilization:	110.1%
ICU Level of Service:	H
Analysis Period (min):	15

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



Lanes, Volumes, Timings
4: Dayton Lane & North Driveway

2021 No Action
Weekday PM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	41	85	262	62	63	228
Future Volume (vph)	41	85	262	62	63	228
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.909		0.974			
Flt Protected	0.984					0.989
Satd. Flow (prot)	1666	0	2056	0	0	2088
Flt Permitted	0.984					0.989
Satd. Flow (perm)	1666	0	2056	0	0	2088
Link Speed (mph)	30		30			30
Link Distance (ft)	238		247			256
Travel Time (s)	5.4		5.6			5.8
Peak Hour Factor	0.93	0.93	0.78	0.78	0.97	0.97
Adj. Flow (vph)	44	91	336	79	65	235
Shared Lane Traffic (%)						
Lane Group Flow (vph)	135	0	415	0	0	300
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.85	0.85	0.85	0.85
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	50.5%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	41	85	262	62	63	228
Future Vol, veh/h	41	85	262	62	63	228
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	91	336	79	65	235










Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	741	376	0	0	415
Stage 1	376	-	-	-	-
Stage 2	365	-	-	-	-
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	384	670	-	-	1144
Stage 1	694	-	-	-	-
Stage 2	702	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	359	670	-	-	1144
Mov Cap-2 Maneuver	359	-	-	-	-
Stage 1	694	-	-	-	-
Stage 2	656	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	1.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	523	1144
HCM Lane V/C Ratio	-	-	0.259	0.057
HCM Control Delay (s)	-	-	14.3	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1	0.2

Lanes, Volumes, Timings
5: Dayton Lane & South Driveway

2021 No Action
Weekday PM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	169	77	286	194	105	163
Future Volume (vph)	169	77	286	194	105	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.958		0.945			
Flt Protected	0.967					0.981
Satd. Flow (prot)	1726	0	1995	0	0	2071
Flt Permitted	0.967					0.981
Satd. Flow (perm)	1726	0	1995	0	0	2071
Link Speed (mph)	30		30			30
Link Distance (ft)	280		887			247
Travel Time (s)	6.4		20.2			5.6
Peak Hour Factor	0.91	0.91	0.78	0.78	0.79	0.79
Adj. Flow (vph)	186	85	367	249	133	206
Shared Lane Traffic (%)						
Lane Group Flow (vph)	271	0	616	0	0	339
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.85	0.85	0.85	0.85
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	65.3%			ICU Level of Service C		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	17.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	169	77	286	194	105	163
Future Vol, veh/h	169	77	286	194	105	163
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	186	85	367	249	133	206

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	964	492	0	0	616
Stage 1	492	-	-	-	-
Stage 2	472	-	-	-	-
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	283	577	-	-	964
Stage 1	615	-	-	-	-
Stage 2	628	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	239	577	-	-	964
Mov Cap-2 Maneuver	239	-	-	-	-
Stage 1	615	-	-	-	-
Stage 2	530	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	73.4	0	3.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	293	964
HCM Lane V/C Ratio	-	-	0.923	0.138
HCM Control Delay (s)	-	-	73.4	9.3
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	8.8	0.5

Lanes, Volumes, Timings
6: Crompond Road & Dayton Lane

2021 No Action
Weekday PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	132	442	456	332	168	180
Future Volume (vph)	132	442	456	332	168	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	14	14	16	16
Storage Length (ft)	50			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.943		0.930	
Flt Protected	0.950				0.976	
Satd. Flow (prot)	1678	1888	1838	0	1916	0
Flt Permitted	0.950				0.976	
Satd. Flow (perm)	1678	1888	1838	0	1916	0
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)	140	470	490	357	173	186
Shared Lane Traffic (%)						
Lane Group Flow (vph)	140	470	847	0	359	0
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
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	81.9%
ICU Level of Service	D
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	84					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	132	442	456	332	168	180
Future Vol, veh/h	132	442	456	332	168	180
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	140	470	490	357	173	186

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	847	0	-	0	1419 669
Stage 1	-	-	-	-	669 -
Stage 2	-	-	-	-	750 -
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	782	-	-	-	~ 151 458
Stage 1	-	-	-	-	509 -
Stage 2	-	-	-	-	467 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	782	-	-	-	~ 124 458
Mov Cap-2 Maneuver	-	-	-	-	~ 124 -
Stage 1	-	-	-	-	418 -
Stage 2	-	-	-	-	467 -

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	\$ 421.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	782	-	-	-	199
HCM Lane V/C Ratio	0.18	-	-	-	1.803
HCM Control Delay (s)	10.6	-	-	-	\$ 421.2
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

Lanes, Volumes, Timings
7: Buttonwood Avenue & Crompond Road

2021 No Action
Weekday PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	603	5	2	782	1	2
Future Volume (vph)	603	5	2	782	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Storage Length (ft)		0	50		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
Frt	0.999				0.899	
Flt Protected			0.950		0.988	
Satd. Flow (prot)	1825	0	1736	1827	1820	0
Flt Permitted			0.950		0.988	
Satd. Flow (perm)	1825	0	1736	1827	1820	0
Link Speed (mph)	40			40	25	
Link Distance (ft)	734			198	355	
Travel Time (s)	12.5			3.4	9.7	
Peak Hour Factor	0.97	0.97	0.92	0.92	0.75	0.75
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	622	5	2	850	1	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	627	0	2	850	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	51.2%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	603	5	2	782	1	2
Future Vol, veh/h	603	5	2	782	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	622	5	2	850	1	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	627	0	1479
Stage 1	-	-	-	-	625
Stage 2	-	-	-	-	854
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	-	-	945	-	138
Stage 1	-	-	-	-	534
Stage 2	-	-	-	-	417
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	945	-	138
Mov Cap-2 Maneuver	-	-	-	-	138
Stage 1	-	-	-	-	534
Stage 2	-	-	-	-	416

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	264	-	-	945	-
HCM Lane V/C Ratio	0.015	-	-	0.002	-
HCM Control Delay (s)	18.8	-	-	8.8	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Lanes, Volumes, Timings
 8: Cortlandt Medical Dway/NY Presbyterian Driveway & Crompond Road

2021 No Action
 Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	561	3	5	776	74	8	5	30	0	0	0
Future Volume (vph)	41	561	3	5	776	74	8	5	30	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		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
Frt		0.999			0.987			0.904				
Flt Protected	0.950			0.950				0.991				
Satd. Flow (prot)	1736	1825	0	1736	1803	0	0	1669	0	0	0	0
Flt Permitted	0.950			0.950				0.991				
Satd. Flow (perm)	1736	1825	0	1736	1803	0	0	1669	0	0	0	0
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
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)	42	572	3	5	834	80	8	5	32	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	575	0	5	914	0	0	45	0	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
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	55.3%
ICU Level of Service	B
Analysis Period (min)	15

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	41	561	3	5	776	74	8	5	30	0	0	0
Future Vol, veh/h	41	561	3	5	776	74	8	5	30	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	42	572	3	5	834	80	8	5	32	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	914	0	0	575	0	0	1542	1582	574
Stage 1	-	-	-	-	-	-	658	658	-
Stage 2	-	-	-	-	-	-	884	924	-
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	738	-	-	988	-	-	127	109	518
Stage 1	-	-	-	-	-	-	515	461	-
Stage 2	-	-	-	-	-	-	404	348	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	738	-	-	988	-	-	119	0	518
Mov Cap-2 Maneuver	-	-	-	-	-	-	119	0	-
Stage 1	-	-	-	-	-	-	486	0	-
Stage 2	-	-	-	-	-	-	402	0	-

Approach	EB			WB			NB		
HCM Control Delay, s	0.7			0.1			18.9		
HCM LOS							C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	304	738	-	-	988	-	-
HCM Lane V/C Ratio	0.149	0.057	-	-	0.005	-	-
HCM Control Delay (s)	18.9	10.2	-	-	8.7	-	-
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

2021 No Action
 Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗		↖	↖			↕			↗	↗
Traffic Volume (vph)	0	537	54	114	661	0	80	0	95	151	23	114
Future Volume (vph)	0	537	54	114	661	0	80	0	95	151	23	114
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		0.988						0.927				0.850
Flt Protected				0.950				0.978			0.958	
Satd. Flow (prot)	0	1805	0	1736	1827	0	0	1576	0	0	1785	1531
Flt Permitted				0.175				0.763			0.498	
Satd. Flow (perm)	0	1805	0	320	1827	0	0	1230	0	0	928	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	584	59	124	718	0	104	0	123	164	25	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	643	0	124	718	0	0	227	0	0	189	124
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

2021 No Action
 Weekday PM

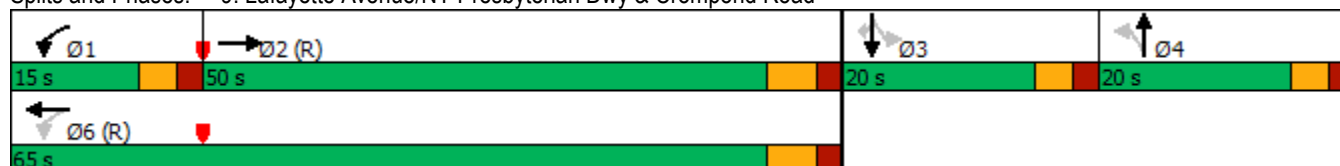


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2		1	6			4			3	
Permitted Phases				6			4			3		3
Detector Phase		2		1	6		4	4		3	3	3
Switch Phase												
Minimum Initial (s)		10.0		5.0	10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)		16.0		10.0	16.0		12.0	12.0		12.0	12.0	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)		47.7		62.4	61.4		12.6	12.6		15.0	15.0	15.0
Actuated g/C Ratio		0.45		0.59	0.58		0.12	0.12		0.14	0.14	0.14
v/c Ratio		0.78		0.41	0.67		0.85	0.85		1.43	0.37	0.37
Control Delay		33.3		20.1	31.3		47.0	47.0		267.1	9.4	9.4
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		33.3		20.1	31.3		47.0	47.0		267.1	9.4	9.4
LOS		C		C	C		D	D		F	F	A
Approach Delay		33.3		29.6	29.6		47.0	47.0		165.0	165.0	165.0
Approach LOS		C		C	C		D	D		F	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: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.43
 Intersection Signal Delay: 53.7
 Intersection LOS: D
 Intersection Capacity Utilization 68.1%
 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

2021 No Action
Weekday PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	232	551	642	58	74	138
Future Volume (vph)	232	551	642	58	74	138
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			0.989			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1678	1827	1807	0	1711	1531
Flt Permitted	0.211				0.950	
Satd. Flow (perm)	373	1827	1807	0	1711	1531
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			5			115
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)	244	580	713	64	87	162
Shared Lane Traffic (%)						
Lane Group Flow (vph)	244	580	777	0	87	162
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

2021 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)	86.3	86.5	65.3		11.7	28.7
Actuated g/C Ratio	0.82	0.82	0.62		0.11	0.27
v/c Ratio	0.50	0.39	0.69		0.46	0.32
Control Delay	5.2	1.0	20.8		51.1	9.7
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	5.2	1.0	20.8		51.1	9.7
LOS	A	A	C		D	A
Approach Delay		2.2	20.8		24.2	
Approach LOS		A	C		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: 0.69
 Intersection Signal Delay: 13.0
 Intersection LOS: B
 Intersection Capacity Utilization 71.8%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 10: Crompond Road & Conklin Avenue



Lanes, Volumes, Timings
11: Tamarack Drive & Crompond Road

2021 No Action
Weekday PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	623	9	28	708	5	11
Future Volume (vph)	623	9	28	708	5	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998				0.906	
Flt Protected				0.998	0.985	
Satd. Flow (prot)	1762	0	0	1762	1773	0
Flt Permitted				0.998	0.985	
Satd. Flow (perm)	1762	0	0	1762	1773	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	962			840	649	
Travel Time (s)	16.4			14.3	14.8	
Peak Hour Factor	0.95	0.95	0.92	0.92	0.67	0.67
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	656	9	30	770	7	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	665	0	0	800	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	70.0%
Analysis Period (min)	15
	ICU Level of Service C

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	623	9	28	708	5	11
Future Vol, veh/h	623	9	28	708	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	656	9	30	770	7	16

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	665	0	1491
Stage 1	-	-	-	-	661
Stage 2	-	-	-	-	830
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	-	-	915	-	136
Stage 1	-	-	-	-	514
Stage 2	-	-	-	-	428
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	915	-	128
Mov Cap-2 Maneuver	-	-	-	-	128
Stage 1	-	-	-	-	514
Stage 2	-	-	-	-	404

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	20.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	254	-	-	915	-
HCM Lane V/C Ratio	0.094	-	-	0.033	-
HCM Control Delay (s)	20.6	-	-	9.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Lanes, Volumes, Timings
12: Crompond Road & Shipley Drive

2021 No Action
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	11	538	9	23	695	0	31	0	89	0	0	0
Future Volume (vph)	11	538	9	23	695	0	31	0	89	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	14	14	14	16	16	16
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		0.998						0.900				
Flt Protected		0.999			0.998			0.987				
Satd. Flow (prot)	0	1761	0	0	1823	0	0	1765	0	0	2111	0
Flt Permitted		0.999			0.998			0.987				
Satd. Flow (perm)	0	1761	0	0	1823	0	0	1765	0	0	2111	0
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		840			665			264			586	
Travel Time (s)		14.3			11.3			6.0			13.3	
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.91	0.91	0.91	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	12	572	10	25	747	0	34	0	98	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	594	0	0	772	0	0	132	0	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	62.3%
ICU Level of Service	B
Analysis Period (min)	15

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	11	538	9	23	695	0	31	0	89	0	0	0
Future Vol, veh/h	11	538	9	23	695	0	31	0	89	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	572	10	25	747	0	34	0	98	0	0	0

















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	747	0	0	582	0	0	1398	1398	577	1447	1403	747
Stage 1	-	-	-	-	-	-	601	601	-	797	797	-
Stage 2	-	-	-	-	-	-	797	797	-	650	606	-
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	852	-	-	982	-	-	118	141	516	109	140	413
Stage 1	-	-	-	-	-	-	487	489	-	380	399	-
Stage 2	-	-	-	-	-	-	380	399	-	458	487	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	852	-	-	982	-	-	112	132	516	84	131	413
Mov Cap-2 Maneuver	-	-	-	-	-	-	112	132	-	84	131	-
Stage 1	-	-	-	-	-	-	477	479	-	372	381	-
Stage 2	-	-	-	-	-	-	363	381	-	363	477	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			31			0		
HCM LOS							D			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	267	852	-	-	982	-	-	-
HCM Lane V/C Ratio	0.494	0.014	-	-	0.025	-	-	-
HCM Control Delay (s)	31	9.3	0	-	8.8	0	-	0
HCM Lane LOS	D	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	2.5	0	-	-	0.1	-	-	-

Lanes, Volumes, Timings
13: Crompond Road & Locust Avenue

2021 No Action
Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	598	0	0	668	2	0	0	0	1	0	31
Future Volume (vph)	25	598	0	0	668	2	0	0	0	1	0	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	12	12	12	11	11	11
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												0.869
Flt Protected		0.998										0.999
Satd. Flow (prot)	0	1762	0	0	1827	0	0	1863	0	0	1563	0
Flt Permitted		0.998										0.999
Satd. Flow (perm)	0	1762	0	0	1827	0	0	1863	0	0	1563	0
Link Speed (mph)		40			40			10			30	
Link Distance (ft)		665			435			148			1312	
Travel Time (s)		11.3			7.4			10.1			29.8	
Peak Hour Factor	0.93	0.93	0.93	0.97	0.97	0.97	0.92	0.92	0.92	0.86	0.86	0.86
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	27	643	0	0	689	2	0	0	0	1	0	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	670	0	0	691	0	0	0	0	0	37	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	61.8%
ICU Level of Service	B
Analysis Period (min)	15

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	598	0	0	668	2	0	0	0	1	0	31
Future Vol, veh/h	25	598	0	0	668	2	0	0	0	1	0	31
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	643	0	0	689	2	0	0	0	1	0	36

















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	691	0	0	643	0	0	1405	1388	643	1387	1387	690
Stage 1	-	-	-	-	-	-	697	697	-	690	690	-
Stage 2	-	-	-	-	-	-	708	691	-	697	697	-
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	895	-	-	932	-	-	117	143	473	120	143	445
Stage 1	-	-	-	-	-	-	431	443	-	435	446	-
Stage 2	-	-	-	-	-	-	426	446	-	431	443	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	895	-	-	932	-	-	104	136	473	116	136	445
Mov Cap-2 Maneuver	-	-	-	-	-	-	104	136	-	116	136	-
Stage 1	-	-	-	-	-	-	411	422	-	415	446	-
Stage 2	-	-	-	-	-	-	391	446	-	411	422	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0			0			14.7		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	895	-	-	932	-	-	409
HCM Lane V/C Ratio	-	0.03	-	-	-	-	-	0.091
HCM Control Delay (s)	0	9.1	0	-	0	-	-	14.7
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.3

Lanes, Volumes, Timings
14: Cresview Avenue & Crompond Road

2021 No Action
Weekday PM

													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	594	5	2	669	0	1	0	3	0	0	0	
Future Volume (vph)	0	594	5	2	669	0	1	0	3	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12	12	12	
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		0.999						0.899					
Flt Protected								0.988					
Satd. Flow (prot)	0	1764	0	0	1827	0	0	1655	0	0	1863	0	
Flt Permitted								0.988					
Satd. Flow (perm)	0	1764	0	0	1827	0	0	1655	0	0	1863	0	
Link Speed (mph)		40				30				10			
Link Distance (ft)		435				345				63			
Travel Time (s)		7.4				5.9				4.3			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.50	0.50	0.50	0.92	0.92	0.92	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%	
Adj. Flow (vph)	0	619	5	2	697	0	2	0	6	0	0	0	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	624	0	0	699	0	0	8	0	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)		0				0				0			
Link Offset(ft)		0				0				0			
Crosswalk Width(ft)		16				16				16			
Two way Left Turn Lane													
Headway Factor	1.04	1.04	1.04	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	
Sign Control		Free				Free				Stop			

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.8%
Analysis Period (min)	15
	ICU Level of Service A

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	594	5	2	669	0	1	0	3	0	0	0
Future Vol, veh/h	0	594	5	2	669	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	619	5	2	697	0	2	0	6	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	697	0	0	624	0	0	1323	1323	622	1326	1325	697
Stage 1	-	-	-	-	-	-	622	622	-	701	701	-
Stage 2	-	-	-	-	-	-	701	701	-	625	624	-
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	890	-	-	948	-	-	133	156	487	133	156	441
Stage 1	-	-	-	-	-	-	474	479	-	429	441	-
Stage 2	-	-	-	-	-	-	429	441	-	473	478	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	890	-	-	948	-	-	133	156	487	131	156	441
Mov Cap-2 Maneuver	-	-	-	-	-	-	133	156	-	131	156	-
Stage 1	-	-	-	-	-	-	474	479	-	429	440	-
Stage 2	-	-	-	-	-	-	428	440	-	467	478	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			17.7			0		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	292	890	-	-	948	-	-	-
HCM Lane V/C Ratio	0.027	-	-	-	0.002	-	-	-
HCM Control Delay (s)	17.7	0	-	-	8.8	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Lanes, Volumes, Timings
15: Forest Avenue & Crompond Road

2021 No Action
Weekday PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	594	3	6	668	3	5
Future Volume (vph)	594	3	6	668	3	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.916		
Flt Protected				0.982		
Satd. Flow (prot)	1825	0	0	1827	1787	0
Flt Permitted				0.982		
Satd. Flow (perm)	1825	0	0	1827	1787	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	345			501	905	
Travel Time (s)	5.9			8.5	20.6	
Peak Hour Factor	0.91	0.91	0.93	0.93	0.50	0.50
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	653	3	6	718	6	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	656	0	0	724	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	49.9%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	594	3	6	668	3	5
Future Vol, veh/h	594	3	6	668	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	653	3	6	718	6	10

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	656	0	1385 655
Stage 1	-	-	-	-	655 -
Stage 2	-	-	-	-	730 -
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	-	158 466
Stage 1	-	-	-	-	517 -
Stage 2	-	-	-	-	477 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	922	-	156 466
Mov Cap-2 Maneuver	-	-	-	-	156 -
Stage 1	-	-	-	-	517 -
Stage 2	-	-	-	-	472 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	19.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	267	-	-	922	-
HCM Lane V/C Ratio	0.06	-	-	0.007	-
HCM Control Delay (s)	19.3	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings
16: Rick Lane & Crompond Road

2021 No Action
Weekday PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	595	4	7	671	3	5
Future Volume (vph)	595	4	7	671	3	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.914		
Flt Protected				0.999	0.982	
Satd. Flow (prot)	1825	0	0	1825	1728	0
Flt Permitted				0.999	0.982	
Satd. Flow (perm)	1825	0	0	1825	1728	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	501			398	707	
Travel Time (s)	8.5			6.8	16.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.67	0.67
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	647	4	8	729	4	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	651	0	0	737	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.96	0.96
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.9%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	595	4	7	671	3	5
Future Vol, veh/h	595	4	7	671	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	647	4	8	729	4	7

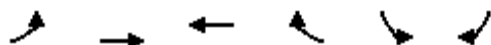
Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	651	0	1394 649
Stage 1	-	-	-	-	649 -
Stage 2	-	-	-	-	745 -
Critical Hdwy	-	-	4.14	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.236	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	926	-	156 470
Stage 1	-	-	-	-	520 -
Stage 2	-	-	-	-	469 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	926	-	154 470
Mov Cap-2 Maneuver	-	-	-	-	154 -
Stage 1	-	-	-	-	520 -
Stage 2	-	-	-	-	462 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	19.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	266	-	-	926	-
HCM Lane V/C Ratio	0.045	-	-	0.008	-
HCM Control Delay (s)	19.2	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
17: Crompond Road & Arlo Lane

2021 No Action
Weekday PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↘	
Traffic Volume (vph)	31	569	668	5	3	10
Future Volume (vph)	31	569	668	5	3	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.899	
Flt Protected		0.997			0.988	
Satd. Flow (prot)	0	1761	1764	0	1710	0
Flt Permitted		0.997			0.988	
Satd. Flow (perm)	0	1761	1764	0	1710	0
Link Speed (mph)		40	40		30	
Link Distance (ft)		398	1145		795	
Travel Time (s)		6.8	19.5		18.1	
Peak Hour Factor	0.88	0.88	0.92	0.92	0.65	0.65
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	35	647	726	5	5	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	682	731	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		13	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.96	0.96
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	65.2%
Analysis Period (min)	15
	ICU Level of Service C

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	31	569	668	5	3	10
Future Vol, veh/h	31	569	668	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	35	647	726	5	5	15

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	731	0	0	1446	729
Stage 1	-	-	-	729	-
Stage 2	-	-	-	717	-
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	864	-	-	145	423
Stage 1	-	-	-	477	-
Stage 2	-	-	-	484	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	864	-	-	136	423
Mov Cap-2 Maneuver	-	-	-	136	-
Stage 1	-	-	-	447	-
Stage 2	-	-	-	484	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	18.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	864	-	-	-	284
HCM Lane V/C Ratio	0.041	-	-	-	0.07
HCM Control Delay (s)	9.3	0	-	-	18.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

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

2021 No Action
Weekday PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Lane Configurations		↕	↕	↕	↕					
Traffic Volume (vph)	33	539	644	767	619	29				
Future Volume (vph)	33	539	644	767	619	29				
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 _t				0.850	0.994					
Fl _t Protected		0.997			0.954					
Satd. Flow (prot)	0	1884	1827	1583	1825	0				
Fl _t Permitted		0.622			0.954					
Satd. Flow (perm)	0	1176	1827	1583	1825	0				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				488	2					
Link Speed (mph)		45	45		45					
Link Distance (ft)		1145	370		990					
Travel Time (s)		17.3	5.6		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)	35	567	651	775	632	30				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	602	651	775	662	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Left	Left	Right	Left	Right				
Median Width(ft)		0	0		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

2021 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	90.0	90.0	55.0					
Actuated g/C Ratio		0.35	0.58	0.58	0.35					
v/c Ratio		1.44	0.61	0.69	1.02					
Control Delay		249.6	14.6	14.6	89.3					
Queue Delay		0.0	6.3	2.1	29.0					
Total Delay		249.6	20.9	16.7	118.2					
LOS		F	C	B	F					
Approach Delay		249.6	18.6		118.2					
Approach LOS		F	B		F					

Intersection Summary

Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	155
Natural Cycle:	140
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.44
Intersection Signal Delay:	94.8
Intersection LOS:	F
Intersection Capacity Utilization:	99.8%
ICU Level of Service:	F
Analysis Period (min):	15

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



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

2021 No Action
 Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	963	136	128	1188	65	169	46	92	53	42	54
Future Volume (vph)	49	963	136	128	1188	65	169	46	92	53	42	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			0.900			0.951	
Flt Protected	0.950			0.950			0.950				0.983	
Satd. Flow (prot)	1678	1766	1501	1678	1752	0	1752	1550	0	0	1741	0
Flt Permitted	0.040			0.107			0.520				0.685	
Satd. Flow (perm)	71	1766	1501	189	1752	0	959	1550	0	0	1213	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			49		4			58			16	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		294			3712			466			589	
Travel Time (s)		4.5			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)	51	1003	142	129	1200	66	180	49	98	64	51	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	1003	142	129	1266	0	180	147	0	0	180	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

2021 No Action
 Weekday PM

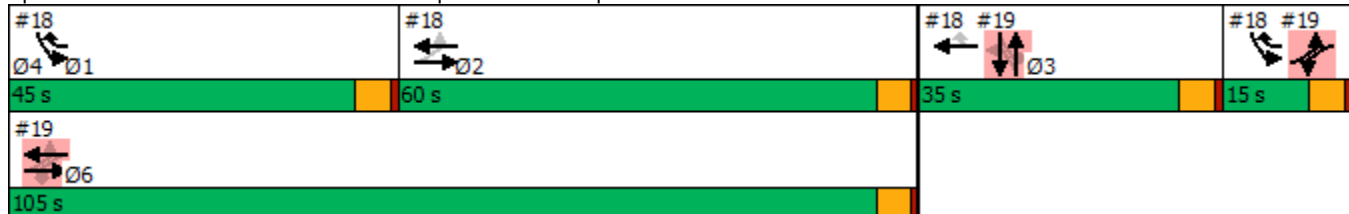


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	6		4	6			3				3
Permitted Phases	6		6	6			3			3		
Detector Phase	4	6	6	4	6		3	3		3		3
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0		3.0
Minimum Split (s)	8.0	8.0	8.0	8.0	8.0		21.0	21.0		21.0		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		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	0.33	0.88	0.14	0.56	1.12		0.97	0.42				0.73
Control Delay	28.2	11.9	1.7	17.8	93.3		120.4	37.0				71.2
Queue Delay	0.0	48.0	0.0	0.0	0.1		0.0	0.0				0.0
Total Delay	28.2	59.9	1.7	17.8	93.5		120.4	37.0				71.2
LOS	C	E	A	B	F		F	D				E
Approach Delay		51.6			86.5			82.9				71.2
Approach LOS		D			F			F				E

Intersection Summary

Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	155
Natural Cycle:	140
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.44
Intersection Signal Delay:	71.8
Intersection LOS:	E
Intersection Capacity Utilization:	104.3%
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

2021 No Action
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	1004	45	29	1241	237	25	15	2	209	25	84
Future Volume (vph)	109	1004	45	29	1241	237	25	15	2	209	25	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		0.994				0.850		0.993				0.850
Flt Protected	0.950			0.950				0.971			0.957	
Satd. Flow (prot)	1678	1693	0	1678	1766	1501	0	1976	0	0	1765	1666
Flt Permitted	0.070			0.076				0.633			0.747	
Satd. Flow (perm)	124	1693	0	134	1766	1501	0	1288	0	0	1378	1614
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				204		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)	122	1128	51	33	1394	266	35	21	3	227	27	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	122	1179	0	33	1394	266	0	59	0	0	254	91
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

2021 No Action
Weekday PM

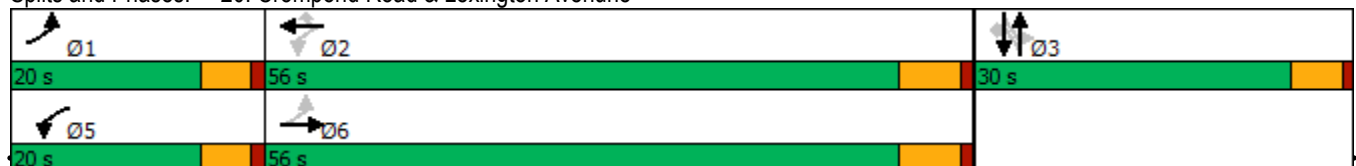


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0		0.0								0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			3			3	
Permitted Phases	6			2		2	3			3		3
Detector Phase	1	6		5	2	2	3	3		3	3	3
Switch 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)	63.3	57.0		56.6	50.2	50.2		21.0			21.0	21.0
Actuated g/C Ratio	0.66	0.60		0.59	0.53	0.53		0.22			0.22	0.22
v/c Ratio	0.58	1.16		0.20	1.50	0.30		0.21			0.84	0.22
Control Delay	25.1	107.1		9.5	253.0	4.9		31.6			59.7	10.0
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	25.1	107.1		9.5	253.0	4.9		31.6			59.7	10.0
LOS	C	F		A	F	A		C			E	A
Approach Delay		99.5			209.3			31.6			46.5	
Approach LOS		F			F			C			D	

Intersection Summary

Area Type:	Other
Cycle Length:	106
Actuated Cycle Length:	95.3
Natural Cycle:	140
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.50
Intersection Signal Delay:	147.6
Intersection LOS:	F
Intersection Capacity Utilization:	103.4%
ICU Level of Service:	G
Analysis Period (min):	15

Splits and Phases: 20: Crompond Road & Lexington Avenue



Lanes, Volumes, Timings
 21: Locust Avenue & Bear Mountain Parkway

2021 No Action
 Weekday PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩		↩
Traffic Volume (vph)	649	31	3	732	1	6
Future Volume (vph)	649	31	3	732	1	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994				0.865	
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1728	0	1652	1739	0	1504
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1728	0	1652	1739	0	1504
Link Speed (mph)	45			45	30	
Link Distance (ft)	777			1983	85	
Travel Time (s)	11.8			30.0	1.9	
Peak Hour Factor	0.91	0.91	0.94	0.94	0.88	0.88
Adj. Flow (vph)	713	34	3	779	1	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	747	0	3	779	1	7
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	20			20	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9		15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑		↔
Traffic Vol, veh/h	649	31	3	732	1	6
Future Vol, veh/h	649	31	3	732	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	713	34	3	779	1	7




















Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	747	0	1515 730
Stage 1	-	-	-	-	730 -
Stage 2	-	-	-	-	785 -
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	-	-	861	-	132 422
Stage 1	-	-	-	-	477 -
Stage 2	-	-	-	-	449 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	861	-	132 422
Mov Cap-2 Maneuver	-	-	-	-	132 -
Stage 1	-	-	-	-	477 -
Stage 2	-	-	-	-	448 -

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	422	-	-	861	-
HCM Lane V/C Ratio	0.016	-	-	0.004	-
HCM Control Delay (s)	13.7	-	-	9.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Lanes, Volumes, Timings
 22: Arlo Lane & Bear Mountain Parkway/Bear Montain Parkway

2021 No Action
 Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	646	24	0	796	4	39	1	0	2	0	11
Future Volume (vph)	5	646	24	0	796	4	39	1	0	2	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Storage Length (ft)	130		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	0		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 _t		0.995			0.999							0.886
Fl _t Protected	0.950							0.954				0.992
Satd. Flow (prot)	1652	1730	0	1739	1737	0	0	1659	0	0	1528	0
Fl _t Permitted	0.950							0.954				0.992
Satd. Flow (perm)	1652	1730	0	1739	1737	0	0	1659	0	0	1528	0
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1983			990			795				596
Travel Time (s)		30.0			15.0			18.1				13.5
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.63	0.63	0.63	0.41	0.41	0.41
Adj. Flow (vph)	5	710	26	0	847	4	62	2	0	5	0	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	736	0	0	851	0	0	64	0	0	32	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)		10			10			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	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	57.7%						ICU Level of Service B					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑		↘	↑			↔			↔	
Traffic Vol, veh/h	5	646	24	0	796	4	39	1	0	2	0	11
Future Vol, veh/h	5	646	24	0	796	4	39	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	710	26	0	847	4	62	2	0	5	0	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	851	0	0	736	0	0	1596	1584	723	1583	1595	849
Stage 1	-	-	-	-	-	-	733	733	-	849	849	-
Stage 2	-	-	-	-	-	-	863	851	-	734	746	-
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	788	-	-	870	-	-	86	108	426	88	107	361
Stage 1	-	-	-	-	-	-	412	426	-	356	377	-
Stage 2	-	-	-	-	-	-	349	376	-	412	421	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	788	-	-	870	-	-	79	107	426	87	106	361
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	107	-	87	106	-
Stage 1	-	-	-	-	-	-	410	423	-	354	377	-
Stage 2	-	-	-	-	-	-	323	376	-	408	418	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			138.6			22		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	80	788	-	-	870	-	-	243
HCM Lane V/C Ratio	0.794	0.007	-	-	-	-	-	0.13
HCM Control Delay (s)	138.6	9.6	-	-	0	-	-	22
HCM Lane LOS	F	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	4	0	-	-	0	-	-	0.4

Lanes, Volumes, Timings
 23: Locust Avenue & Old Locust Avenue

2021 No Action
 Weekday PM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	3	4	1	4	30
Future Volume (vph)	3	3	4	1	4	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.977			
Flt Protected	0.976					0.994
Satd. Flow (prot)	1638	0	1699	0	0	1790
Flt Permitted	0.976					0.994
Satd. Flow (perm)	1638	0	1699	0	0	1790
Link Speed (mph)	30		30			30
Link Distance (ft)	401		1312			85
Travel Time (s)	9.1		29.8			1.9
Peak Hour Factor	0.75	0.75	0.88	0.88	0.83	0.83
Adj. Flow (vph)	4	4	5	1	5	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	6	0	0	41
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.09	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	14.9%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	3	3	4	1	4	30
Future Vol, veh/h	3	3	4	1	4	30
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	36

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	52	6	0	0	6	0
Stage 1	6	-	-	-	-	-
Stage 2	46	-	-	-	-	-
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	957	1077	-	-	1615	-
Stage 1	1017	-	-	-	-	-
Stage 2	976	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	954	1077	-	-	1615	-
Mov Cap-2 Maneuver	954	-	-	-	-	-
Stage 1	1017	-	-	-	-	-
Stage 2	973	-	-	-	-	-

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

Lanes, Volumes, Timings
26: Crompond Road & Cortlandt Pitch Driveway

2021 No Action
Weekday PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↗		↗
Traffic Volume (vph)	0	1158	1366	45	0	45
Future Volume (vph)	0	1158	1366	45	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			125	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	1827	1827	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	1827	1827	1583	0	1611
Link Speed (mph)		45	45		10	
Link Distance (ft)		370	294		401	
Travel Time (s)		5.6	4.5		27.3	
Peak Hour Factor	0.95	0.95	0.99	0.99	0.60	0.60
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	0	1219	1380	45	0	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1219	1380	45	0	75
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	81.9%			ICU Level of Service D		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↑		↑
Traffic Vol, veh/h	0	1158	1366	45	0	45
Future Vol, veh/h	0	1158	1366	45	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	125	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	99	99	60	60
Heavy Vehicles, %	4	4	4	2	2	2
Mvmt Flow	0	1219	1380	45	0	75

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 1380
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.318
Pot Cap-1 Maneuver	0	-	- 0 0 177
Stage 1	0	-	- 0 0 -
Stage 2	0	-	- 0 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 177
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	39.5
HCM LOS			E

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	177
HCM Lane V/C Ratio	-	-	0.424
HCM Control Delay (s)	-	-	39.5
HCM Lane LOS	-	-	E
HCM 95th %tile Q(veh)	-	-	1.9

Lanes, Volumes, Timings
60: Lafayette Avenue & Ridge Road

2021 No Action
Weekday PM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	37	143	231	58	152
Future Volume (vph)	7	37	143	231	58	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	15	12	12	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.887		0.917			
Flt Protected	0.992					0.986
Satd. Flow (prot)	1694	0	1879	0	0	1898
Flt Permitted	0.992					0.986
Satd. Flow (perm)	1694	0	1879	0	0	1898
Link Speed (mph)	30		30			30
Link Distance (ft)	931		539			1485
Travel Time (s)	21.2		12.3			33.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	40	155	251	63	165
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	406	0	0	228
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	13		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	1.00	0.88	1.00	1.00	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.2%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	37	138	11	39	152
Future Vol, veh/h	7	37	138	11	39	152
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	40	150	12	42	165

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	405	156	0	0	162
Stage 1	156	-	-	-	-
Stage 2	249	-	-	-	-
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	602	890	-	-	1417
Stage 1	872	-	-	-	-
Stage 2	792	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	582	890	-	-	1417
Mov Cap-2 Maneuver	582	-	-	-	-
Stage 1	872	-	-	-	-
Stage 2	766	-	-	-	-





















Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	1.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	821	1417
HCM Lane V/C Ratio	-	-	0.058	0.03
HCM Control Delay (s)	-	-	9.7	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Synchro Analysis
2021 With Action Conditions –
MOD Development Plan

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

2021 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	353	181	69	300	10	95	6	49	50	35	88
Future Volume (vph)	25	353	181	69	300	10	95	6	49	50	35	88
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		0.949			0.995			0.866				0.850
Flt Protected	0.950			0.950			0.950				0.971	
Satd. Flow (prot)	1711	3205	0	1711	3341	0	1711	1613	0	0	1688	1478
Flt Permitted	0.553			0.417			0.674				0.781	
Satd. Flow (perm)	996	3205	0	751	3341	0	1214	1613	0	0	1358	1478
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		112			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	388	199	73	319	11	116	7	60	76	53	133
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	587	0	73	330	0	116	67	0	0	129	133
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

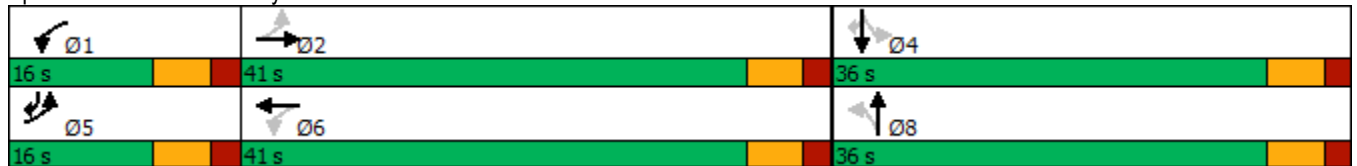
2021 Development Plan Build
Weekday AM

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	38.8		41.8	39.3		11.8	11.8			11.8	19.6
Actuated g/C Ratio	0.62	0.59		0.64	0.60		0.18	0.18			0.18	0.30
v/c Ratio	0.04	0.30		0.13	0.17		0.53	0.23			0.53	0.30
Control Delay	5.4	9.3		5.7	10.0		36.7	27.5			35.6	19.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	5.4	9.3		5.7	10.0		36.7	27.5			35.6	19.6
LOS	A	A		A	A		D	C			D	B
Approach Delay		9.1			9.2			33.4			27.5	
Approach LOS		A			A			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	93
Actuated Cycle Length:	65.7
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.53
Intersection Signal Delay:	15.5
Intersection LOS:	B
Intersection Capacity Utilization:	46.6%
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

2021 Development Plan Build
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	375	34	199	385	8	15	6	226	6	2	11
Future Volume (vph)	7	375	34	199	385	8	15	6	226	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		0.987			0.997				0.850		0.923	
Flt Protected	0.950			0.950				0.965			0.984	
Satd. Flow (prot)	1652	3372	0	1770	3398	0	0	1798	1583	0	1805	0
Flt Permitted	0.491			0.490				0.767			0.884	
Satd. Flow (perm)	854	3372	0	913	3398	0	0	1429	1583	0	1621	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			2				240		16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1740			689			1934			260	
Travel Time (s)		39.5			15.7			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	417	38	229	443	9	16	6	240	9	3	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	455	0	229	452	0	0	22	240	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

2021 Development Plan Build
Weekday AM

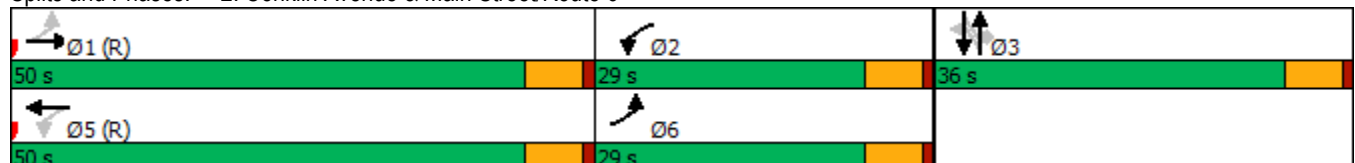


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	6	1		2	5			3				3
Permitted Phases	1			5			3		3	3		
Detector Phase	6	1		2	5		3	3	3	3		3
Switch Phase												
Minimum Initial (s)	2.0	10.0		5.0	10.0		2.0	2.0	2.0	2.0		2.0
Minimum Split (s)	8.0	16.0		11.0	16.0		36.0	36.0	36.0	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)	89.0	84.3		94.0	93.0			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	0.18		0.29	0.16			0.23	0.73			0.23
Control Delay	2.7	5.2		3.8	3.3			54.5	19.6			32.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	2.7	5.2		3.8	3.3			54.5	19.6			32.9
LOS	A	A		A	A			D	B			C
Approach Delay		5.1			3.5			22.5				32.9
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: 0.73
 Intersection Signal Delay: 8.1
 Intersection LOS: A
 Intersection Capacity Utilization 44.0%
 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

2021 Development Plan Build
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	552	161	87	559	38	104	131	184	115	141	99
Future Volume (vph)	73	552	161	87	559	38	104	131	184	115	141	99
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			0.913			0.938	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1743	0	1752	1778	0	1752	1684	0	1752	1730	0
Flt Permitted	0.161			0.095			0.366			0.177		
Satd. Flow (perm)	297	1743	0	175	1778	0	675	1684	0	327	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)	78	587	171	100	643	44	116	146	204	128	157	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	758	0	100	687	0	116	350	0	128	267	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

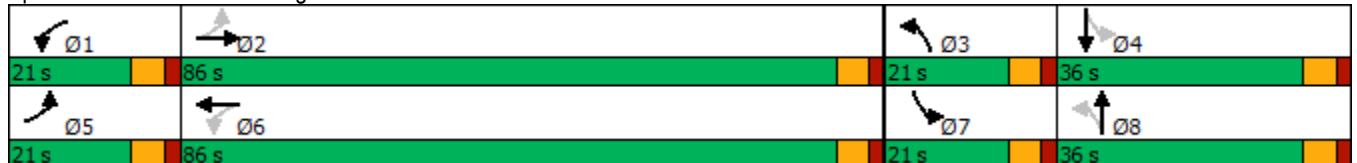
2021 Development Plan Build
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		6		8		4					
Detector Phase	5	2	1	6	3	8	7	4				
Switch Phase												
Minimum Initial (s)	3.0	10.0	3.0	10.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	9.0	35.0	9.0	40.0	9.0	29.0	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	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%	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	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	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	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	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	6.0	6.0
Lead/Lag	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	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	2.0	2.0
Recall Mode	None	Min	None	Min	None	None	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)	72.6	65.0	73.9	65.6	41.6	30.6	43.8	31.6				
Actuated g/C Ratio	0.52	0.46	0.53	0.47	0.30	0.22	0.31	0.23				
v/c Ratio	0.34	0.93	0.54	0.83	0.41	0.96	0.57	0.68				
Control Delay	17.6	54.0	25.0	41.5	40.3	92.4	46.3	63.3				
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total Delay	17.6	54.0	25.0	41.5	40.3	92.4	46.3	63.3				
LOS	B	D	C	D	D	F	D	E				
Approach Delay	50.6		39.4		79.5		57.8					
Approach LOS	D		D		E		E					

Intersection Summary










Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 140.4
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 53.6 Intersection LOS: D
 Intersection Capacity Utilization 88.2% ICU Level of Service E
 Analysis Period (min) 15

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



Lanes, Volumes, Timings
4: Dayton Lane & North Driveway

2021 Development Plan Build
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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	45	53	97	52	56	229
Future Volume (vph)	45	53	97	52	56	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.927		0.953			
Flt Protected	0.977					0.990
Satd. Flow (prot)	1687	0	2012	0	0	2090
Flt Permitted	0.977					0.990
Satd. Flow (perm)	1687	0	2012	0	0	2090
Link Speed (mph)	30		30			30
Link Distance (ft)	238		247			256
Travel Time (s)	5.4		5.6			5.8
Peak Hour Factor	0.85	0.85	0.89	0.89	0.95	0.95
Adj. Flow (vph)	53	62	109	58	59	241
Shared Lane Traffic (%)						
Lane Group Flow (vph)	115	0	167	0	0	300
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.85	0.85	0.85	0.85
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	39.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	53	97	52	56	229
Future Vol, veh/h	45	53	97	52	56	229
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	53	62	109	58	59	241










Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	497	138	0	0	167
Stage 1	138	-	-	-	-
Stage 2	359	-	-	-	-
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	532	910	-	-	1411
Stage 1	889	-	-	-	-
Stage 2	707	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	506	910	-	-	1411
Mov Cap-2 Maneuver	506	-	-	-	-
Stage 1	889	-	-	-	-
Stage 2	673	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	1.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	666	1411
HCM Lane V/C Ratio	-	-	0.173	0.042
HCM Control Delay (s)	-	-	11.5	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1

Lanes, Volumes, Timings
5: Dayton Lane & South Driveway

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	34	17	132	83	22	252
Future Volume (vph)	34	17	132	83	22	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.956		0.948			
Flt Protected	0.967					0.996
Satd. Flow (prot)	1722	0	2001	0	0	2103
Flt Permitted	0.967					0.996
Satd. Flow (perm)	1722	0	2001	0	0	2103
Link Speed (mph)	30		30			30
Link Distance (ft)	280		887			247
Travel Time (s)	6.4		20.2			5.6
Peak Hour Factor	0.88	0.88	0.93	0.93	0.85	0.85
Adj. Flow (vph)	39	19	142	89	26	296
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	231	0	0	322
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.85	0.85	0.85	0.85
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	39.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	17	132	83	22	252
Future Vol, veh/h	34	17	132	83	22	252
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	39	19	142	89	26	296

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	535	187	0	0	231
Stage 1	187	-	-	-	-
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	506	855	-	-	1337
Stage 1	845	-	-	-	-
Stage 2	715	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	494	855	-	-	1337
Mov Cap-2 Maneuver	494	-	-	-	-
Stage 1	845	-	-	-	-
Stage 2	699	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	575	1337
HCM Lane V/C Ratio	-	-	0.101	0.019
HCM Control Delay (s)	-	-	12	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Lanes, Volumes, Timings
6: Crompond Road & Dayton Lane

2021 Development Plan Build
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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	113	606	390	158	175	59
Future Volume (vph)	113	606	390	158	175	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	14	14	16	16
Storage Length (ft)	50			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.961		0.966	
Flt Protected	0.950				0.964	
Satd. Flow (prot)	1678	1888	1873	0	1966	0
Flt Permitted	0.950				0.964	
Satd. Flow (perm)	1678	1888	1873	0	1966	0
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)	133	713	406	165	211	71
Shared Lane Traffic (%)						
Lane Group Flow (vph)	133	713	571	0	282	0
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
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	59.7%
ICU Level of Service	B
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	76.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	113	606	390	158	175	59
Future Vol, veh/h	113	606	390	158	175	59
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	133	713	406	165	211	71

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	571	0	-	0	1468 489
Stage 1	-	-	-	-	489 -
Stage 2	-	-	-	-	979 -
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	992	-	-	-	~ 141 579
Stage 1	-	-	-	-	616 -
Stage 2	-	-	-	-	364 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	992	-	-	-	~ 122 579
Mov Cap-2 Maneuver	-	-	-	-	~ 122 -
Stage 1	-	-	-	-	533 -
Stage 2	-	-	-	-	364 -

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	\$ 459.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	992	-	-	-	152
HCM Lane V/C Ratio	0.134	-	-	-	1.855
HCM Control Delay (s)	9.2	-	-	-	\$ 459.3
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.5	-	-	-	21.2

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

Lanes, Volumes, Timings
7: Buttonwood Avenue & Crompond Road

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	768	3	6	538	9	8
Future Volume (vph)	768	3	6	538	9	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Storage Length (ft)		0	50		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
Frt					0.936	
Flt Protected			0.950		0.975	
Satd. Flow (prot)	1827	0	1736	1827	1870	0
Flt Permitted			0.950		0.975	
Satd. Flow (perm)	1827	0	1736	1827	1870	0
Link Speed (mph)	40			40	25	
Link Distance (ft)	734			198	355	
Travel Time (s)	12.5			3.4	9.7	
Peak Hour Factor	0.89	0.89	0.93	0.93	0.39	0.39
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	863	3	6	578	23	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	866	0	6	578	44	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	50.6%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	768	3	6	538	9	8
Future Vol, veh/h	768	3	6	538	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	863	3	6	578	23	21

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	866	0	1455 865
Stage 1	-	-	-	-	865 -
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	-	-	769	-	143 353
Stage 1	-	-	-	-	412 -
Stage 2	-	-	-	-	554 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	769	-	142 353
Mov Cap-2 Maneuver	-	-	-	-	142 -
Stage 1	-	-	-	-	412 -
Stage 2	-	-	-	-	550 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	28.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	198	-	-	769	-
HCM Lane V/C Ratio	0.22	-	-	0.008	-
HCM Control Delay (s)	28.2	-	-	9.7	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Lanes, Volumes, Timings

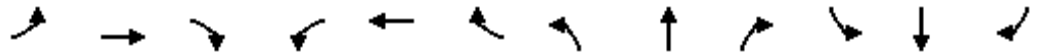
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8: Cortlandt Medical Dwy/NY Presbyterian Driveway & Crompond Road

Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	605	66	104	500	242	44	3	72	0	0	0
Future Volume (vph)	105	605	66	104	500	242	44	3	72	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		1.00	0.99			0.98	0.96			
Fr _t		0.985			0.951				0.850			
Fl _t Protected	0.950			0.950				0.955				
Satd. Flow (prot)	1736	1793	0	1736	1724	0	0	1779	1583	0	0	0
Fl _t Permitted	0.318			0.350				0.955				
Satd. Flow (perm)	580	1793	0	636	1724	0	0	1741	1516	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			53				96			
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)	112	644	70	109	526	255	59	4	96	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	714	0	109	781	0	0	63	96	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				

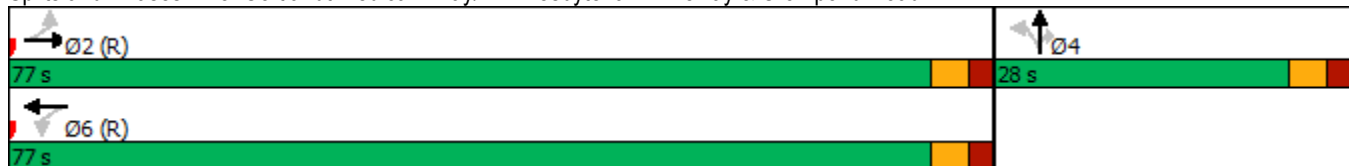


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm			
Protected Phases		2			6			4				
Permitted Phases	2			6			4		4			
Detector Phase	2	2		6	6		4	4	4			
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0			
Minimum Split (s)	32.0	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	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)	83.3	83.3		83.3	83.3			11.7	11.7			
Actuated g/C Ratio	0.79	0.79		0.79	0.79			0.11	0.11			
v/c Ratio	0.24	0.50		0.22	0.57			0.33	0.38			
Control Delay	5.4	6.0		1.4	2.8			45.1	12.1			
Queue Delay	0.0	0.2		0.0	0.5			0.0	0.0			
Total Delay	5.4	6.3		1.4	3.3			45.1	12.2			
LOS	A	A		A	A			D	B			
Approach Delay		6.2			3.1			25.2				
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: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 6.3
 Intersection LOS: A
 Intersection Capacity Utilization 67.5%
 ICU Level of Service C
 Analysis Period (min) 15

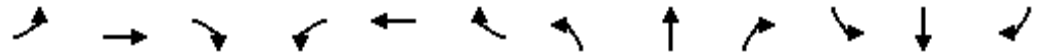
Splits and Phases: 8: Cortlandt Medical Dway/NY Presbyterian Driveway & Crompond Road



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

2021 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	638	39	56	752	0	55	0	78	61	16	39
Future Volume (vph)	0	638	39	56	752	0	55	0	78	61	16	39
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						0.921				0.850
Flt Protected				0.950				0.980			0.962	
Satd. Flow (prot)	0	1808	0	1736	1827	0	0	1569	0	0	1792	1531
Flt Permitted				0.182				0.824			0.484	
Satd. Flow (perm)	0	1808	0	332	1827	0	0	1319	0	0	902	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	679	41	58	783	0	63	0	89	71	19	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	720	0	58	783	0	0	152	0	0	90	45
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

2021 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)		56.2		67.1	66.1			9.3			13.6	13.6
Actuated g/C Ratio		0.54		0.64	0.63			0.09			0.13	0.13
v/c Ratio		0.74		0.19	0.68			0.64			0.78	0.14
Control Delay		23.4		13.8	25.8			22.6			83.4	0.9
Queue Delay		0.5		0.0	0.4			0.0			0.0	0.0
Total Delay		23.9		13.8	26.2			22.6			83.4	0.9
LOS		C		B	C			C			F	A
Approach Delay		23.9			25.3			22.6			55.9	
Approach LOS		C			C			C			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: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 26.8
 Intersection LOS: C
 Intersection Capacity Utilization 68.0%
 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

2021 Development Plan Build
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	195	536	46	52	552	22	46	12	52	75	12	210
Future Volume (vph)	195	536	46	52	552	22	46	12	52	75	12	210
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		0.988			0.995			0.878			0.857	
Flt Protected	0.950				0.996		0.950			0.950		
Satd. Flow (prot)	1678	1808	0	0	1813	0	1770	1635	0	1711	1596	0
Flt Permitted	0.322				0.912		0.286			0.711		
Satd. Flow (perm)	569	1808	0	0	1660	0	533	1635	0	1280	1596	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			2			57				266
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	602	50	57	673	27	50	13	57	95	13	266
Shared Lane Traffic (%)												
Lane Group Flow (vph)	219	652	0	0	757	0	50	70	0	95	279	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

2021 Development Plan Build
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			Lag		
Lead-Lag Optimize?	Yes			Yes			Yes			Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0		3.0
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None		None
Act Effct Green (s)	81.0	80.0			65.5		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	0.41	0.47			0.73		0.70	0.26		0.56		0.63
Control Delay	3.2	4.2			20.7		88.9	16.0		54.3		12.6
Queue Delay	0.0	0.0			0.0		0.6	0.0		0.0		0.2
Total Delay	3.2	4.2			20.7		89.5	16.0		54.3		12.8
LOS	A	A			C		F	B		D		B
Approach Delay		3.9			20.7			46.6				23.3
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: 0.73
 Intersection Signal Delay: 15.7
 Intersection LOS: B
 Intersection Capacity Utilization 104.5%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 10: Crompond Road & Conklin Avenue



Lanes, Volumes, Timings
 11: Tamarack Drive & Crompond Road

2021 Development Plan Build
 Weekday AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	602	8	2	567	21	10
Future Volume (vph)	602	8	2	567	21	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998			0.956		
Flt Protected				0.967		
Satd. Flow (prot)	1762	0	0	1766	1837	0
Flt Permitted				0.967		
Satd. Flow (perm)	1762	0	0	1766	1837	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	962			840	649	
Travel Time (s)	16.4			14.3	14.8	
Peak Hour Factor	0.90	0.90	0.83	0.83	0.78	0.78
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	669	9	2	683	27	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	678	0	0	685	40	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.92	0.92
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.2%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	602	8	2	567	21	10
Future Vol, veh/h	602	8	2	567	21	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	669	9	2	683	27	13

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	678	0	1361 674
Stage 1	-	-	-	-	674 -
Stage 2	-	-	-	-	687 -
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	-	-	905	-	163 455
Stage 1	-	-	-	-	506 -
Stage 2	-	-	-	-	499 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	905	-	162 455
Mov Cap-2 Maneuver	-	-	-	-	162 -
Stage 1	-	-	-	-	506 -
Stage 2	-	-	-	-	497 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	26.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	204	-	-	905	-
HCM Lane V/C Ratio	0.195	-	-	0.003	-
HCM Control Delay (s)	26.9	-	-	9	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Lanes, Volumes, Timings
 12: Dimond Avenue/Shiple Drive & Crompond Road

2021 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	594	0	9	559	0	4	0	29	0	0	10
Future Volume (vph)	0	594	0	9	559	0	4	0	29	0	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	14	14	14	16	16	16
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								0.882			0.865	
Flt Protected					0.999			0.994				
Satd. Flow (prot)	0	1766	0	0	1825	0	0	1742	0	0	1826	0
Flt Permitted					0.999			0.994				
Satd. Flow (perm)	0	1766	0	0	1825	0	0	1742	0	0	1826	0
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		840			665			264			586	
Travel Time (s)		14.3			11.3			6.0			13.3	
Peak Hour Factor	0.84	0.84	0.84	0.95	0.95	0.95	0.67	0.67	0.67	0.63	0.63	0.63
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	707	0	9	588	0	6	0	43	0	0	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	707	0	0	597	0	0	49	0	0	16	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	48.9%
ICU Level of Service	A
Analysis Period (min)	15

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	594	0	9	559	0	4	0	29	0	0	10
Future Vol, veh/h	0	594	0	9	559	0	4	0	29	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	707	0	9	588	0	6	0	43	0	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	588	0	0	707	0	0	1321	1313	707	1335	1313	588
Stage 1	-	-	-	-	-	-	707	707	-	606	606	-
Stage 2	-	-	-	-	-	-	614	606	-	729	707	-
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	977	-	-	882	-	-	134	158	435	131	158	509
Stage 1	-	-	-	-	-	-	426	438	-	484	487	-
Stage 2	-	-	-	-	-	-	479	487	-	414	438	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	977	-	-	882	-	-	128	156	435	117	156	509
Mov Cap-2 Maneuver	-	-	-	-	-	-	128	156	-	117	156	-
Stage 1	-	-	-	-	-	-	426	438	-	484	480	-
Stage 2	-	-	-	-	-	-	457	480	-	373	438	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			17.5			12.3		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	337	977	-	-	882	-	-	509
HCM Lane V/C Ratio	0.146	-	-	-	0.011	-	-	0.031
HCM Control Delay (s)	17.5	0	-	-	9.1	0	-	12.3
HCM Lane LOS	C	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.1

Lanes, Volumes, Timings
13: Crompond Road & Locust Avenue

2021 Development Plan Build
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	9	602	0	0	552	8	0	0	0	57	0	21
Future Volume (vph)	9	602	0	0	552	8	0	0	0	57	0	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	12	12	12	11	11	11
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					0.998							0.963
Flt Protected		0.999										0.965
Satd. Flow (prot)	0	1764	0	0	1823	0	0	1863	0	0	1673	0
Flt Permitted		0.999										0.965
Satd. Flow (perm)	0	1764	0	0	1823	0	0	1863	0	0	1673	0
Link Speed (mph)		40			40			10			30	
Link Distance (ft)		665			435			148			1312	
Travel Time (s)		11.3			7.4			10.1			29.8	
Peak Hour Factor	0.87	0.87	0.87	0.96	0.96	0.96	0.92	0.92	0.92	0.79	0.79	0.79
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	10	692	0	0	575	8	0	0	0	72	0	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	702	0	0	583	0	0	0	0	0	99	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary		
Area Type:	Other	
Control Type:	Unsignalized	
Intersection Capacity Utilization	50.0%	ICU Level of Service A
Analysis Period (min)	15	

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	602	0	0	552	8	0	0	0	57	0	21
Future Vol, veh/h	9	602	0	0	552	8	0	0	0	57	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	692	0	0	575	8	0	0	0	72	0	27

















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	583	0	0	692	0	0	1305	1295	692	1291	1291	579
Stage 1	-	-	-	-	-	-	712	712	-	579	579	-
Stage 2	-	-	-	-	-	-	593	583	-	712	712	-
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	982	-	-	894	-	-	137	162	444	140	163	515
Stage 1	-	-	-	-	-	-	423	436	-	501	501	-
Stage 2	-	-	-	-	-	-	492	499	-	423	436	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	982	-	-	894	-	-	128	159	444	138	160	515
Mov Cap-2 Maneuver	-	-	-	-	-	-	128	159	-	138	160	-
Stage 1	-	-	-	-	-	-	416	429	-	492	501	-
Stage 2	-	-	-	-	-	-	467	499	-	416	429	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	50.9
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	982	-	-	894	-	-	172
HCM Lane V/C Ratio	-	0.011	-	-	-	-	-	0.574
HCM Control Delay (s)	0	8.7	0	-	0	-	-	50.9
HCM Lane LOS	A	A	A	-	A	-	-	F
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	3

Lanes, Volumes, Timings
14: Cresview Avenue & Crompond Road

2021 Development Plan Build
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	654	5	2	561	0	9	0	7	0	0	0
Future Volume (vph)	0	654	5	2	561	0	9	0	7	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12	12	12
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		0.999						0.941				
Flt Protected								0.973				
Satd. Flow (prot)	0	1764	0	0	1827	0	0	1706	0	0	1863	0
Flt Permitted								0.973				
Satd. Flow (perm)	0	1764	0	0	1827	0	0	1706	0	0	1863	0
Link Speed (mph)		40			40			30			10	
Link Distance (ft)		435			345			517			63	
Travel Time (s)		7.4			5.9			11.8			4.3	
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.67	0.67	0.67	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	696	5	2	591	0	13	0	10	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	701	0	0	593	0	0	23	0	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	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
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	44.7%
Analysis Period (min)	15
	ICU Level of Service A

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	654	5	2	561	0	9	0	7	0	0	0
Future Vol, veh/h	0	654	5	2	561	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	696	5	2	591	0	13	0	10	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	591	0	0	701	0	0	1294	1294	699	1299	1296	591
Stage 1	-	-	-	-	-	-	699	699	-	595	595	-
Stage 2	-	-	-	-	-	-	595	595	-	704	701	-
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	975	-	-	887	-	-	139	163	440	138	162	507
Stage 1	-	-	-	-	-	-	430	442	-	491	492	-
Stage 2	-	-	-	-	-	-	491	492	-	428	441	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	975	-	-	887	-	-	139	163	440	134	162	507
Mov Cap-2 Maneuver	-	-	-	-	-	-	139	163	-	134	162	-
Stage 1	-	-	-	-	-	-	430	442	-	491	491	-
Stage 2	-	-	-	-	-	-	490	491	-	418	441	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			25.7			0		
HCM LOS							D			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	198	975	-	-	887	-	-	-
HCM Lane V/C Ratio	0.121	-	-	-	0.002	-	-	-
HCM Control Delay (s)	25.7	0	-	-	9.1	0	-	0
HCM Lane LOS	D	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	-

Lanes, Volumes, Timings
15: Forest Avenue & Crompond Road

2021 Development Plan Build
Weekday AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	663	4	5	565	3	7
Future Volume (vph)	663	4	5	565	3	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.907		
Flt Protected				0.985		
Satd. Flow (prot)	1825	0	0	1827	1775	0
Flt Permitted				0.985		
Satd. Flow (perm)	1825	0	0	1827	1775	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	345			501	905	
Travel Time (s)	5.9			8.5	20.6	
Peak Hour Factor	0.91	0.91	0.86	0.86	0.63	0.63
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	729	4	6	657	5	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	733	0	0	663	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	45.1% ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	663	4	5	565	3	7
Future Vol, veh/h	663	4	5	565	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	729	4	6	657	5	11

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	733	0	1400 731
Stage 1	-	-	-	-	731 -
Stage 2	-	-	-	-	669 -
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	-	-	863	-	155 422
Stage 1	-	-	-	-	476 -
Stage 2	-	-	-	-	509 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	863	-	153 422
Mov Cap-2 Maneuver	-	-	-	-	153 -
Stage 1	-	-	-	-	476 -
Stage 2	-	-	-	-	503 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	18.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	276	-	-	863	-
HCM Lane V/C Ratio	0.058	-	-	0.007	-
HCM Control Delay (s)	18.8	-	-	9.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings
16: Rick Lane & Crompond Road

2021 Development Plan Build
Weekday AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	668	2	4	566	4	3
Future Volume (vph)	668	2	4	566	4	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.944	
Flt Protected					0.972	
Satd. Flow (prot)	1827	0	0	1827	1766	0
Flt Permitted					0.972	
Satd. Flow (perm)	1827	0	0	1827	1766	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	501			398	707	
Travel Time (s)	8.5			6.8	16.1	
Peak Hour Factor	0.91	0.91	0.84	0.84	0.58	0.58
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	734	2	5	674	7	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	736	0	0	679	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.96	0.96
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	45.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	668	2	4	566	4	3
Future Vol, veh/h	668	2	4	566	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	734	2	5	674	7	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	736	0	1419 735
Stage 1	-	-	-	-	735 -
Stage 2	-	-	-	-	684 -
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	-	-	860	-	151 420
Stage 1	-	-	-	-	474 -
Stage 2	-	-	-	-	501 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	860	-	150 420
Mov Cap-2 Maneuver	-	-	-	-	150 -
Stage 1	-	-	-	-	474 -
Stage 2	-	-	-	-	496 -

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)	207	-	-	860	-
HCM Lane V/C Ratio	0.058	-	-	0.006	-
HCM Control Delay (s)	23.5	-	-	9.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings
17: Crompond Road & Arlo Lane

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (vph)	15	656	541	22	4	29
Future Volume (vph)	15	656	541	22	4	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995		0.883	
Flt Protected		0.999			0.994	
Satd. Flow (prot)	0	1764	1757	0	1689	0
Flt Permitted		0.999			0.994	
Satd. Flow (perm)	0	1764	1757	0	1689	0
Link Speed (mph)		40	40		30	
Link Distance (ft)		398	1145		795	
Travel Time (s)		6.8	19.5		18.1	
Peak Hour Factor	0.95	0.95	0.90	0.90	0.72	0.72
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	16	691	601	24	6	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	707	625	0	46	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		13	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.96	0.96
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	56.6%
Analysis Period (min)	15
	ICU Level of Service B

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↕	
Traffic Vol, veh/h	15	656	541	22	4	29
Future Vol, veh/h	15	656	541	22	4	29
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	16	691	601	24	6	40

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	625	0	-	0	1336 613
Stage 1	-	-	-	-	613 -
Stage 2	-	-	-	-	723 -
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	947	-	-	-	169 492
Stage 1	-	-	-	-	541 -
Stage 2	-	-	-	-	481 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	947	-	-	-	164 492
Mov Cap-2 Maneuver	-	-	-	-	164 -
Stage 1	-	-	-	-	526 -
Stage 2	-	-	-	-	481 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	947	-	-	-	396
HCM Lane V/C Ratio	0.017	-	-	-	0.116
HCM Control Delay (s)	8.9	0	-	-	15.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	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)	31	629	551	475	786	12				
Future Volume (vph)	31	629	551	475	786	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 _t				0.850	0.998					
Fl _t Protected		0.998			0.953					
Satd. Flow (prot)	0	1886	1827	1583	1831	0				
Fl _t Permitted		0.746			0.953					
Satd. Flow (perm)	0	1410	1827	1583	1831	0				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				353	1					
Link Speed (mph)		45	45		45					
Link Distance (ft)		1145	382		990					
Travel Time (s)		17.3	5.8		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)	33	669	580	500	873	13				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	702	580	500	886	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Left	Left	Right	Left	Right				
Median Width(ft)		0	0		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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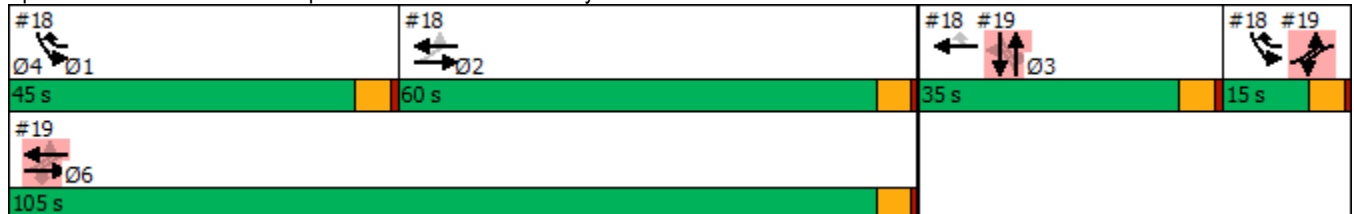


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Protected Phases		2	2 3	1 4	1 4		1	3	4	6
Permitted Phases	2			3						
Detector Phase	2	2	2 3	1 4	1 4					
Switch Phase										
Minimum Initial (s)	3.0	3.0					3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	8.0					13.0	21.0	8.0	8.0
Total Split (s)	60.0	60.0					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		1.40	0.55	0.47	1.36					
Control Delay		231.2	19.5	7.5	211.8					
Queue Delay		0.0	2.5	0.5	3.6					
Total Delay		231.2	21.9	8.0	215.4					
LOS		F	C	A	F					
Approach Delay		231.2	15.5		215.4					
Approach LOS		F	B		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:	1.90
Intersection Signal Delay:	138.6
Intersection LOS:	F
Intersection Capacity Utilization:	111.0%
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

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	1125	244	147	756	17	179	35	110	37	127	91
Future Volume (vph)	46	1125	244	147	756	17	179	35	110	37	127	91
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			0.886			0.952	
Flt Protected	0.950			0.950			0.950				0.993	
Satd. Flow (prot)	1678	1766	1501	1678	1761	0	1752	1525	0	0	1761	0
Flt Permitted	0.199			0.040			0.281				0.827	
Satd. Flow (perm)	351	1766	1501	71	1761	0	518	1525	0	0	1467	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57		1			91			16	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		283			3717			466			589	
Travel Time (s)		4.3			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)	51	1236	268	160	822	18	190	37	117	43	146	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	1236	268	160	840	0	190	154	0	0	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)		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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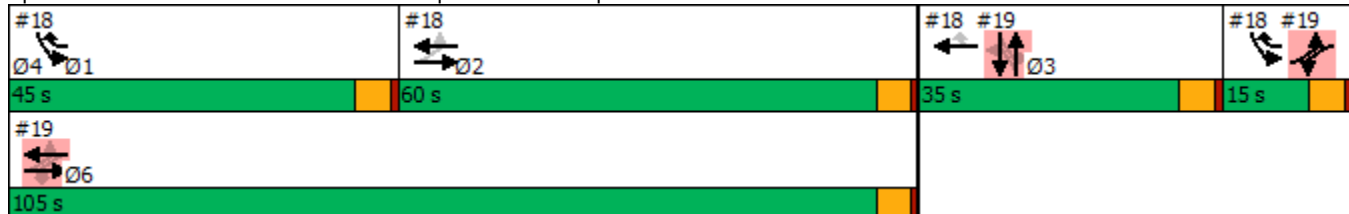


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	6		4	6			3			3	
Permitted Phases	6		6	6			3			3		
Detector Phase	4	6	6	4	6		3	3		3	3	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	8.0	8.0	8.0	8.0	8.0		21.0	21.0		21.0	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	0.15	1.09	0.27	1.04	0.74		1.90	0.42			0.99	
Control Delay	3.1	56.4	2.3	124.6	23.7		472.2	26.7			108.4	
Queue Delay	0.0	7.4	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	3.1	63.8	2.3	124.6	23.7		472.2	26.7			108.4	
LOS	A	E	A	F	C		F	C			F	
Approach Delay		51.2			39.8			272.8			108.4	
Approach LOS		D			D			F			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:	1.90
Intersection Signal Delay:	76.8
Intersection LOS:	E
Intersection Capacity Utilization:	108.2%
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

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	1106	60	17	817	98	28	7	1	170	27	85
Future Volume (vph)	52	1106	60	17	817	98	28	7	1	170	27	85
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	0.104			0.076				0.633			0.723	
Satd. Flow (perm)	184	1689	0	134	1766	1501	0	1293	0	0	1334	1614
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				110		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)	58	1229	67	19	918	110	36	9	1	189	30	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	1296	0	19	918	110	0	46	0	0	219	94
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

2021 Development Plan Build
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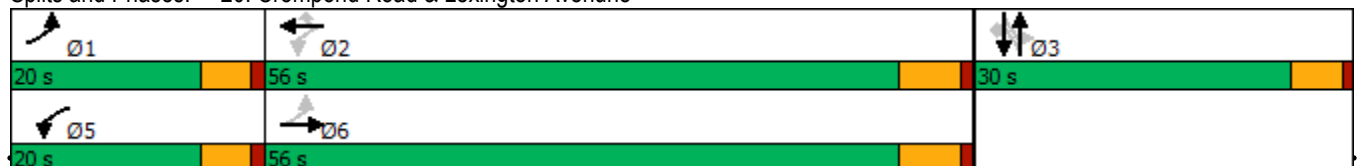


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			3			3	
Permitted Phases	6			2		2	3			3		3
Detector Phase	1	6		5	2	2	3	3		3	3	3
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		18.6			18.6	18.6
Actuated g/C Ratio	0.66	0.62		0.63	0.57	0.57		0.21			0.21	0.21
v/c Ratio	0.26	1.23		0.11	0.91	0.12		0.17			0.78	0.23
Control Delay	8.9	134.0		7.5	35.2	2.9		30.1			53.8	10.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	8.9	134.0		7.5	35.2	2.9		30.1			53.8	10.3
LOS	A	F		A	D	A		C			D	B
Approach Delay		128.6			31.3			30.1			40.7	
Approach LOS		F			C			C			D	

Intersection Summary

Area Type: Other
 Cycle Length: 106
 Actuated Cycle Length: 88.9
 Natural Cycle: 150
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.23
 Intersection Signal Delay: 80.1
 Intersection Capacity Utilization 84.5%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service E

Splits and Phases: 20: Crompond Road & Lexington Avenue



Lanes, Volumes, Timings
 21: Locust Avenue & Bear Mountain Parkway

2021 Development Plan Build
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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	533	56	4	402	4	7
Future Volume (vph)	533	56	4	402	4	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.987				0.865	
Flt Protected			0.950	0.950		
Satd. Flow (prot)	1716	0	1652	1739	0	1504
Flt Permitted			0.950	0.950		
Satd. Flow (perm)	1716	0	1652	1739	0	1504
Link Speed (mph)	45			45	30	
Link Distance (ft)	777			1983	85	
Travel Time (s)	11.8			30.0	1.9	
Peak Hour Factor	0.92	0.92	0.94	0.94	0.56	0.56
Adj. Flow (vph)	579	61	4	428	7	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	640	0	4	428	7	13
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	20			20	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9		15	15		9
Sign Control	Free		Free		Stop	

Intersection Summary

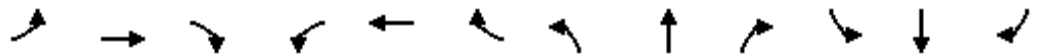
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔		↔
Traffic Vol, veh/h	533	56	4	402	4	7
Future Vol, veh/h	533	56	4	402	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	579	61	4	428	7	13

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	640	0	1046 610
Stage 1	-	-	-	-	610 -
Stage 2	-	-	-	-	436 -
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	-	-	944	-	253 494
Stage 1	-	-	-	-	542 -
Stage 2	-	-	-	-	652 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	944	-	252 494
Mov Cap-2 Maneuver	-	-	-	-	252 -
Stage 1	-	-	-	-	542 -
Stage 2	-	-	-	-	649 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	494	-	-	944	-
HCM Lane V/C Ratio	0.025	-	-	0.005	-
HCM Control Delay (s)	12.5	-	-	8.8	-
HCM Lane LOS	B	-	-	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)	11	781	8	1	502	3	29	1	1	16	5	16
Future Volume (vph)	11	781	8	1	502	3	29	1	1	16	5	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Storage Length (ft)	130		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	0		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
Frt		0.998			0.999			0.995			0.942	
Flt Protected	0.950			0.950				0.956			0.979	
Satd. Flow (prot)	1652	1735	0	1652	1737	0	0	1654	0	0	1603	0
Flt Permitted	0.950			0.950				0.956			0.979	
Satd. Flow (perm)	1652	1735	0	1652	1737	0	0	1654	0	0	1603	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1983			990			795			596	
Travel Time (s)		30.0			15.0			18.1			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.59	0.59	0.59	0.65	0.65	0.65
Adj. Flow (vph)	12	849	9	1	546	3	49	2	2	25	8	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	858	0	1	549	0	0	53	0	0	58	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)		10			10			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	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	51.6%
ICU Level of Service	A
Analysis Period (min)	15

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	11	781	8	1	502	3	29	1	1	16	5	16
Future Vol, veh/h	11	781	8	1	502	3	29	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	12	849	9	1	546	3	49	2	2	25	8	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	549	0	0	858	0	0	1444	1429	854	1430	1432	548
Stage 1	-	-	-	-	-	-	878	878	-	550	550	-
Stage 2	-	-	-	-	-	-	566	551	-	880	882	-
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	1021	-	-	783	-	-	110	135	358	112	134	536
Stage 1	-	-	-	-	-	-	343	366	-	519	516	-
Stage 2	-	-	-	-	-	-	509	515	-	342	364	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1021	-	-	783	-	-	99	133	358	109	132	536
Mov Cap-2 Maneuver	-	-	-	-	-	-	99	133	-	109	132	-
Stage 1	-	-	-	-	-	-	339	362	-	513	515	-
Stage 2	-	-	-	-	-	-	478	514	-	335	360	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	72.9	36
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	102	1021	-	-	783	-	-	172
HCM Lane V/C Ratio	0.515	0.012	-	-	0.001	-	-	0.331
HCM Control Delay (s)	72.9	8.6	-	-	9.6	-	-	36
HCM Lane LOS	F	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	2.3	0	-	-	0	-	-	1.4

Lanes, Volumes, Timings
 23: Locust Avenue & Old Locust Avenue

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	4	7	0	4	56
Future Volume (vph)	5	4	7	0	4	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.944					
Flt Protected	0.972					0.997
Satd. Flow (prot)	1652	0	1739	0	0	1795
Flt Permitted	0.972					0.997
Satd. Flow (perm)	1652	0	1739	0	0	1795
Link Speed (mph)	30		30			30
Link Distance (ft)	401		1312			85
Travel Time (s)	9.1		29.8			1.9
Peak Hour Factor	0.75	0.75	0.92	0.92	0.64	0.64
Adj. Flow (vph)	7	5	8	0	6	88
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	8	0	0	94
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.09	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	16.2%
Analysis Period (min)	15
	ICU Level of Service A

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

Lanes, Volumes, Timings
 26: Crompond Road & Cortlandt Pitch Driveway

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↗		↗
Traffic Volume (vph)	0	1415	1026	0	0	0
Future Volume (vph)	0	1415	1026	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			125	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1827	1827	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1827	1827	1863	0	1863
Link Speed (mph)		45	45		10	
Link Distance (ft)		382	283		470	
Travel Time (s)		5.8	4.3		32.0	
Peak Hour Factor	0.91	0.91	0.90	0.92	0.56	0.56
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	0	1555	1140	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1555	1140	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	77.8%			ICU Level of Service D		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↑		↑
Traffic Vol, veh/h	0	1415	1026	0	0	0
Future Vol, veh/h	0	1415	1026	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	125	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	90	92	56	56
Heavy Vehicles, %	4	4	4	2	2	2
Mvmt Flow	0	1555	1140	0	0	0










Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

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

Lanes, Volumes, Timings
61: Lafayette Avenue & Ridge Road

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	33	102	81	11	100
Future Volume (vph)	3	33	102	81	11	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	15	12	12	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.875		0.940			
Flt Protected	0.996					0.995
Satd. Flow (prot)	1677	0	1926	0	0	1915
Flt Permitted	0.996					0.995
Satd. Flow (perm)	1677	0	1926	0	0	1915
Link Speed (mph)	30		30			30
Link Distance (ft)	934		613			1478
Travel Time (s)	21.2		13.9			33.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	36	111	88	12	109
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	199	0	0	121
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	13		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	1.00	0.88	1.00	1.00	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	24.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	3	33	100	6	11	100
Future Vol, veh/h	3	33	100	6	11	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	36	109	7	12	109





















Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	246	113	0	0	116	0
Stage 1	113	-	-	-	-	-
Stage 2	133	-	-	-	-	-
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	940	-	-	1473	-
Stage 1	912	-	-	-	-	-
Stage 2	893	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	735	940	-	-	1473	-
Mov Cap-2 Maneuver	735	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	885	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	919	1473
HCM Lane V/C Ratio	-	-	0.043	0.008
HCM Control Delay (s)	-	-	9.1	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

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
Lane Configurations												
Traffic Volume (vph)	44	591	172	149	464	32	327	1	55	28	1	43
Future Volume (vph)	44	591	172	149	464	32	327	1	55	28	1	43
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 _t		0.966			0.990			0.853				0.850
Fl _t Protected	0.950			0.950			0.950				0.954	
Satd. Flow (prot)	1711	3256	0	1711	3326	0	1711	1589	0	0	1659	1478
Fl _t Permitted	0.466			0.241			0.738				0.773	
Satd. Flow (perm)	839	3256	0	434	3326	0	1329	1589	0	0	1344	1478
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		47			9							
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)	45	603	176	152	473	33	344	1	58	29	1	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	779	0	152	506	0	344	59	0	0	30	45
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

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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)	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		47.2	39.9		26.2	26.2		26.2	26.2	39.1
Actuated g/C Ratio	0.48	0.40		0.53	0.45		0.30	0.30		0.30	0.30	0.44
v/c Ratio	0.10	0.59		0.42	0.34		0.87	0.13		0.08	0.07	0.07
Control Delay	10.5	22.6		13.9	18.0		53.3	23.2		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	10.5	22.6		13.9	18.0		53.3	23.2		22.6	14.0	14.0
LOS	B	C		B	B		D	C		C	B	B
Approach Delay		22.0			17.1			48.9			17.5	
Approach LOS		C			B			D			B	

Intersection Summary

Area Type:	Other
Cycle Length:	93
Actuated Cycle Length:	88.3
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.87
Intersection Signal Delay:	25.7
Intersection LOS:	C
Intersection Capacity Utilization:	69.9%
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

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	562	40	212	533	9	24	10	283	17	9	24
Future Volume (vph)	9	562	40	212	533	9	24	10	283	17	9	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 _t		0.990			0.997				0.850		0.935	
Fl _t Protected	0.950			0.950				0.966			0.983	
Satd. Flow (prot)	1652	3380	0	1652	3398	0	0	1799	1583	0	1712	0
Fl _t Permitted	0.429			0.368				0.828			0.869	
Satd. Flow (perm)	746	3380	0	640	3398	0	0	1542	1583	0	1514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			2				337			28
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1740			689			1948			260	
Travel Time (s)		39.5			15.7			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)	10	653	47	230	579	10	29	12	337	20	10	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	700	0	230	589	0	0	41	337	0	58	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

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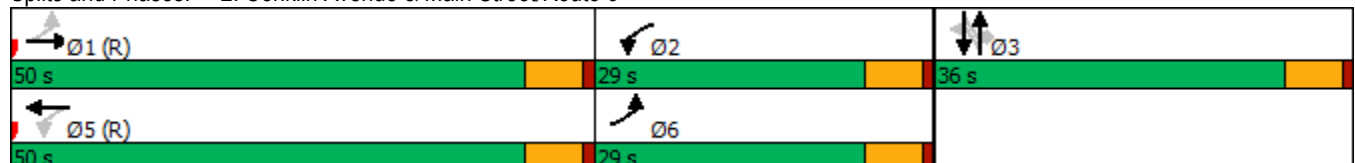


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	6	1		2	5			3				3
Permitted Phases	1			5			3		3	3		
Detector Phase	6	1		2	5		3	3	3	3		3
Switch Phase												
Minimum Initial (s)	2.0	10.0		5.0	10.0		2.0	2.0	2.0	2.0		2.0
Minimum Split (s)	8.0	16.0		11.0	16.0		36.0	36.0	36.0	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)	88.0	82.0		92.1	90.3			9.2	9.2			9.2
Actuated g/C Ratio	0.77	0.71		0.80	0.79			0.08	0.08			0.08
v/c Ratio	0.02	0.29		0.41	0.22			0.33	0.77			0.40
Control Delay	3.8	7.0		6.6	4.9			55.1	17.7			36.3
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	3.8	7.0		6.6	4.9			55.1	17.7			36.3
LOS	A	A		A	A			E	B			D
Approach Delay		6.9			5.4			21.8				36.3
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: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 10.0
 Intersection LOS: A
 Intersection Capacity Utilization 53.1%
 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)	182	752	276	79	912	69	234	127	139	77	97	167
Future Volume (vph)	182	752	276	79	912	69	234	127	139	77	97	167
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		0.960			0.989			0.922			0.905	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1734	0	1752	1776	0	1752	1701	0	1752	1669	0
Flt Permitted	0.047			0.050			0.167			0.342		
Satd. Flow (perm)	87	1734	0	92	1776	0	308	1701	0	631	1669	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		16			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)	192	792	291	82	950	72	239	130	142	85	107	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	192	1083	0	82	1022	0	239	272	0	85	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

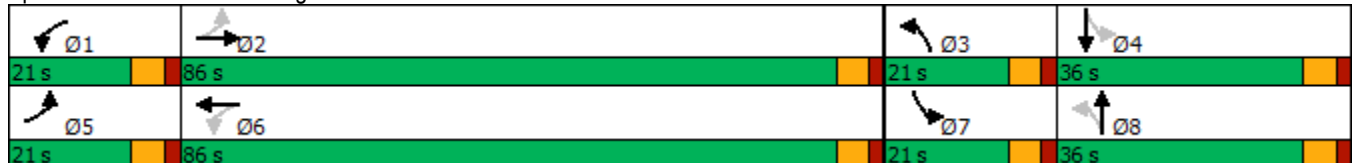
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	35.0		9.0	40.0		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			7.0	
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		0			0			0				
Act Effct Green (s)	99.8	86.1		88.7	80.0		48.5	34.0		40.0	29.5	
Actuated g/C Ratio	0.61	0.53		0.54	0.49		0.30	0.21		0.24	0.18	
v/c Ratio	0.95	1.18		0.59	1.17		1.07	0.77		0.38	0.97	
Control Delay	95.8	125.3		44.1	127.7		123.7	76.2		46.4	109.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	95.8	125.3		44.1	127.7		123.7	76.2		46.4	109.1	
LOS	F	F		D	F		F	E		D	F	
Approach Delay		120.9			121.5			98.4			94.9	
Approach LOS		F			F			F			F	

Intersection Summary










Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 163.3
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.18
 Intersection Signal Delay: 114.6 Intersection LOS: F
 Intersection Capacity Utilization 110.6% ICU Level of Service H
 Analysis Period (min) 15

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



Lanes, Volumes, Timings
4: Dayton Lane & North Driveway

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	41	85	298	62	63	259
Future Volume (vph)	41	85	298	62	63	259
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.909		0.977			
Flt Protected	0.984					0.990
Satd. Flow (prot)	1666	0	2063	0	0	2090
Flt Permitted	0.984					0.990
Satd. Flow (perm)	1666	0	2063	0	0	2090
Link Speed (mph)	30		30			30
Link Distance (ft)	238		247			256
Travel Time (s)	5.4		5.6			5.8
Peak Hour Factor	0.93	0.93	0.78	0.78	0.97	0.97
Adj. Flow (vph)	44	91	382	79	65	267
Shared Lane Traffic (%)						
Lane Group Flow (vph)	135	0	461	0	0	332
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.85	0.85	0.85	0.85
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	54.1%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	41	85	298	62	63	259
Future Vol, veh/h	41	85	298	62	63	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	91	382	79	65	267










Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	819	422	0	0	461	0
Stage 1	422	-	-	-	-	-
Stage 2	397	-	-	-	-	-
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	345	632	-	-	1100	-
Stage 1	662	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	321	632	-	-	1100	-
Mov Cap-2 Maneuver	321	-	-	-	-	-
Stage 1	662	-	-	-	-	-
Stage 2	632	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.4	0	1.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	481	1100
HCM Lane V/C Ratio	-	-	0.282	0.059
HCM Control Delay (s)	-	-	15.4	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.1	0.2

Lanes, Volumes, Timings
5: Dayton Lane & South Driveway

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	169	77	322	194	105	194
Future Volume (vph)	169	77	322	194	105	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.958		0.949			
Flt Protected	0.967					0.983
Satd. Flow (prot)	1726	0	2003	0	0	2075
Flt Permitted	0.967					0.983
Satd. Flow (perm)	1726	0	2003	0	0	2075
Link Speed (mph)	30		30			30
Link Distance (ft)	280		887			247
Travel Time (s)	6.4		20.2			5.6
Peak Hour Factor	0.91	0.91	0.78	0.78	0.79	0.79
Adj. Flow (vph)	186	85	413	249	133	246
Shared Lane Traffic (%)						
Lane Group Flow (vph)	271	0	662	0	0	379
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.85	0.85	0.85	0.85
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	68.9%			ICU Level of Service C		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	23.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	169	77	322	194	105	194
Future Vol, veh/h	169	77	322	194	105	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	186	85	413	249	133	246

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1050	538	0	0	662	0
Stage 1	538	-	-	-	-	-
Stage 2	512	-	-	-	-	-
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	252	543	-	-	927	-
Stage 1	585	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	210	543	-	-	927	-
Mov Cap-2 Maneuver	210	-	-	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	502	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	108.8	0	3.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	260	927
HCM Lane V/C Ratio	-	-	1.04	0.143
HCM Control Delay (s)	-	-	108.8	9.5
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	10.7	0.5

Lanes, Volumes, Timings
6: Crompond Road & Dayton Lane

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	132	532	561	368	199	180
Future Volume (vph)	132	532	561	368	199	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	14	14	16	16
Storage Length (ft)	50			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.946		0.936	
Flt Protected	0.950				0.974	
Satd. Flow (prot)	1678	1888	1843	0	1925	0
Flt Permitted	0.950				0.974	
Satd. Flow (perm)	1678	1888	1843	0	1925	0
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)	140	566	603	396	205	186
Shared Lane Traffic (%)						
Lane Group Flow (vph)	140	566	999	0	391	0
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
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	91.4%
ICU Level of Service	F
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	167.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	132	532	561	368	199	180
Future Vol, veh/h	132	532	561	368	199	180
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	140	566	603	396	205	186

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	999	0	-	0	1647 801
Stage 1	-	-	-	-	801 -
Stage 2	-	-	-	-	846 -
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	685	-	-	-	~ 109 384
Stage 1	-	-	-	-	442 -
Stage 2	-	-	-	-	421 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	685	-	-	-	~ 87 384
Mov Cap-2 Maneuver	-	-	-	-	~ 87 -
Stage 1	-	-	-	-	352 -
Stage 2	-	-	-	-	421 -

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	\$ 893.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	685	-	-	-	138
HCM Lane V/C Ratio	0.205	-	-	-	2.831
HCM Control Delay (s)	11.6	-	-	-	\$ 893.7
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.8	-	-	-	35.7

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

Lanes, Volumes, Timings
7: Buttonwood Avenue & Crompond Road

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	724	5	2	923	1	2
Future Volume (vph)	724	5	2	923	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Storage Length (ft)		0	50		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
Frt	0.999				0.899	
Flt Protected			0.950		0.988	
Satd. Flow (prot)	1825	0	1736	1827	1820	0
Flt Permitted			0.950		0.988	
Satd. Flow (perm)	1825	0	1736	1827	1820	0
Link Speed (mph)	40			40	25	
Link Distance (ft)	734			198	355	
Travel Time (s)	12.5			3.4	9.7	
Peak Hour Factor	0.97	0.97	0.92	0.92	0.75	0.75
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	746	5	2	1003	1	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	751	0	2	1003	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	58.6%
ICU Level of Service	B
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	724	5	2	923	1	2
Future Vol, veh/h	724	5	2	923	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	746	5	2	1003	1	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	751	0	1756
Stage 1	-	-	-	-	749
Stage 2	-	-	-	-	1007
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	-	-	849	-	93
Stage 1	-	-	-	-	467
Stage 2	-	-	-	-	353
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	849	-	93
Mov Cap-2 Maneuver	-	-	-	-	93
Stage 1	-	-	-	-	467
Stage 2	-	-	-	-	352

Approach	EB	WB	NB
HCM Control Delay, s	0	0	24.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	192	-	-	849	-
HCM Lane V/C Ratio	0.021	-	-	0.003	-
HCM Control Delay (s)	24.1	-	-	9.3	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings

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8: Cortlandt Medical Dwyway/NY Presbyterian Driveway & 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)	41	615	70	110	830	74	95	5	165	0	0	0
Future Volume (vph)	41	615	70	110	830	74	95	5	165	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		0.985			0.988				0.850			
Flt Protected	0.950			0.950				0.955				
Satd. Flow (prot)	1736	1792	0	1736	1802	0	0	1779	1583	0	0	0
Flt Permitted	0.221			0.349				0.955				
Satd. Flow (perm)	404	1792	0	634	1802	0	0	1740	1516	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			10				174			
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)	42	628	71	118	892	80	100	5	174	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	699	0	118	972	0	0	105	174	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				

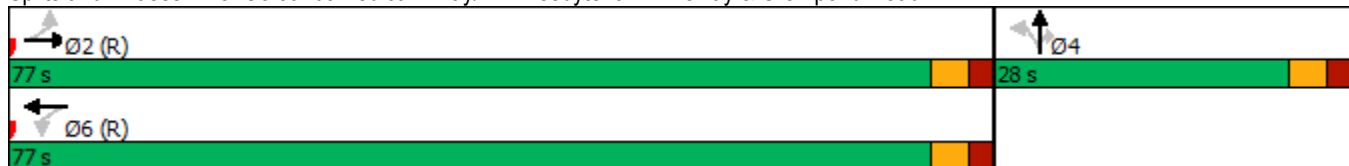


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm			
Protected Phases		2			6			4				
Permitted Phases	2			6			4		4			
Detector Phase	2	2		6	6		4	4	4			
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0			
Minimum Split (s)	32.0	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	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)	81.1	81.1		81.1	81.1			13.9	13.9			
Actuated g/C Ratio	0.77	0.77		0.77	0.77			0.13	0.13			
v/c Ratio	0.13	0.50		0.24	0.70			0.46	0.50			
Control Delay	5.5	6.7		1.9	4.9			46.9	10.8			
Queue Delay	0.0	0.9		0.0	1.1			0.0	0.2			
Total Delay	5.5	7.6		1.9	6.0			46.9	10.9			
LOS	A	A		A	A			D	B			
Approach Delay		7.5			5.6			24.5				
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: 0.70
 Intersection Signal Delay: 8.7
 Intersection LOS: A
 Intersection Capacity Utilization 73.5%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 8: Cortlandt Medical Dway/NY Presbyterian Driveway & Crompond Road



Lanes, Volumes, Timings

2021 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	719	61	118	815	0	85	0	99	151	23	114
Future Volume (vph)	0	719	61	118	815	0	85	0	99	151	23	114
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				0.978			0.958	
Satd. Flow (prot)	0	1801	0	1736	1827	0	0	1576	0	0	1785	1531
Flt Permitted				0.077				0.762			0.500	
Satd. Flow (perm)	0	1801	0	141	1827	0	0	1228	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			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	782	66	128	886	0	110	0	129	164	25	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	848	0	128	886	0	0	239	0	0	189	124
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)		47.2		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		1.04		0.60	0.84			0.88			1.42	0.37
Control Delay		69.9		22.0	35.0			51.7			262.7	9.4
Queue Delay		1.4		0.0	1.2			0.6			0.0	0.0
Total Delay		71.3		22.0	36.2			52.4			262.7	9.4
LOS		E		C	D			D			F	A
Approach Delay		71.3			34.4			52.4			162.3	
Approach LOS		E			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: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.42
 Intersection Signal Delay: 65.7
 Intersection LOS: E
 Intersection Capacity Utilization 78.9%
 ICU Level of Service D
 Analysis Period (min) 15

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



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

2021 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)	256	655	58	65	723	58	58	16	64	74	16	157
Future Volume (vph)	256	655	58	65	723	58	58	16	64	74	16	157
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		0.987			0.991			0.879			0.863	
Flt Protected	0.950				0.996		0.950			0.950		
Satd. Flow (prot)	1678	1806	0	0	1806	0	1770	1637	0	1711	1608	0
Flt Permitted	0.256				0.892		0.356			0.701		
Satd. Flow (perm)	452	1806	0	0	1617	0	663	1637	0	1262	1608	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			4			70				185
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)	269	689	63	71	803	64	63	17	70	87	17	185
Shared Lane Traffic (%)												
Lane Group Flow (vph)	269	752	0	0	938	0	63	87	0	87	202	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

2021 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)	80.3	79.3			62.5		14.7	14.7		14.7		14.7	
Actuated g/C Ratio	0.76	0.76			0.60		0.14	0.14		0.14		0.14	
v/c Ratio	0.56	0.55			0.97		0.68	0.30		0.49		0.53	
Control Delay	2.8	2.1			46.5		75.8	15.2		50.0		12.5	
Queue Delay	0.0	0.6			0.0		2.2	0.0		0.0		0.5	
Total Delay	2.8	2.8			46.5		77.9	15.2		50.0		13.0	
LOS	A	A			D		E	B		D		B	
Approach Delay		2.8			46.5			41.6				24.1	
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:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.97
Intersection Signal Delay:	24.9
Intersection LOS:	C
Intersection Capacity Utilization	120.4%
ICU Level of Service	H
Analysis Period (min)	15

Splits and Phases: 10: Crompond Road & Conklin Avenue



Lanes, Volumes, Timings
11: Tamarack Drive & Crompond Road

2021 MOD Development Plan Build
Weekday PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	788	12	28	851	8	11
Future Volume (vph)	788	12	28	851	8	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998			0.923		
Flt Protected				0.998	0.979	
Satd. Flow (prot)	1762	0	0	1762	1795	0
Flt Permitted				0.998	0.979	
Satd. Flow (perm)	1762	0	0	1762	1795	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	962			840	649	
Travel Time (s)	16.4			14.3	14.8	
Peak Hour Factor	0.95	0.95	0.92	0.92	0.67	0.67
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	829	13	30	925	12	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	842	0	0	955	28	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.92	0.92
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	77.4%
Analysis Period (min)	15
	ICU Level of Service D

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	788	12	28	851	8	11
Future Vol, veh/h	788	12	28	851	8	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	829	13	30	925	12	16

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	842	0	1821
Stage 1	-	-	-	-	836
Stage 2	-	-	-	-	985
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	-	-	785	-	85
Stage 1	-	-	-	-	425
Stage 2	-	-	-	-	362
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	785	-	78
Mov Cap-2 Maneuver	-	-	-	-	78
Stage 1	-	-	-	-	425
Stage 2	-	-	-	-	333

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	36.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	143	-	-	785	-
HCM Lane V/C Ratio	0.198	-	-	0.039	-
HCM Control Delay (s)	36.3	-	-	9.8	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Lanes, Volumes, Timings
12: Crompond Road & Shipley Drive

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	11	703	9	23	838	0	31	0	89	0	0	0
Future Volume (vph)	11	703	9	23	838	0	31	0	89	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	14	14	14	16	16	16
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		0.998						0.900				
Flt Protected		0.999			0.999			0.987				
Satd. Flow (prot)	0	1761	0	0	1825	0	0	1765	0	0	2111	0
Flt Permitted		0.999			0.999			0.987				
Satd. Flow (perm)	0	1761	0	0	1825	0	0	1765	0	0	2111	0
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		840			665			264			586	
Travel Time (s)		14.3			11.3			6.0			13.3	
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.91	0.91	0.91	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	12	748	10	25	901	0	34	0	98	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	770	0	0	926	0	0	132	0	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	70.8%
ICU Level of Service	C
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	703	9	23	838	0	31	0	89	0	0	0
Future Vol, veh/h	11	703	9	23	838	0	31	0	89	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	748	10	25	901	0	34	0	98	0	0	0

















Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	901	0	0	758	0	0	1728	1728	753	1777	1733	901
Stage 1	-	-	-	-	-	-	777	777	-	951	951	-
Stage 2	-	-	-	-	-	-	951	951	-	826	782	-
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	746	-	-	844	-	-	70	88	410	64	88	337
Stage 1	-	-	-	-	-	-	390	407	-	312	338	-
Stage 2	-	-	-	-	-	-	312	338	-	366	405	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	746	-	-	844	-	-	65	81	410	46	81	337
Mov Cap-2 Maneuver	-	-	-	-	-	-	65	81	-	46	81	-
Stage 1	-	-	-	-	-	-	379	396	-	303	318	-
Stage 2	-	-	-	-	-	-	294	318	-	271	394	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	0.2		0.3		72.3			0		
HCM LOS					F			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	173	746	-	-	844	-	-	-
HCM Lane V/C Ratio	0.762	0.016	-	-	0.029	-	-	-
HCM Control Delay (s)	72.3	9.9	0	-	9.4	0	-	0
HCM Lane LOS	F	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	4.9	0	-	-	0.1	-	-	-

Lanes, Volumes, Timings
13: Crompond Road & Locust Avenue

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	760	0	0	808	2	0	0	0	1	0	34
Future Volume (vph)	28	760	0	0	808	2	0	0	0	1	0	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	12	12	12	11	11	11
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												0.868
Flt Protected		0.998										0.999
Satd. Flow (prot)	0	1762	0	0	1827	0	0	1863	0	0	1561	0
Flt Permitted		0.998										0.999
Satd. Flow (perm)	0	1762	0	0	1827	0	0	1863	0	0	1561	0
Link Speed (mph)		40			40			10			30	
Link Distance (ft)		665			435			148			1312	
Travel Time (s)		11.3			7.4			10.1			29.8	
Peak Hour Factor	0.93	0.93	0.93	0.97	0.97	0.97	0.92	0.92	0.92	0.86	0.86	0.86
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	30	817	0	0	833	2	0	0	0	1	0	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	847	0	0	835	0	0	0	0	0	41	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	72.7%
ICU Level of Service	C
Analysis Period (min)	15

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	760	0	0	808	2	0	0	0	1	0	34
Future Vol, veh/h	28	760	0	0	808	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	817	0	0	833	2	0	0	0	1	0	40

















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	835	0	0	817	0	0	1731	1712	817	1711	1711	834
Stage 1	-	-	-	-	-	-	877	877	-	834	834	-
Stage 2	-	-	-	-	-	-	854	835	-	877	877	-
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	790	-	-	802	-	-	69	90	376	71	91	368
Stage 1	-	-	-	-	-	-	343	366	-	362	383	-
Stage 2	-	-	-	-	-	-	353	383	-	343	366	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	790	-	-	802	-	-	58	84	376	67	85	368
Mov Cap-2 Maneuver	-	-	-	-	-	-	58	84	-	67	85	-
Stage 1	-	-	-	-	-	-	319	340	-	337	383	-
Stage 2	-	-	-	-	-	-	315	383	-	319	340	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0			0			17.6		
HCM LOS							A			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	790	-	-	802	-	-	326
HCM Lane V/C Ratio	-	0.038	-	-	-	-	-	0.125
HCM Control Delay (s)	0	9.7	0	-	0	-	-	17.6
HCM Lane LOS	A	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.4

Lanes, Volumes, Timings
14: Cresview Avenue & 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	756	5	2	809	0	1	0	3	0	0	0
Future Volume (vph)	0	756	5	2	809	0	1	0	3	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12	12	12
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		0.999						0.899				
Flt Protected								0.988				
Satd. Flow (prot)	0	1764	0	0	1827	0	0	1655	0	0	1863	0
Flt Permitted								0.988				
Satd. Flow (perm)	0	1764	0	0	1827	0	0	1655	0	0	1863	0
Link Speed (mph)		40			40			30			10	
Link Distance (ft)		435			345			517			63	
Travel Time (s)		7.4			5.9			11.8			4.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.50	0.50	0.50	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	788	5	2	843	0	2	0	6	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	793	0	0	845	0	0	8	0	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	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
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	54.2%
Analysis Period (min)	15
	ICU Level of Service A

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	756	5	2	809	0	1	0	3	0	0	0
Future Vol, veh/h	0	756	5	2	809	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	788	5	2	843	0	2	0	6	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	843	0	0	793	0	0	1638	1638	791	1641	1640	843
Stage 1	-	-	-	-	-	-	791	791	-	847	847	-
Stage 2	-	-	-	-	-	-	847	847	-	794	793	-
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	784	-	-	819	-	-	80	100	390	80	100	364
Stage 1	-	-	-	-	-	-	383	401	-	357	378	-
Stage 2	-	-	-	-	-	-	357	378	-	381	400	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	784	-	-	819	-	-	80	100	390	78	100	364
Mov Cap-2 Maneuver	-	-	-	-	-	-	80	100	-	78	100	-
Stage 1	-	-	-	-	-	-	383	401	-	357	376	-
Stage 2	-	-	-	-	-	-	355	376	-	375	400	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			23.9			0		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	198	784	-	-	819	-	-	-
HCM Lane V/C Ratio	0.04	-	-	-	0.003	-	-	-
HCM Control Delay (s)	23.9	0	-	-	9.4	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Lanes, Volumes, Timings
15: Forest Avenue & Crompond Road

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	756	3	6	808	3	5
Future Volume (vph)	756	3	6	808	3	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.916	
Flt Protected					0.982	
Satd. Flow (prot)	1827	0	0	1827	1787	0
Flt Permitted					0.982	
Satd. Flow (perm)	1827	0	0	1827	1787	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	345			501	905	
Travel Time (s)	5.9			8.5	20.6	
Peak Hour Factor	0.91	0.91	0.93	0.93	0.50	0.50
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	831	3	6	869	6	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	834	0	0	875	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.3%
Analysis Period (min)	15
	ICU Level of Service B

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	756	3	6	808	3	5
Future Vol, veh/h	756	3	6	808	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	831	3	6	869	6	10

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	834	0	1714
Stage 1	-	-	-	-	833
Stage 2	-	-	-	-	881
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	-	-	791	-	99
Stage 1	-	-	-	-	427
Stage 2	-	-	-	-	405
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	791	-	98
Mov Cap-2 Maneuver	-	-	-	-	98
Stage 1	-	-	-	-	427
Stage 2	-	-	-	-	399

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	26.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	181	-	-	791	-
HCM Lane V/C Ratio	0.088	-	-	0.008	-
HCM Control Delay (s)	26.8	-	-	9.6	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lanes, Volumes, Timings
16: Rick Lane & Crompond Road

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	757	4	7	811	3	5
Future Volume (vph)	757	4	7	811	3	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.914		
Flt Protected				0.982		
Satd. Flow (prot)	1825	0	0	1827	1728	0
Flt Permitted				0.982		
Satd. Flow (perm)	1825	0	0	1827	1728	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	501			398	707	
Travel Time (s)	8.5			6.8	16.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.67	0.67
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	823	4	8	882	4	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	827	0	0	890	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.96	0.96
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	58.3%
Analysis Period (min)	15
	ICU Level of Service B

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	757	4	7	811	3	5
Future Vol, veh/h	757	4	7	811	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	823	4	8	882	4	7

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	827	0	1723
Stage 1	-	-	-	-	825
Stage 2	-	-	-	-	898
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	-	-	795	-	98
Stage 1	-	-	-	-	430
Stage 2	-	-	-	-	398
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	795	-	96
Mov Cap-2 Maneuver	-	-	-	-	96
Stage 1	-	-	-	-	430
Stage 2	-	-	-	-	390

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	26.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	179	-	-	795	-
HCM Lane V/C Ratio	0.067	-	-	0.01	-
HCM Control Delay (s)	26.5	-	-	9.6	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings
17: Crompond Road & Arlo Lane

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↘	
Traffic Volume (vph)	39	723	802	5	3	16
Future Volume (vph)	39	723	802	5	3	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.887	
Flt Protected		0.997			0.992	
Satd. Flow (prot)	0	1761	1764	0	1694	0
Flt Permitted		0.997			0.992	
Satd. Flow (perm)	0	1761	1764	0	1694	0
Link Speed (mph)		40	40		30	
Link Distance (ft)		398	1145		795	
Travel Time (s)		6.8	19.5		18.1	
Peak Hour Factor	0.88	0.88	0.92	0.92	0.65	0.65
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	44	822	872	5	5	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	866	877	0	30	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		13	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.96	0.96
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	79.9%
Analysis Period (min)	15
	ICU Level of Service D

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↕	
Traffic Vol, veh/h	39	723	802	5	3	16
Future Vol, veh/h	39	723	802	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	44	822	872	5	5	25

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	877	0	-	0	1785 875
Stage 1	-	-	-	-	875 -
Stage 2	-	-	-	-	910 -
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	762	-	-	-	90 349
Stage 1	-	-	-	-	408 -
Stage 2	-	-	-	-	393 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	762	-	-	-	80 349
Mov Cap-2 Maneuver	-	-	-	-	80 -
Stage 1	-	-	-	-	365 -
Stage 2	-	-	-	-	393 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	23.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	762	-	-	-	228
HCM Lane V/C Ratio	0.058	-	-	-	0.128
HCM Control Delay (s)	10	0	-	-	23.1
HCM Lane LOS	B	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)	36	690	775	767	619	32				
Future Volume (vph)	36	690	775	767	619	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				
Frt				0.850	0.993					
Flt Protected		0.998			0.955					
Satd. Flow (prot)	0	1886	1827	1583	1825	0				
Flt Permitted		0.383			0.955					
Satd. Flow (perm)	0	724	1827	1583	1825	0				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				406	2					
Link Speed (mph)		45	45		45					
Link Distance (ft)		1145	370		990					
Travel Time (s)		17.3	5.6		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)	38	726	783	775	632	33				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	764	783	775	665	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Left	Left	Right	Left	Right				
Median Width(ft)		0	0		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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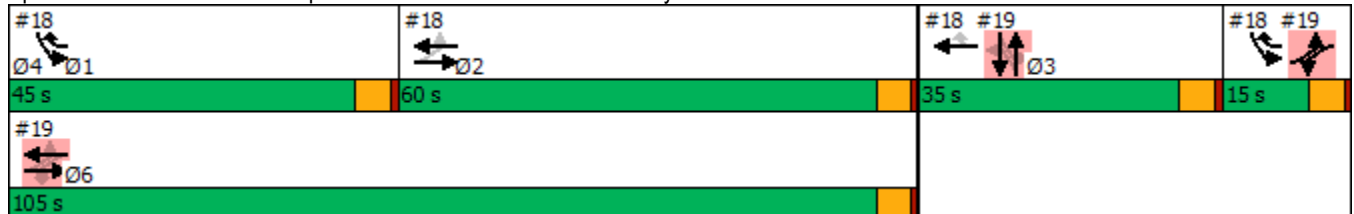


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Protected Phases		2	2 3	1 4	1 4		1	3	4	6
Permitted Phases	2			3						
Detector Phase	2	2	2 3	1 4	1 4					
Switch Phase										
Minimum Initial (s)	3.0	3.0					3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	8.0					13.0	21.0	8.0	8.0
Total Split (s)	60.0	60.0					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		2.98	0.74	0.71	1.03					
Control Delay		922.4	17.9	17.4	90.4					
Queue Delay		0.0	41.0	3.6	28.0					
Total Delay		922.4	58.9	21.0	118.4					
LOS		F	E	C	F					
Approach Delay		922.4	40.0		118.4					
Approach LOS		F	D		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:	2.98
Intersection Signal Delay:	283.2
Intersection LOS:	F
Intersection Capacity Utilization:	110.2%
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)	49	1078	172	128	1287	65	201	46	92	53	42	54
Future Volume (vph)	49	1078	172	128	1287	65	201	46	92	53	42	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		0.993			0.900			0.951	
Flt Protected	0.950			0.950			0.950				0.983	
Satd. Flow (prot)	1678	1766	1501	1678	1754	0	1752	1550	0	0	1741	0
Flt Permitted	0.040			0.040			0.520				0.685	
Satd. Flow (perm)	71	1766	1501	71	1754	0	959	1550	0	0	1213	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			49		3			58			16	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		294			3721			466			589	
Travel Time (s)		4.5			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)	51	1123	179	129	1300	66	214	49	98	64	51	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	1123	179	129	1366	0	214	147	0	0	180	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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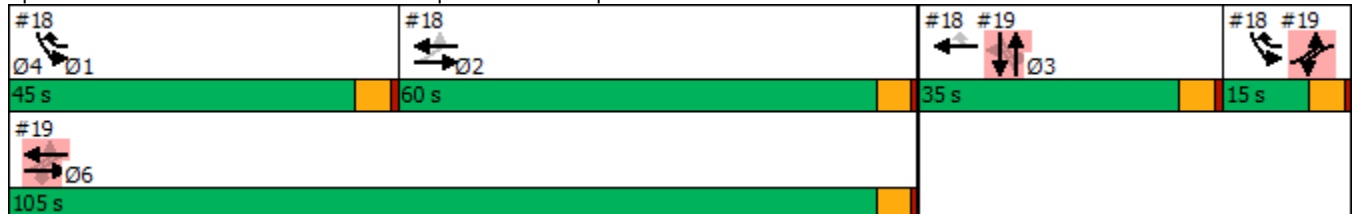


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	6		4	6			3			3	
Permitted Phases	6		6	6			3			3		
Detector Phase	4	6	6	4	6		3	3		3	3	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	8.0	8.0	8.0	8.0	8.0		21.0	21.0		21.0	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	0.33	0.99	0.18	0.84	1.21		1.16	0.42			0.73	
Control Delay	25.7	18.1	2.6	77.3	128.9		167.7	37.0			71.2	
Queue Delay	0.0	40.3	0.0	0.0	0.4		0.2	0.0			0.3	
Total Delay	25.7	58.5	2.6	77.3	129.3		167.9	37.0			71.5	
LOS	C	E	A	E	F		F	D			E	
Approach Delay		49.8			124.8			114.6			71.5	
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:	2.98
Intersection Signal Delay:	90.9
Intersection LOS:	F
Intersection Capacity Utilization:	111.3%
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

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	1097	52	29	1321	237	31	15	2	209	25	97
Future Volume (vph)	124	1097	52	29	1321	237	31	15	2	209	25	97
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			0.957	
Satd. Flow (prot)	1678	1691	0	1678	1766	1501	0	1974	0	0	1765	1666
Flt Permitted	0.070			0.076				0.568			0.737	
Satd. Flow (perm)	124	1691	0	134	1766	1501	0	1157	0	0	1360	1614
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				191		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)	139	1233	58	33	1484	266	44	21	3	227	27	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	139	1291	0	33	1484	266	0	68	0	0	254	105
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

2021 MOD Development Plan Build
Weekday PM

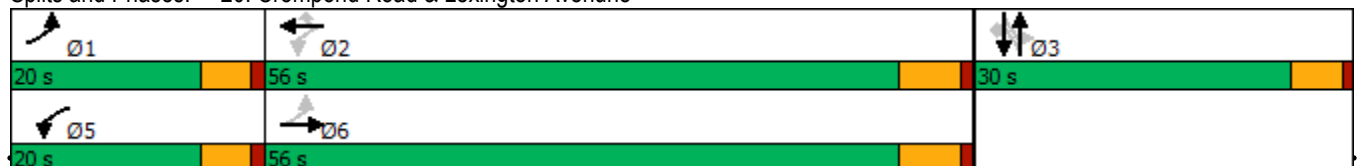


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			3			3	
Permitted Phases	6			2		2	3			3		3
Detector Phase	1	6		5	2	2	3	3		3	3	3
Switch 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)	64.4	57.8		56.7	50.2	50.2		21.3			21.3	21.3
Actuated g/C Ratio	0.67	0.60		0.59	0.52	0.52		0.22			0.22	0.22
v/c Ratio	0.63	1.27		0.20	1.61	0.30		0.26			0.85	0.25
Control Delay	28.7	152.5		9.8	303.0	5.7		33.6			61.4	12.2
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	28.7	152.5		9.8	303.0	5.7		33.6			61.4	12.2
LOS	C	F		A	F	A		C			E	B
Approach Delay		140.5			253.2			33.6			47.0	
Approach LOS		F			F			C			D	

Intersection Summary

Area Type:	Other
Cycle Length:	106
Actuated Cycle Length:	96.3
Natural Cycle:	150
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.61
Intersection Signal Delay:	184.5
Intersection LOS:	F
Intersection Capacity Utilization:	107.4%
ICU Level of Service:	G
Analysis Period (min):	15

Splits and Phases: 20: Crompond Road & Lexington Avenue



Lanes, Volumes, Timings
 21: Locust Avenue & Bear Mountain Parkway

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	658	34	3	743	4	6
Future Volume (vph)	658	34	3	743	4	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.865	
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1726	0	1652	1739	0	1504
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1726	0	1652	1739	0	1504
Link Speed (mph)	45			45	30	
Link Distance (ft)	777			1983	85	
Travel Time (s)	11.8			30.0	1.9	
Peak Hour Factor	0.91	0.91	0.94	0.94	0.88	0.88
Adj. Flow (vph)	723	37	3	790	5	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	760	0	3	790	5	7
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	20			20	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9		15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑		↔
Traffic Vol, veh/h	658	34	3	743	4	6
Future Vol, veh/h	658	34	3	743	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	723	37	3	790	5	7




















Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	760	0	1538 742
Stage 1	-	-	-	-	742 -
Stage 2	-	-	-	-	796 -
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	-	-	852	-	127 416
Stage 1	-	-	-	-	471 -
Stage 2	-	-	-	-	444 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	852	-	126 416
Mov Cap-2 Maneuver	-	-	-	-	126 -
Stage 1	-	-	-	-	471 -
Stage 2	-	-	-	-	442 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	416	-	-	852	-
HCM Lane V/C Ratio	0.016	-	-	0.004	-
HCM Control Delay (s)	13.8	-	-	9.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
22: Arlo Lane & Bear Mountain Parkway

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	649	30	0	799	4	47	1	0	2	0	11
Future Volume (vph)	5	649	30	0	799	4	47	1	0	2	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Storage Length (ft)	130		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	0		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 _t		0.993			0.999							0.886
Fl _t Protected	0.950							0.954				0.992
Satd. Flow (prot)	1652	1726	0	1739	1737	0	0	1659	0	0	1528	0
Fl _t Permitted	0.950							0.954				0.992
Satd. Flow (perm)	1652	1726	0	1739	1737	0	0	1659	0	0	1528	0
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1983			990			795				596
Travel Time (s)		30.0			15.0			18.1				13.5
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.63	0.63	0.63	0.41	0.41	0.41
Adj. Flow (vph)	5	713	33	0	850	4	75	2	0	5	0	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	746	0	0	854	0	0	77	0	0	32	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)		10			10			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	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	58.3%						ICU Level of Service B					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗		↘	↗			↕			↕	
Traffic Vol, veh/h	5	649	30	0	799	4	47	1	0	2	0	11
Future Vol, veh/h	5	649	30	0	799	4	47	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	713	33	0	850	4	75	2	0	5	0	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	854	0	0	746	0	0	1606	1594	730	1593	1608	852
Stage 1	-	-	-	-	-	-	740	740	-	852	852	-
Stage 2	-	-	-	-	-	-	866	854	-	741	756	-
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	785	-	-	862	-	-	85	107	422	86	105	359
Stage 1	-	-	-	-	-	-	409	423	-	354	376	-
Stage 2	-	-	-	-	-	-	348	375	-	408	416	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	785	-	-	862	-	-	78	106	422	85	104	359
Mov Cap-2 Maneuver	-	-	-	-	-	-	78	106	-	85	104	-
Stage 1	-	-	-	-	-	-	407	420	-	352	376	-
Stage 2	-	-	-	-	-	-	322	375	-	404	414	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			188.5			22.3		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	78	785	-	-	862	-	-	240
HCM Lane V/C Ratio	0.977	0.007	-	-	-	-	-	0.132
HCM Control Delay (s)	188.5	9.6	-	-	0	-	-	22.3
HCM Lane LOS	F	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	5.2	0	-	-	0	-	-	0.4

Lanes, Volumes, Timings
 23: Locust Avenue & Old Locust Avenue

2021 MOD Development Plan Build
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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	3	7	1	4	33
Future Volume (vph)	3	3	7	1	4	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.985			
Flt Protected	0.976					0.994
Satd. Flow (prot)	1638	0	1712	0	0	1790
Flt Permitted	0.976					0.994
Satd. Flow (perm)	1638	0	1712	0	0	1790
Link Speed (mph)	30		30			30
Link Distance (ft)	401		1312			85
Travel Time (s)	9.1		29.8			1.9
Peak Hour Factor	0.75	0.75	0.88	0.88	0.83	0.83
Adj. Flow (vph)	4	4	8	1	5	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	9	0	0	45
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.09	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	15.1%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
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

Lanes, Volumes, Timings
 26: Crompond Road & Cortlandt Pitch Driveway

2021 MOD Development Plan Build
 Weekday PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↗		↗
Traffic Volume (vph)	0	1309	1497	45	0	45
Future Volume (vph)	0	1309	1497	45	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			125	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	1827	1827	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	1827	1827	1583	0	1611
Link Speed (mph)		45	45		10	
Link Distance (ft)		370	294		478	
Travel Time (s)		5.6	4.5		32.6	
Peak Hour Factor	0.95	0.95	0.99	0.99	0.60	0.60
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	0	1378	1512	45	0	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1378	1512	45	0	75
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	88.8%			ICU Level of Service E		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↑		↑
Traffic Vol, veh/h	0	1309	1497	45	0	45
Future Vol, veh/h	0	1309	1497	45	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	125	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	99	99	60	60
Heavy Vehicles, %	4	4	4	2	2	2
Mvmt Flow	0	1378	1512	45	0	75

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 1512
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.318
Pot Cap-1 Maneuver	0	-	- 0 0 148
Stage 1	0	-	- 0 0 -
Stage 2	0	-	- 0 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 148
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	52
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	148
HCM Lane V/C Ratio	-	-	0.507
HCM Control Delay (s)	-	-	52
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	2.4

Lanes, Volumes, Timings
63: Lafayette Avenue & Rige Road

2021 MOD Development Plan Build
Weekday PM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	37	152	231	58	163
Future Volume (vph)	7	37	152	231	58	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	15	12	12	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.887		0.919			
Flt Protected	0.992					0.987
Satd. Flow (prot)	1694	0	1883	0	0	1900
Flt Permitted	0.992					0.987
Satd. Flow (perm)	1694	0	1883	0	0	1900
Link Speed (mph)	30		30			30
Link Distance (ft)	933		536			1474
Travel Time (s)	21.2		12.2			33.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	40	165	251	63	177
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	416	0	0	240
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	13		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	1.00	0.88	1.00	1.00	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.3%
	ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	7	37	147	11	39	163
Future Vol, veh/h	7	37	147	11	39	163
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	40	160	12	42	177

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	427	166	0	0	172
Stage 1	166	-	-	-	-
Stage 2	261	-	-	-	-
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	584	878	-	-	1405
Stage 1	863	-	-	-	-
Stage 2	783	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	565	878	-	-	1405
Mov Cap-2 Maneuver	565	-	-	-	-
Stage 1	863	-	-	-	-
Stage 2	757	-	-	-	-

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	1405
HCM Lane V/C Ratio	-	-	0.059	0.03
HCM Control Delay (s)	-	-	9.7	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Synchro Analysis
2021 With Action Conditions –
Proposed Zoning Action

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

2021 MOD Zoning Build
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	353	198	69	300	10	106	6	49	50	35	86
Future Volume (vph)	25	353	198	69	300	10	106	6	49	50	35	86
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 _t		0.946			0.995			0.866				0.850
Fl _t Protected	0.950			0.950			0.950				0.971	
Satd. Flow (prot)	1711	3196	0	1711	3341	0	1711	1613	0	0	1688	1478
Fl _t Permitted	0.553			0.406			0.674				0.781	
Satd. Flow (perm)	996	3196	0	731	3341	0	1214	1613	0	0	1358	1478
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		134			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	388	218	73	319	11	129	7	60	76	53	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	606	0	73	330	0	129	67	0	0	129	130
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

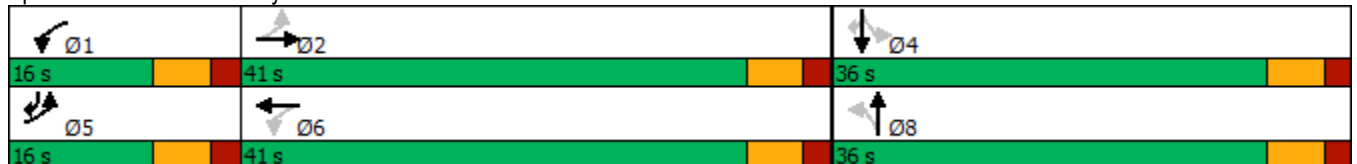
2021 MOD Zoning Build
Weekday AM

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)	40.9	38.9		41.9	39.4		12.5	12.5			12.5	19.9
Actuated g/C Ratio	0.62	0.58		0.63	0.59		0.19	0.19			0.19	0.30
v/c Ratio	0.04	0.31		0.13	0.17		0.57	0.22			0.50	0.29
Control Delay	5.8	9.4		6.0	10.4		37.4	26.9			34.2	19.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	5.8	9.4		6.0	10.4		37.4	26.9			34.2	19.2
LOS	A	A		A	B		D	C			C	B
Approach Delay		9.2			9.6			33.8			26.6	
Approach LOS		A			A			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	93
Actuated Cycle Length:	66.5
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:	47.8%
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

2021 MOD Zoning Build
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	375	34	218	385	8	15	6	238	6	2	11
Future Volume (vph)	7	375	34	218	385	8	15	6	238	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
Fr _t		0.987			0.997				0.850		0.923	
Fl _t Protected	0.950			0.950				0.965			0.984	
Satd. Flow (prot)	1652	3372	0	1770	3398	0	0	1798	1583	0	1805	0
Fl _t Permitted	0.491			0.490				0.767			0.884	
Satd. Flow (perm)	854	3372	0	913	3398	0	0	1429	1583	0	1621	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			2				253		16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1740			689			1934			260	
Travel Time (s)		39.5			15.7			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	417	38	251	443	9	16	6	253	9	3	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	455	0	251	452	0	0	22	253	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

2021 MOD Zoning Build
Weekday AM

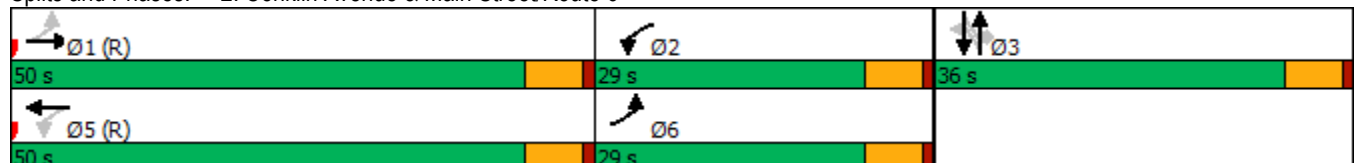


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	6	1		2	5			3				3
Permitted Phases	1			5			3		3	3		
Detector Phase	6	1		2	5		3	3	3	3		3
Switch Phase												
Minimum Initial (s)	2.0	10.0		5.0	10.0		2.0	2.0	2.0	2.0		2.0
Minimum Split (s)	8.0	16.0		11.0	16.0		36.0	36.0	36.0	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)	88.9	84.1		93.9	92.9			7.9	7.9			7.9
Actuated g/C Ratio	0.77	0.73		0.82	0.81			0.07	0.07			0.07
v/c Ratio	0.01	0.18		0.32	0.16			0.23	0.74			0.22
Control Delay	2.9	5.2		4.1	3.4			54.0	19.4			32.7
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	2.9	5.2		4.1	3.4			54.0	19.4			32.7
LOS	A	A		A	A			D	B			C
Approach Delay		5.2			3.6			22.2				32.7
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: 0.74
 Intersection Signal Delay: 8.1
 Intersection LOS: A
 Intersection Capacity Utilization 45.1%
 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

2021 MOD Zoning Build
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	552	165	88	559	38	107	132	185	115	142	99
Future Volume (vph)	73	552	165	88	559	38	107	132	185	115	142	99
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		0.965			0.990			0.912			0.938	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1741	0	1752	1778	0	1752	1682	0	1752	1730	0
Flt Permitted	0.163			0.092			0.358			0.170		
Satd. Flow (perm)	301	1741	0	170	1778	0	660	1682	0	314	1730	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		13			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)	78	587	176	101	643	44	119	147	206	128	158	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	763	0	101	687	0	119	353	0	128	268	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

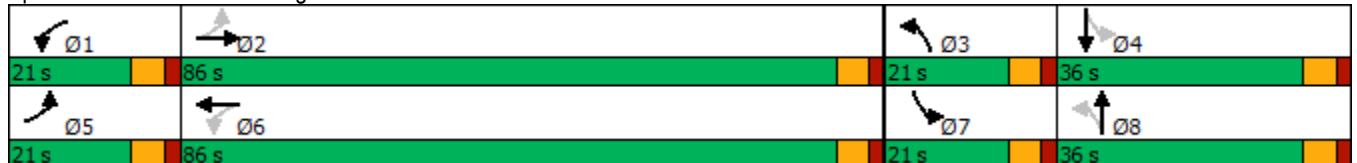
2021 MOD Zoning Build
Weekday AM

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)	73.2	65.5			74.6	66.3	41.7	30.5			43.6	31.5
Actuated g/C Ratio	0.52	0.46			0.53	0.47	0.30	0.22			0.31	0.22
v/c Ratio	0.33	0.94			0.55	0.82	0.42	0.97			0.58	0.69
Control Delay	17.5	54.3			25.9	41.1	40.8	95.9			47.0	64.2
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	17.5	54.3			25.9	41.1	40.8	95.9			47.0	64.2
LOS	B	D			C	D	D	F			D	E
Approach Delay	50.9				39.1		82.0				58.6	
Approach LOS	D				D		F				E	

Intersection Summary

Area Type:	Other
Cycle Length:	164
Actuated Cycle Length:	141
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.97
Intersection Signal Delay:	54.3
Intersection LOS:	D
Intersection Capacity Utilization:	88.6%
ICU Level of Service:	E
Analysis Period (min):	15

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



Lanes, Volumes, Timings
4: Dayton Lane & North Driveway

2021 MOD Zoning Build
Weekday AM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	45	53	108	52	56	246
Future Volume (vph)	45	53	108	52	56	246
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.927		0.956			
Flt Protected	0.977					0.991
Satd. Flow (prot)	1687	0	2018	0	0	2092
Flt Permitted	0.977					0.991
Satd. Flow (perm)	1687	0	2018	0	0	2092
Link Speed (mph)	30		30			30
Link Distance (ft)	238		247			256
Travel Time (s)	5.4		5.6			5.8
Peak Hour Factor	0.85	0.85	0.89	0.89	0.95	0.95
Adj. Flow (vph)	53	62	121	58	59	259
Shared Lane Traffic (%)						
Lane Group Flow (vph)	115	0	179	0	0	318
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.85	0.85	0.85	0.85
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.6%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	45	53	108	52	56	246
Future Vol, veh/h	45	53	108	52	56	246
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	53	62	121	58	59	259

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	527	150	0	0	179
Stage 1	150	-	-	-	-
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	512	896	-	-	1397
Stage 1	878	-	-	-	-
Stage 2	694	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	487	896	-	-	1397
Mov Cap-2 Maneuver	487	-	-	-	-
Stage 1	878	-	-	-	-
Stage 2	660	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	647	1397
HCM Lane V/C Ratio	-	-	0.178	0.042
HCM Control Delay (s)	-	-	11.8	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1

Lanes, Volumes, Timings
5: Dayton Lane & South Driveway

2021 MOD Zoning Build
Weekday AM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	34	17	143	83	22	269
Future Volume (vph)	34	17	143	83	22	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.956		0.951			
Flt Protected	0.967					0.996
Satd. Flow (prot)	1722	0	2008	0	0	2103
Flt Permitted	0.967					0.996
Satd. Flow (perm)	1722	0	2008	0	0	2103
Link Speed (mph)	30		30			30
Link Distance (ft)	280		887			247
Travel Time (s)	6.4		20.2			5.6
Peak Hour Factor	0.88	0.88	0.93	0.93	0.85	0.85
Adj. Flow (vph)	39	19	154	89	26	316
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	243	0	0	342
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.85	0.85	0.85	0.85
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	41.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	17	143	83	22	269
Future Vol, veh/h	34	17	143	83	22	269
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	39	19	154	89	26	316

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	567	199	0	0	243
Stage 1	199	-	-	-	-
Stage 2	368	-	-	-	-
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	485	842	-	-	1323
Stage 1	835	-	-	-	-
Stage 2	700	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	473	842	-	-	1323
Mov Cap-2 Maneuver	473	-	-	-	-
Stage 1	835	-	-	-	-
Stage 2	683	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	554	1323
HCM Lane V/C Ratio	-	-	0.105	0.02
HCM Control Delay (s)	-	-	12.3	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Lanes, Volumes, Timings
6: Crompond Road & Dayton Lane

2021 MOD Zoning Build
Weekday AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	113	652	421	169	192	59
Future Volume (vph)	113	652	421	169	192	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	14	14	16	16
Storage Length (ft)	50			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.961		0.968	
Flt Protected	0.950				0.963	
Satd. Flow (prot)	1678	1888	1873	0	1968	0
Flt Permitted	0.950				0.963	
Satd. Flow (perm)	1678	1888	1873	0	1968	0
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)	133	767	439	176	231	71
Shared Lane Traffic (%)						
Lane Group Flow (vph)	133	767	615	0	302	0
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
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	62.9%
ICU Level of Service	B
Analysis Period (min)	15

Intersection

Int Delay, s/veh 111.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	113	652	421	169	192	59
Future Vol, veh/h	113	652	421	169	192	59
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	133	767	439	176	231	71

Major/Minor

	Major1	Major2	Minor2		
Conflicting Flow All	615	0	-	0	1560 527
Stage 1	-	-	-	-	527 -
Stage 2	-	-	-	-	1033 -
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	955	-	-	-	~ 123 551
Stage 1	-	-	-	-	592 -
Stage 2	-	-	-	-	343 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	955	-	-	-	~ 106 551
Mov Cap-2 Maneuver	-	-	-	-	~ 106 -
Stage 1	-	-	-	-	510 -
Stage 2	-	-	-	-	343 -

Approach

	EB	WB	SB
HCM Control Delay, s	1.4	0	\$ 666.3
HCM LOS			F

Minor Lane/Major Mvmt

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	955	-	-	-	131
HCM Lane V/C Ratio	0.139	-	-	-	2.308
HCM Control Delay (s)	9.4	-	-	-	\$ 666.3
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.5	-	-	-	25.8

Notes

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

Lanes, Volumes, Timings
7: Buttonwood Avenue & Crompond Road

2021 MOD Zoning Build
Weekday AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	831	3	6	580	9	8
Future Volume (vph)	831	3	6	580	9	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Storage Length (ft)		0	50		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 _t					0.936	
Fl _t Protected			0.950		0.975	
Satd. Flow (prot)	1827	0	1736	1827	1870	0
Fl _t Permitted			0.950		0.975	
Satd. Flow (perm)	1827	0	1736	1827	1870	0
Link Speed (mph)	40			40	25	
Link Distance (ft)	734			198	355	
Travel Time (s)	12.5			3.4	9.7	
Peak Hour Factor	0.89	0.89	0.93	0.93	0.39	0.39
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	934	3	6	624	23	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	937	0	6	624	44	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	53.9%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	831	3	6	580	9	8
Future Vol, veh/h	831	3	6	580	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	934	3	6	624	23	21

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	937	0	1572
Stage 1	-	-	-	-	936
Stage 2	-	-	-	-	636
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	-	-	723	-	121
Stage 1	-	-	-	-	382
Stage 2	-	-	-	-	527
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	723	-	120
Mov Cap-2 Maneuver	-	-	-	-	120
Stage 1	-	-	-	-	382
Stage 2	-	-	-	-	523

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	33.3
HCM LOS			D

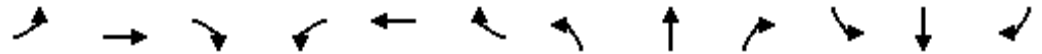
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	170	-	-	723	-
HCM Lane V/C Ratio	0.256	-	-	0.009	-
HCM Control Delay (s)	33.3	-	-	10	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	1	-	-	0	-

Lanes, Volumes, Timings

2021 MOD Zoning 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)	152	615	72	113	536	315	50	3	81	0	0	0
Future Volume (vph)	152	615	72	113	536	315	50	3	81	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			0.98	0.96			
Frt		0.984			0.944				0.850			
Flt Protected	0.950			0.950				0.955				
Satd. Flow (prot)	1736	1790	0	1736	1710	0	0	1779	1583	0	0	0
Flt Permitted	0.265			0.341				0.955				
Satd. Flow (perm)	484	1790	0	620	1710	0	0	1741	1516	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			64				108			
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)	162	654	77	119	564	332	67	4	108	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	162	731	0	119	896	0	0	71	108	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
 9: Lafayette Avenue/NY Presbyterian Dwy & Crompond Road

2021 MOD Zoning Build
 Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗		↖	↗			↕			↖	↗
Traffic Volume (vph)	0	657	39	57	839	0	58	0	79	104	18	67
Future Volume (vph)	0	657	39	57	839	0	58	0	79	104	18	67
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		0.993						0.922				0.850
Flt Protected				0.950				0.979			0.959	
Satd. Flow (prot)	0	1810	0	1736	1827	0	0	1569	0	0	1786	1531
Flt Permitted				0.156				0.798			0.470	
Satd. Flow (perm)	0	1810	0	285	1827	0	0	1279	0	0	875	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3						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	699	41	59	874	0	66	0	90	121	21	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	740	0	59	874	0	0	156	0	0	142	78
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

2021 MOD Zoning 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)		54.6		65.5	64.5			9.5			15.0	15.0
Actuated g/C Ratio		0.52		0.62	0.61			0.09			0.14	0.14
v/c Ratio		0.79		0.21	0.78			0.66			1.14	0.23
Control Delay		25.7		13.2	29.5			24.2			164.2	2.5
Queue Delay		0.6		0.0	1.2			0.1			0.0	0.0
Total Delay		26.3		13.2	30.8			24.3			164.2	2.5
LOS		C		B	C			C			F	A
Approach Delay		26.3			29.7			24.3			106.9	
Approach LOS		C			C			C			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: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.14
 Intersection Signal Delay: 36.3
 Intersection LOS: D
 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

2021 MOD Zoning Build
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	578	57	63	615	22	55	14	61	75	15	226
Future Volume (vph)	205	578	57	63	615	22	55	14	61	75	15	226
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		0.987			0.996			0.878			0.858	
Flt Protected	0.950				0.996		0.950			0.950		
Satd. Flow (prot)	1678	1806	0	0	1815	0	1770	1635	0	1711	1598	0
Flt Permitted	0.287				0.894		0.258			0.704		
Satd. Flow (perm)	507	1806	0	0	1629	0	481	1635	0	1268	1598	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			2			66				286
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)	230	649	62	68	750	27	60	15	66	95	16	286
Shared Lane Traffic (%)												
Lane Group Flow (vph)	230	711	0	0	845	0	60	81	0	95	302	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

2021 MOD Zoning Build
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)	79.5	78.5			63.6		15.5	15.5		15.5	15.5		
Actuated g/C Ratio	0.76	0.75			0.61		0.15	0.15		0.15	0.15		
v/c Ratio	0.47	0.53			0.86		0.86	0.27		0.51	0.63		
Control Delay	3.7	4.9			29.7		114.8	14.5		49.5	11.8		
Queue Delay	0.0	0.0			0.0		4.0	0.0		0.0	0.6		
Total Delay	3.7	4.9			29.7		118.9	14.5		49.5	12.4		
LOS	A	A			C		F	B		D	B		
Approach Delay		4.6			29.7			58.9			21.3		
Approach LOS		A			C			E			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:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.86
Intersection Signal Delay:	19.9
Intersection LOS:	B
Intersection Capacity Utilization:	112.5%
ICU Level of Service:	H
Analysis Period (min):	15

Splits and Phases: 10: Crompond Road & Conklin Avenue



Lanes, Volumes, Timings
 11: Tamarack Drive & Crompond Road

2021 MOD Zoning Build
 Weekday AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	652	9	2	640	22	10
Future Volume (vph)	652	9	2	640	22	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998			0.957		
Flt Protected				0.967		
Satd. Flow (prot)	1762	0	0	1766	1839	0
Flt Permitted				0.967		
Satd. Flow (perm)	1762	0	0	1766	1839	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	962			840	649	
Travel Time (s)	16.4			14.3	14.8	
Peak Hour Factor	0.90	0.90	0.83	0.83	0.78	0.78
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	724	10	2	771	28	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	734	0	0	773	41	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.92	0.92
Turning Speed (mph)	9		15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	45.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	652	9	2	640	22	10
Future Vol, veh/h	652	9	2	640	22	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	724	10	2	771	28	13

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	734	0	1504 729
Stage 1	-	-	-	-	729 -
Stage 2	-	-	-	-	775 -
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	-	-	862	-	134 423
Stage 1	-	-	-	-	477 -
Stage 2	-	-	-	-	454 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	862	-	133 423
Mov Cap-2 Maneuver	-	-	-	-	133 -
Stage 1	-	-	-	-	477 -
Stage 2	-	-	-	-	452 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	33
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	169	-	-	862	-
HCM Lane V/C Ratio	0.243	-	-	0.003	-
HCM Control Delay (s)	33	-	-	9.2	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0	-

Lanes, Volumes, Timings
 12: Dimond Avenue/Shiple Drive & Crompond Road

2021 MOD Zoning Build
 Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	644	0	9	632	0	4	0	29	0	0	10
Future Volume (vph)	0	644	0	9	632	0	4	0	29	0	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	14	14	14	16	16	16
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								0.882			0.865	
Flt Protected					0.999			0.994				
Satd. Flow (prot)	0	1766	0	0	1825	0	0	1742	0	0	1826	0
Flt Permitted					0.999			0.994				
Satd. Flow (perm)	0	1766	0	0	1825	0	0	1742	0	0	1826	0
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		840			665			264			586	
Travel Time (s)		14.3			11.3			6.0			13.3	
Peak Hour Factor	0.84	0.84	0.84	0.95	0.95	0.95	0.67	0.67	0.67	0.63	0.63	0.63
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	767	0	9	665	0	6	0	43	0	0	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	767	0	0	674	0	0	49	0	0	16	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.8%
ICU Level of Service	A
Analysis Period (min)	15

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	644	0	9	632	0	4	0	29	0	0	10
Future Vol, veh/h	0	644	0	9	632	0	4	0	29	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	767	0	9	665	0	6	0	43	0	0	16

















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	665	0	0	767	0	0	1458	1450	767	1472	1450	665
Stage 1	-	-	-	-	-	-	767	767	-	683	683	-
Stage 2	-	-	-	-	-	-	691	683	-	789	767	-
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	915	-	-	838	-	-	107	131	402	105	131	460
Stage 1	-	-	-	-	-	-	395	411	-	439	449	-
Stage 2	-	-	-	-	-	-	435	449	-	384	411	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	915	-	-	838	-	-	102	129	402	93	129	460
Mov Cap-2 Maneuver	-	-	-	-	-	-	102	129	-	93	129	-
Stage 1	-	-	-	-	-	-	395	411	-	439	441	-
Stage 2	-	-	-	-	-	-	413	441	-	343	411	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			19.6			13.1		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	296	915	-	-	838	-	-	460
HCM Lane V/C Ratio	0.166	-	-	-	0.011	-	-	0.035
HCM Control Delay (s)	19.6	0	-	-	9.3	0	-	13.1
HCM Lane LOS	C	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.1

Lanes, Volumes, Timings
13: Crompond Road & Locust Avenue

2021 MOD Zoning Build
Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	651	0	0	624	8	0	0	0	57	0	22
Future Volume (vph)	10	651	0	0	624	8	0	0	0	57	0	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	12	12	12	11	11	11
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					0.998							0.962
Flt Protected		0.999										0.965
Satd. Flow (prot)	0	1764	0	0	1823	0	0	1863	0	0	1672	0
Flt Permitted		0.999										0.965
Satd. Flow (perm)	0	1764	0	0	1823	0	0	1863	0	0	1672	0
Link Speed (mph)		40			40			10			30	
Link Distance (ft)		665			435			148			1312	
Travel Time (s)		11.3			7.4			10.1			29.8	
Peak Hour Factor	0.87	0.87	0.87	0.96	0.96	0.96	0.92	0.92	0.92	0.79	0.79	0.79
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	11	748	0	0	650	8	0	0	0	72	0	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	759	0	0	658	0	0	0	0	0	100	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	53.4%
Analysis Period (min)	15
	ICU Level of Service A

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	10	651	0	0	624	8	0	0	0	57	0	22
Future Vol, veh/h	10	651	0	0	624	8	0	0	0	57	0	22
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	11	748	0	0	650	8	0	0	0	72	0	28

















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	658	0	0	748	0	0	1438	1428	748	1424	1424	654
Stage 1	-	-	-	-	-	-	770	770	-	654	654	-
Stage 2	-	-	-	-	-	-	668	658	-	770	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	920	-	-	852	-	-	111	135	412	113	136	467
Stage 1	-	-	-	-	-	-	393	410	-	456	463	-
Stage 2	-	-	-	-	-	-	448	461	-	393	410	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	920	-	-	852	-	-	103	132	412	111	133	467
Mov Cap-2 Maneuver	-	-	-	-	-	-	103	132	-	111	133	-
Stage 1	-	-	-	-	-	-	385	402	-	447	463	-
Stage 2	-	-	-	-	-	-	421	461	-	385	402	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			0			76.6		
HCM LOS							A			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	920	-	-	852	-	-	141
HCM Lane V/C Ratio	-	0.012	-	-	-	-	-	0.709
HCM Control Delay (s)		0	9	0	-	0	-	76.6
HCM Lane LOS		A	A	A	-	A	-	F
HCM 95th %tile Q(veh)		-	0	-	-	0	-	4.1

Lanes, Volumes, Timings
14: Cresview Avenue & Crompond Road

2021 MOD Zoning Build
Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	703	5	2	633	0	9	0	7	0	0	0
Future Volume (vph)	0	703	5	2	633	0	9	0	7	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12	12	12
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		0.999						0.941				
Flt Protected								0.973				
Satd. Flow (prot)	0	1764	0	0	1827	0	0	1706	0	0	1863	0
Flt Permitted								0.973				
Satd. Flow (perm)	0	1764	0	0	1827	0	0	1706	0	0	1863	0
Link Speed (mph)		40			40			30			10	
Link Distance (ft)		435			345			517			63	
Travel Time (s)		7.4			5.9			11.8			4.3	
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.67	0.67	0.67	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	748	5	2	666	0	13	0	10	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	753	0	0	668	0	0	23	0	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	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
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.3%
Analysis Period (min)	15
	ICU Level of Service A

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	703	5	2	633	0	9	0	7	0	0	0
Future Vol, veh/h	0	703	5	2	633	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	748	5	2	666	0	13	0	10	0	0	0

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	666	0	0	753	0	0	1421	1421	751	1426	1423	666
Stage 1	-	-	-	-	-	-	751	751	-	670	670	-
Stage 2	-	-	-	-	-	-	670	670	-	756	753	-
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	914	-	-	848	-	-	114	136	411	113	136	459
Stage 1	-	-	-	-	-	-	403	418	-	446	455	-
Stage 2	-	-	-	-	-	-	446	455	-	400	417	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	914	-	-	848	-	-	114	135	411	110	135	459
Mov Cap-2 Maneuver	-	-	-	-	-	-	114	135	-	110	135	-
Stage 1	-	-	-	-	-	-	403	418	-	446	453	-
Stage 2	-	-	-	-	-	-	444	453	-	390	417	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		0		30.1		0	
HCM LOS					D		A	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	167	914	-	-	848	-	-	-
HCM Lane V/C Ratio	0.143	-	-	-	0.002	-	-	-
HCM Control Delay (s)	30.1	0	-	-	9.3	0	-	0
HCM Lane LOS	D	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	-

Lanes, Volumes, Timings
15: Forest Avenue & Crompond Road

2021 MOD Zoning Build
Weekday AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	712	4	5	637	3	7
Future Volume (vph)	712	4	5	637	3	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.907		
Flt Protected				0.985		
Satd. Flow (prot)	1825	0	0	1827	1775	0
Flt Permitted				0.985		
Satd. Flow (perm)	1825	0	0	1827	1775	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	345			501	905	
Travel Time (s)	5.9			8.5	20.6	
Peak Hour Factor	0.91	0.91	0.86	0.86	0.63	0.63
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	782	4	6	741	5	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	786	0	0	747	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.7%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	712	4	5	637	3	7
Future Vol, veh/h	712	4	5	637	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	782	4	6	741	5	11

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	786	0	1537
Stage 1	-	-	-	-	784
Stage 2	-	-	-	-	753
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	-	-	824	-	128
Stage 1	-	-	-	-	450
Stage 2	-	-	-	-	465
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	824	-	126
Mov Cap-2 Maneuver	-	-	-	-	126
Stage 1	-	-	-	-	450
Stage 2	-	-	-	-	459

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	21.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	240	-	-	824	-
HCM Lane V/C Ratio	0.066	-	-	0.007	-
HCM Control Delay (s)	21.1	-	-	9.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings
16: Rick Lane & Crompond Road

2021 MOD Zoning Build
Weekday AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	717	2	4	638	4	3
Future Volume (vph)	717	2	4	638	4	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.944	
Flt Protected					0.972	
Satd. Flow (prot)	1827	0	0	1827	1766	0
Flt Permitted					0.972	
Satd. Flow (perm)	1827	0	0	1827	1766	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	501			398	707	
Travel Time (s)	8.5			6.8	16.1	
Peak Hour Factor	0.91	0.91	0.84	0.84	0.58	0.58
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	788	2	5	760	7	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	790	0	0	765	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.96	0.96
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.9%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	717	2	4	638	4	3
Future Vol, veh/h	717	2	4	638	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	788	2	5	760	7	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	790	0	1559 789
Stage 1	-	-	-	-	789 -
Stage 2	-	-	-	-	770 -
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	-	-	821	-	124 391
Stage 1	-	-	-	-	448 -
Stage 2	-	-	-	-	457 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	821	-	123 391
Mov Cap-2 Maneuver	-	-	-	-	123 -
Stage 1	-	-	-	-	448 -
Stage 2	-	-	-	-	452 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	27.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	174	-	-	821	-
HCM Lane V/C Ratio	0.069	-	-	0.006	-
HCM Control Delay (s)	27.2	-	-	9.4	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings
17: Crompond Road & Arlo Lane

2021 MOD Zoning Build
Weekday AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↘	
Traffic Volume (vph)	17	703	610	22	4	32
Future Volume (vph)	17	703	610	22	4	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995		0.881	
Flt Protected		0.999			0.994	
Satd. Flow (prot)	0	1764	1757	0	1686	0
Flt Permitted		0.999			0.994	
Satd. Flow (perm)	0	1764	1757	0	1686	0
Link Speed (mph)		40	40		30	
Link Distance (ft)		398	1145		795	
Travel Time (s)		6.8	19.5		18.1	
Peak Hour Factor	0.95	0.95	0.90	0.90	0.72	0.72
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	18	740	678	24	6	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	758	702	0	50	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		13	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.96	0.96
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	60.7%
Analysis Period (min)	15
	ICU Level of Service B

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↕	
Traffic Vol, veh/h	17	703	610	22	4	32
Future Vol, veh/h	17	703	610	22	4	32
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	18	740	678	24	6	44

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	702	0	-	0	1466 690
Stage 1	-	-	-	-	690 -
Stage 2	-	-	-	-	776 -
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	886	-	-	-	141 445
Stage 1	-	-	-	-	498 -
Stage 2	-	-	-	-	454 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	886	-	-	-	136 445
Mov Cap-2 Maneuver	-	-	-	-	136 -
Stage 1	-	-	-	-	481 -
Stage 2	-	-	-	-	454 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	886	-	-	-	355
HCM Lane V/C Ratio	0.02	-	-	-	0.141
HCM Control Delay (s)	9.1	0	-	-	16.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

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

2021 MOD Zoning Build
 Weekday AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Lane Configurations		↶	↶	↷	↷					
Traffic Volume (vph)	32	675	618	475	786	14				
Future Volume (vph)	32	675	618	475	786	14				
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 _t				0.850	0.998					
Fl _t Protected		0.998			0.953					
Satd. Flow (prot)	0	1886	1827	1583	1831	0				
Fl _t Permitted		0.636			0.953					
Satd. Flow (perm)	0	1202	1827	1583	1831	0				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				315	1					
Link Speed (mph)		45	45		45					
Link Distance (ft)		1145	382		990					
Travel Time (s)		17.3	5.8		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	718	651	500	873	16				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	752	651	500	889	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Left	Left	Right	Left	Right				
Median Width(ft)		0	0		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

2021 MOD Zoning Build
 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		1.77	0.61	0.48	1.37					
Control Delay		384.6	19.6	8.9	213.7					
Queue Delay		0.0	4.9	0.6	3.7					
Total Delay		384.6	24.4	9.5	217.4					
LOS		F	C	A	F					
Approach Delay		384.6	17.9		217.4					
Approach LOS		F	B		F					

Intersection Summary

Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	155
Natural Cycle:	140
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	2.09
Intersection Signal Delay:	180.2
Intersection LOS:	F
Intersection Capacity Utilization:	114.3%
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

2021 MOD Zoning Build
 Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	1160	255	147	806	17	196	35	110	37	127	91
Future Volume (vph)	46	1160	255	147	806	17	196	35	110	37	127	91
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			0.886			0.952	
Flt Protected	0.950			0.950			0.950				0.993	
Satd. Flow (prot)	1678	1766	1501	1678	1761	0	1752	1525	0	0	1761	0
Flt Permitted	0.169			0.040			0.281				0.827	
Satd. Flow (perm)	298	1766	1501	71	1761	0	518	1525	0	0	1467	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57		1			91			16	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		283			3717			466			589	
Travel Time (s)		4.3			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)	51	1275	280	160	876	18	209	37	117	43	146	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	1275	280	160	894	0	209	154	0	0	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)		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

2021 MOD Zoning Build
 Weekday AM

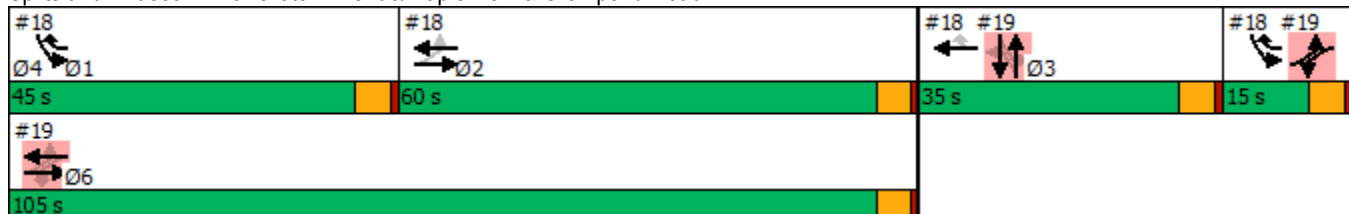


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	6		4	6			3			3	
Permitted Phases	6		6	6			3			3		
Detector Phase	4	6	6	4	6		3	3		3	3	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	8.0	8.0	8.0	8.0	8.0		21.0	21.0		21.0	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	0.17	1.12	0.28	1.04	0.79		2.09	0.42			0.99	
Control Delay	3.3	71.5	2.5	124.6	26.2		552.1	26.7			108.4	
Queue Delay	0.0	1.6	0.0	0.0	0.2		0.0	0.0			0.0	
Total Delay	3.3	73.1	2.5	124.6	26.4		552.1	26.7			108.4	
LOS	A	E	A	F	C		F	C			F	
Approach Delay		58.6			41.3			329.2			108.4	
Approach LOS		E			D			F			F	

Intersection Summary

Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	155
Natural Cycle:	140
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	2.09
Intersection Signal Delay:	87.1
Intersection LOS:	F
Intersection Capacity Utilization:	111.0%
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

2021 MOD Zoning Build
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	1135	61	17	858	98	31	7	1	170	27	91
Future Volume (vph)	57	1135	61	17	858	98	31	7	1	170	27	91
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				0.607			0.720	
Satd. Flow (perm)	129	1689	0	134	1766	1501	0	1240	0	0	1328	1614
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				110		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)	63	1261	68	19	964	110	40	9	1	189	30	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	1329	0	19	964	110	0	50	0	0	219	101
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

2021 MOD Zoning Build
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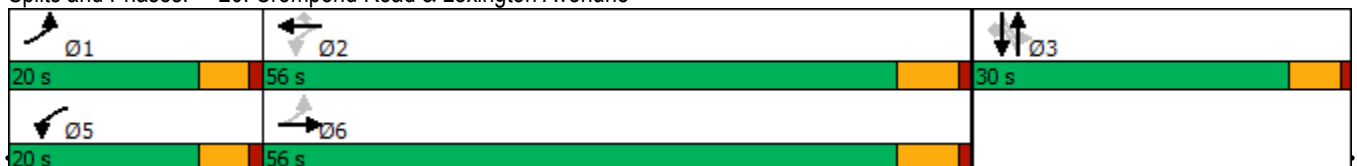


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			3			3	
Permitted Phases	6			2		2	3			3		3
Detector Phase	1	6		5	2	2	3	3		3	3	3
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)	59.0	55.4		55.6	50.7	50.7		18.7			18.7	18.7
Actuated g/C Ratio	0.66	0.62		0.62	0.57	0.57		0.21			0.21	0.21
v/c Ratio	0.33	1.26		0.11	0.96	0.12		0.19			0.79	0.25
Control Delay	11.5	147.6		7.5	42.9	2.9		30.7			54.1	11.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	11.5	147.6		7.5	42.9	2.9		30.7			54.1	11.3
LOS	B	F		A	D	A		C			D	B
Approach Delay		141.4			38.2			30.7			40.6	
Approach LOS		F			D			C			D	

Intersection Summary

Area Type:	Other
Cycle Length:	106
Actuated Cycle Length:	89.1
Natural Cycle:	150
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.26
Intersection Signal Delay:	88.7
Intersection LOS:	F
Intersection Capacity Utilization:	85.9%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 20: Crompond Road & Lexington Avenue



Lanes, Volumes, Timings
 21: Locust Avenue & Bear Mountain Parkway

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩		↩
Traffic Volume (vph)	538	57	4	405	5	7
Future Volume (vph)	538	57	4	405	5	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.987					0.865
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1716	0	1652	1739	0	1504
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1716	0	1652	1739	0	1504
Link Speed (mph)	45			45	30	
Link Distance (ft)	777			1983	85	
Travel Time (s)	11.8			30.0	1.9	
Peak Hour Factor	0.92	0.92	0.94	0.94	0.56	0.56
Adj. Flow (vph)	585	62	4	431	9	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	647	0	4	431	9	13
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	20			20	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔		↔
Traffic Vol, veh/h	538	57	4	405	5	7
Future Vol, veh/h	538	57	4	405	5	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	585	62	4	431	9	13

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	647	0	1055 616
Stage 1	-	-	-	-	616 -
Stage 2	-	-	-	-	439 -
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	-	-	939	-	250 491
Stage 1	-	-	-	-	539 -
Stage 2	-	-	-	-	650 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	939	-	249 491
Mov Cap-2 Maneuver	-	-	-	-	249 -
Stage 1	-	-	-	-	539 -
Stage 2	-	-	-	-	647 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	491	-	-	939	-
HCM Lane V/C Ratio	0.025	-	-	0.005	-
HCM Control Delay (s)	12.5	-	-	8.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
 22: Arlo Lane & Bear Mountain Parkway/Bear Montain Parkway

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	783	11	1	503	3	31	1	1	16	5	16
Future Volume (vph)	11	783	11	1	503	3	31	1	1	16	5	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Storage Length (ft)	130		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	0		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
Frt		0.998			0.999			0.995				0.942
Flt Protected	0.950			0.950				0.956				0.979
Satd. Flow (prot)	1652	1735	0	1652	1737	0	0	1654	0	0	1603	0
Flt Permitted	0.950			0.950				0.956				0.979
Satd. Flow (perm)	1652	1735	0	1652	1737	0	0	1654	0	0	1603	0
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1983			990			795				596
Travel Time (s)		30.0			15.0			18.1				13.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.59	0.59	0.59	0.65	0.65	0.65
Adj. Flow (vph)	12	851	12	1	547	3	53	2	2	25	8	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	863	0	1	550	0	0	57	0	0	58	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)		10			10			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	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.1%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	11	783	11	1	503	3	31	1	1	16	5	16
Future Vol, veh/h	11	783	11	1	503	3	31	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	12	851	12	1	547	3	53	2	2	25	8	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	550	0	0	863	0	0	1448	1433	857	1434	1438	549
Stage 1	-	-	-	-	-	-	881	881	-	551	551	-
Stage 2	-	-	-	-	-	-	567	552	-	883	887	-
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	1020	-	-	779	-	-	109	134	357	112	133	535
Stage 1	-	-	-	-	-	-	341	365	-	519	515	-
Stage 2	-	-	-	-	-	-	508	515	-	340	362	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1020	-	-	779	-	-	98	132	357	109	131	535
Mov Cap-2 Maneuver	-	-	-	-	-	-	98	132	-	109	131	-
Stage 1	-	-	-	-	-	-	337	361	-	513	514	-
Stage 2	-	-	-	-	-	-	477	514	-	333	358	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			77.9			36		
HCM LOS							F			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	101	1020	-	-	779	-	-	172
HCM Lane V/C Ratio	0.554	0.012	-	-	0.001	-	-	0.331
HCM Control Delay (s)	77.9	8.6	-	-	9.6	-	-	36
HCM Lane LOS	F	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	2.6	0	-	-	0	-	-	1.4

Lanes, Volumes, Timings
 23: Locust Avenue & Old Locust Avenue

2021 MOD Zoning Build
 Weekday AM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	4	8	0	4	57
Future Volume (vph)	5	4	8	0	4	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.944					
Flt Protected	0.972					0.997
Satd. Flow (prot)	1652	0	1739	0	0	1795
Flt Permitted	0.972					0.997
Satd. Flow (perm)	1652	0	1739	0	0	1795
Link Speed (mph)	30		30			30
Link Distance (ft)	401		1312			85
Travel Time (s)	9.1		29.8			1.9
Peak Hour Factor	0.75	0.75	0.92	0.92	0.64	0.64
Adj. Flow (vph)	7	5	9	0	6	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	9	0	0	95
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.09	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	16.3%
Analysis Period (min)	15
	ICU Level of Service A

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	8	0	4	57
Future Vol, veh/h	5	4	8	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	9	0	6	89

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	110	9	0	0	9
Stage 1	9	-	-	-	-
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	887	1073	-	-	1611
Stage 1	1014	-	-	-	-
Stage 2	923	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	883	1073	-	-	1611
Mov Cap-2 Maneuver	883	-	-	-	-
Stage 1	1014	-	-	-	-
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)	-	-	958	1611
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

Lanes, Volumes, Timings
 26: Crompond Road & Cortlandt Pitch Driveway

2021 MOD Zoning Build
 Weekday AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↗		↗
Traffic Volume (vph)	0	1461	1093	0	0	0
Future Volume (vph)	0	1461	1093	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			125	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1827	1827	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1827	1827	1863	0	1863
Link Speed (mph)		45	45		10	
Link Distance (ft)		382	283		470	
Travel Time (s)		5.8	4.3		32.0	
Peak Hour Factor	0.91	0.91	0.90	0.92	0.56	0.56
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	0	1605	1214	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1605	1214	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	80.2%			ICU Level of Service D		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↑		↑
Traffic Vol, veh/h	0	1461	1093	0	0	0
Future Vol, veh/h	0	1461	1093	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	125	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	90	92	56	56
Heavy Vehicles, %	4	4	4	2	2	2
Mvmt Flow	0	1605	1214	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	1214
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	221
Stage 1	0	-	-	0	-
Stage 2	0	-	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	221
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

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

Lanes, Volumes, Timings
61: Lafayette Avenue & Ridge Road

2021 MOD Zoning Build
Weekday AM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	33	102	81	11	100
Future Volume (vph)	3	33	102	81	11	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	15	12	12	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.875		0.940			
Flt Protected	0.996					0.995
Satd. Flow (prot)	1677	0	1926	0	0	1915
Flt Permitted	0.996					0.995
Satd. Flow (perm)	1677	0	1926	0	0	1915
Link Speed (mph)	30		30			30
Link Distance (ft)	934		613			1478
Travel Time (s)	21.2		13.9			33.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	36	111	88	12	109
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	199	0	0	121
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	13		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	1.00	0.88	1.00	1.00	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	24.4%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	33	104	6	11	103
Future Vol, veh/h	3	33	104	6	11	103
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	36	113	7	12	112

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	253	117	0	0	120
Stage 1	117	-	-	-	-
Stage 2	136	-	-	-	-
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	736	935	-	-	1468
Stage 1	908	-	-	-	-
Stage 2	890	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	729	935	-	-	1468
Mov Cap-2 Maneuver	729	-	-	-	-
Stage 1	908	-	-	-	-
Stage 2	882	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	913	1468
HCM Lane V/C Ratio	-	-	0.043	0.008
HCM Control Delay (s)	-	-	9.1	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

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

2021 MOD Zoning Build
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	591	189	149	464	32	352	1	55	28	1	43
Future Volume (vph)	44	591	189	149	464	32	352	1	55	28	1	43
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 _t		0.964			0.990			0.853				0.850
Fl _t Protected	0.950			0.950			0.950				0.954	
Satd. Flow (prot)	1711	3250	0	1711	3326	0	1711	1589	0	0	1659	1478
Fl _t Permitted	0.466			0.229			0.738				0.775	
Satd. Flow (perm)	839	3250	0	412	3326	0	1329	1589	0	0	1347	1478
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		53			9							
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)	45	603	193	152	473	33	371	1	58	29	1	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	796	0	152	506	0	371	59	0	0	30	45
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

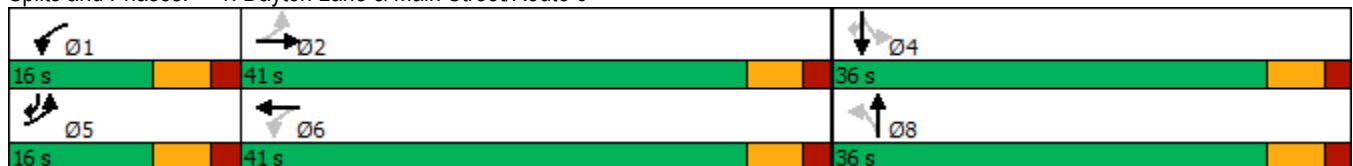
2021 MOD Zoning Build
Weekday PM

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)	41.9	35.1		47.2	39.8		27.6	27.6			27.6	40.5
Actuated g/C Ratio	0.47	0.39		0.53	0.44		0.31	0.31			0.31	0.45
v/c Ratio	0.10	0.61		0.44	0.34		0.91	0.12			0.07	0.07
Control Delay	10.7	23.4		14.5	18.4		57.8	23.0			22.5	14.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	10.7	23.4		14.5	18.4		57.8	23.0			22.5	14.0
LOS	B	C		B	B		E	C			C	B
Approach Delay		22.7			17.5			53.0			17.4	
Approach LOS		C			B			D			B	

Intersection Summary

Area Type:	Other
Cycle Length:	93
Actuated Cycle Length:	89.7
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.91
Intersection Signal Delay:	27.3
Intersection LOS:	C
Intersection Capacity Utilization	71.8%
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

2021 MOD Zoning Build
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	562	40	231	533	9	24	10	311	17	9	24
Future Volume (vph)	9	562	40	231	533	9	24	10	311	17	9	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		0.990			0.997				0.850		0.935	
Flt Protected	0.950			0.950				0.966			0.983	
Satd. Flow (prot)	1652	3380	0	1652	3398	0	0	1799	1583	0	1712	0
Flt Permitted	0.428			0.367				0.826			0.869	
Satd. Flow (perm)	744	3380	0	638	3398	0	0	1539	1583	0	1514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			2				370			28
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1740			689			1948			260	
Travel Time (s)		39.5			15.7			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)	10	653	47	251	579	10	29	12	370	20	10	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	700	0	251	589	0	0	41	370	0	58	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

2021 MOD Zoning Build
Weekday PM

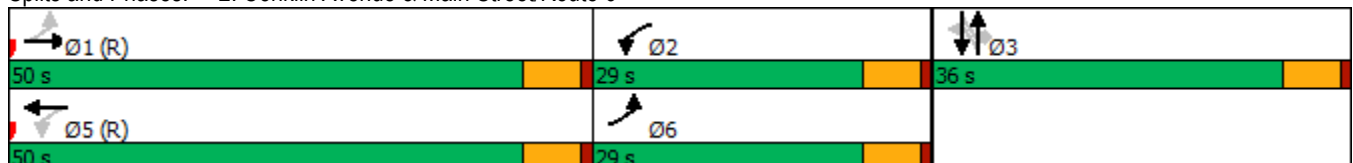


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	6	1		2	5			3				3
Permitted Phases	1			5			3		3	3		
Detector Phase	6	1		2	5		3	3	3	3		3
Switch Phase												
Minimum Initial (s)	2.0	10.0		5.0	10.0		2.0	2.0	2.0	2.0		2.0
Minimum Split (s)	8.0	16.0		11.0	16.0		36.0	36.0	36.0	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)	87.7	81.2		91.8	89.4			9.5	9.5			9.5
Actuated g/C Ratio	0.76	0.71		0.80	0.78			0.08	0.08			0.08
v/c Ratio	0.02	0.29		0.45	0.22			0.33	0.79			0.39
Control Delay	4.0	7.5		7.4	5.5			54.2	17.6			35.6
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	4.0	7.5		7.4	5.5			54.2	17.6			35.6
LOS	A	A		A	A			D	B			D
Approach Delay		7.4			6.0			21.2				35.6
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: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 10.5
 Intersection LOS: B
 Intersection Capacity Utilization 54.4%
 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

2021 MOD Zoning Build
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	752	281	80	912	69	238	130	143	77	98	167
Future Volume (vph)	182	752	281	80	912	69	238	130	143	77	98	167
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		0.959			0.989			0.922			0.905	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1732	0	1752	1776	0	1752	1701	0	1752	1669	0
Flt Permitted	0.047			0.050			0.165			0.326		
Satd. Flow (perm)	87	1732	0	92	1776	0	304	1701	0	601	1669	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		16			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)	192	792	296	83	950	72	243	133	146	85	108	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	192	1088	0	83	1022	0	243	279	0	85	292	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

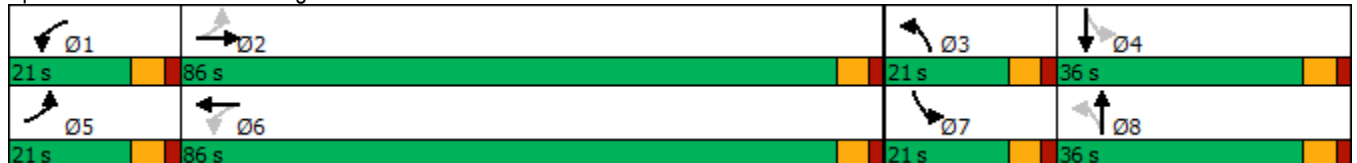
2021 MOD Zoning Build
Weekday PM

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			7.0	
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		0			0			0				
Act Effct Green (s)	99.8	86.0		88.8	80.0		48.6	34.1		40.0	29.6	
Actuated g/C Ratio	0.61	0.53		0.54	0.49		0.30	0.21		0.24	0.18	
v/c Ratio	0.95	1.18		0.60	1.17		1.09	0.79		0.39	0.97	
Control Delay	95.8	128.6		44.6	127.9		130.1	77.7		46.7	109.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	95.8	128.6		44.6	127.9		130.1	77.7		46.7	109.5	
LOS	F	F		D	F		F	E		D	F	
Approach Delay		123.7			121.6			102.1			95.4	
Approach LOS		F			F			F			F	

Intersection Summary










Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 163.4
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.18
 Intersection Signal Delay: 116.3 Intersection LOS: F
 Intersection Capacity Utilization 110.9% ICU Level of Service H
 Analysis Period (min) 15

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



Lanes, Volumes, Timings
4: Dayton Lane & North Driveway

2021 MOD Zoning Build
Weekday PM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	41	85	323	62	63	276
Future Volume (vph)	41	85	323	62	63	276
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.909		0.978			
Flt Protected	0.984					0.991
Satd. Flow (prot)	1666	0	2065	0	0	2092
Flt Permitted	0.984					0.991
Satd. Flow (perm)	1666	0	2065	0	0	2092
Link Speed (mph)	30		30			30
Link Distance (ft)	238		247			256
Travel Time (s)	5.4		5.6			5.8
Peak Hour Factor	0.93	0.93	0.78	0.78	0.97	0.97
Adj. Flow (vph)	44	91	414	79	65	285
Shared Lane Traffic (%)						
Lane Group Flow (vph)	135	0	493	0	0	350
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.85	0.85	0.85	0.85
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	56.3%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	41	85	323	62	63	276
Future Vol, veh/h	41	85	323	62	63	276
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	91	414	79	65	285










Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	869	454	0	0	493
Stage 1	454	-	-	-	-
Stage 2	415	-	-	-	-
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	322	606	-	-	1071
Stage 1	640	-	-	-	-
Stage 2	666	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	299	606	-	-	1071
Mov Cap-2 Maneuver	299	-	-	-	-
Stage 1	640	-	-	-	-
Stage 2	618	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.3	0	1.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	454	1071
HCM Lane V/C Ratio	-	-	0.298	0.061
HCM Control Delay (s)	-	-	16.3	8.6
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.2	0.2

Lanes, Volumes, Timings
5: Dayton Lane & South Driveway

2021 MOD Zoning Build
Weekday PM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	169	77	347	194	105	211
Future Volume (vph)	169	77	347	194	105	211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.958		0.952			
Flt Protected	0.967					0.984
Satd. Flow (prot)	1726	0	2010	0	0	2077
Flt Permitted	0.967					0.984
Satd. Flow (perm)	1726	0	2010	0	0	2077
Link Speed (mph)	30		30			30
Link Distance (ft)	280		887			247
Travel Time (s)	6.4		20.2			5.6
Peak Hour Factor	0.91	0.91	0.78	0.78	0.79	0.79
Adj. Flow (vph)	186	85	445	249	133	267
Shared Lane Traffic (%)						
Lane Group Flow (vph)	271	0	694	0	0	400
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.85	0.85	0.85	0.85
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	71.1%			ICU Level of Service C		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	28.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	169	77	347	194	105	211
Future Vol, veh/h	169	77	347	194	105	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	91	91	78	78	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	186	85	445	249	133	267

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1103	570	0	0	694
Stage 1	570	-	-	-	-
Stage 2	533	-	-	-	-
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	234	521	-	-	901
Stage 1	566	-	-	-	-
Stage 2	588	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	194	521	-	-	901
Mov Cap-2 Maneuver	194	-	-	-	-
Stage 1	566	-	-	-	-
Stage 2	486	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	138.4	0	3.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	241	901
HCM Lane V/C Ratio	-	-	1.122	0.148
HCM Control Delay (s)	-	-	138.4	9.7
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	12.1	0.5

Lanes, Volumes, Timings
6: Crompond Road & Dayton Lane

2021 MOD Zoning Build
Weekday PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	132	579	631	393	216	180
Future Volume (vph)	132	579	631	393	216	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	14	14	16	16
Storage Length (ft)	50			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.948		0.939	
Fl _t Protected	0.950				0.973	
Satd. Flow (prot)	1678	1888	1847	0	1929	0
Fl _t Permitted	0.950				0.973	
Satd. Flow (perm)	1678	1888	1847	0	1929	0
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)	140	616	678	423	223	186
Shared Lane Traffic (%)						
Lane Group Flow (vph)	140	616	1101	0	409	0
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
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	97.5%
ICU Level of Service	F
Analysis Period (min)	15

Intersection

Int Delay, s/veh 235.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	132	579	631	393	216	180
Future Vol, veh/h	132	579	631	393	216	180
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	140	616	678	423	223	186

Major/Minor

	Major1	Major2	Minor2		
Conflicting Flow All	1101	0	0	1786	890
Stage 1	-	-	-	890	-
Stage 2	-	-	-	896	-
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	627	-	-	~ 90	342
Stage 1	-	-	-	401	-
Stage 2	-	-	-	399	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	627	-	-	~ 70	342
Mov Cap-2 Maneuver	-	-	-	~ 70	-
Stage 1	-	-	-	312	-
Stage 2	-	-	-	399	-

Approach

	EB	WB	SB
HCM Control Delay, s	2.3	0	\$ 1301.1
HCM LOS			F

Minor Lane/Major Mvmt

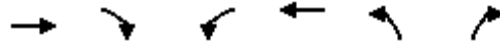
	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	627	-	-	-	110
HCM Lane V/C Ratio	0.224	-	-	-	3.711
HCM Control Delay (s)	12.4	-	-	\$ 1301.1	
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.9	-	-	-	41

Notes

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

Lanes, Volumes, Timings
7: Buttonwood Avenue & Crompond Road

2021 MOD Zoning Build
Weekday PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	788	5	2	1018	1	2
Future Volume (vph)	788	5	2	1018	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Storage Length (ft)		0	50		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
Frt	0.999				0.899	
Flt Protected			0.950		0.988	
Satd. Flow (prot)	1825	0	1736	1827	1820	0
Flt Permitted			0.950		0.988	
Satd. Flow (perm)	1825	0	1736	1827	1820	0
Link Speed (mph)	40			40	25	
Link Distance (ft)	734			198	355	
Travel Time (s)	12.5			3.4	9.7	
Peak Hour Factor	0.97	0.97	0.92	0.92	0.75	0.75
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	812	5	2	1107	1	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	817	0	2	1107	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	63.6%
ICU Level of Service	B
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	788	5	2	1018	1	2
Future Vol, veh/h	788	5	2	1018	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	812	5	2	1107	1	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	817	0	1926
Stage 1	-	-	-	-	815
Stage 2	-	-	-	-	1111
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	-	-	802	-	73
Stage 1	-	-	-	-	435
Stage 2	-	-	-	-	315
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	802	-	73
Mov Cap-2 Maneuver	-	-	-	-	73
Stage 1	-	-	-	-	435
Stage 2	-	-	-	-	314

Approach	EB	WB	NB
HCM Control Delay, s	0	0	28.4
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	158	-	-	802	-
HCM Lane V/C Ratio	0.025	-	-	0.003	-
HCM Control Delay (s)	28.4	-	-	9.5	-
HCM Lane LOS	D	-	-	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)	94	621	75	118	919	157	101	5	174	0	0	0
Future Volume (vph)	94	621	75	118	919	157	101	5	174	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		0.984			0.978				0.850			
Flt Protected	0.950			0.950				0.954				
Satd. Flow (prot)	1736	1790	0	1736	1781	0	0	1777	1583	0	0	0
Flt Permitted	0.135			0.342				0.954				
Satd. Flow (perm)	247	1790	0	622	1781	0	0	1738	1516	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			19				183			
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)	96	634	77	127	988	169	106	5	183	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	711	0	127	1157	0	0	111	183	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				

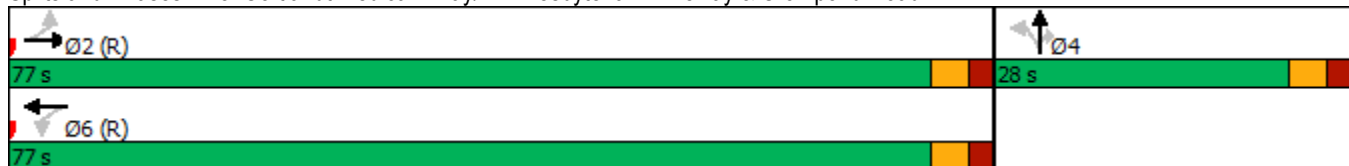


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm			
Protected Phases		2			6			4				
Permitted Phases	2			6			4		4			
Detector Phase	2	2		6	6		4	4	4			
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0			
Minimum Split (s)	32.0	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	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)	80.7	80.7		80.7	80.7			14.3	14.3			
Actuated g/C Ratio	0.77	0.77		0.77	0.77			0.14	0.14			
v/c Ratio	0.51	0.52		0.27	0.84			0.47	0.50			
Control Delay	18.4	7.0		2.0	8.8			46.9	10.5			
Queue Delay	0.0	1.1		0.0	3.5			0.0	0.2			
Total Delay	18.4	8.1		2.0	12.2			46.9	10.7			
LOS	B	A		A	B			D	B			
Approach Delay		9.3			11.2			24.4				
Approach LOS		A			B			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: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 12.2
 Intersection LOS: B
 Intersection Capacity Utilization 85.4%
 ICU Level of Service E
 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

2021 MOD Zoning Build
 Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	734	61	118	908	0	89	0	100	275	29	197
Future Volume (vph)	0	734	61	118	908	0	89	0	100	275	29	197
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		0.990						0.929				0.850
Flt Protected				0.950				0.977			0.957	
Satd. Flow (prot)	0	1803	0	1736	1827	0	0	1578	0	0	1783	1531
Flt Permitted				0.078				0.692			0.501	
Satd. Flow (perm)	0	1803	0	142	1827	0	0	1118	0	0	933	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5						135				166
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	798	66	128	987	0	116	0	130	299	32	214
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	864	0	128	987	0	0	246	0	0	331	214
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

2021 MOD Zoning Build
 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)		46.3		61.0	60.0			14.0			15.0	15.0
Actuated g/C Ratio		0.44		0.58	0.57			0.13			0.14	0.14
v/c Ratio		1.08		0.60	0.95			0.93			2.49	0.59
Control Delay		83.2		18.2	40.2			60.9			713.5	18.9
Queue Delay		1.6		0.0	13.7			1.9			0.0	0.1
Total Delay		84.8		18.2	53.9			62.8			713.5	19.1
LOS		F		B	D			E			F	B
Approach Delay		84.8			49.8			62.8			440.8	
Approach LOS		F			D			E			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: 2.49
 Intersection Signal Delay: 138.8 Intersection LOS: F
 Intersection Capacity Utilization 85.7% 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

2021 MOD Zoning Build
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	762	65	73	793	58	64	18	71	74	18	174
Future Volume (vph)	282	762	65	73	793	58	64	18	71	74	18	174
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		0.988			0.992			0.881				0.863
Flt Protected	0.950				0.996		0.950			0.950		
Satd. Flow (prot)	1678	1808	0	0	1808	0	1770	1641	0	1711	1608	0
Flt Permitted	0.224				0.869		0.289			0.688		
Satd. Flow (perm)	396	1808	0	0	1577	0	538	1641	0	1239	1608	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			4			77				205
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)	297	802	71	79	881	64	70	20	77	87	20	205
Shared Lane Traffic (%)												
Lane Group Flow (vph)	297	873	0	0	1024	0	70	97	0	87	225	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

2021 MOD Zoning 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)	80.2	79.2			59.6		14.8	14.8		14.8		14.8	
Actuated g/C Ratio	0.76	0.75			0.57		0.14	0.14		0.14		0.14	
v/c Ratio	0.62	0.64			1.14		0.93	0.33		0.50		0.56	
Control Delay	5.8	2.1			102.1		130.1	15.3		50.4		12.8	
Queue Delay	0.0	1.3			0.1		7.8	0.0		0.0		0.7	
Total Delay	5.8	3.4			102.1		137.9	15.3		50.4		13.5	
LOS	A	A			F		F	B		D		B	
Approach Delay		4.0			102.1			66.7				23.8	
Approach LOS		A			F			E				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:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.14
Intersection Signal Delay:	47.8
Intersection LOS:	D
Intersection Capacity Utilization	131.7%
ICU Level of Service	H
Analysis Period (min)	15

Splits and Phases: 10: Crompond Road & Conklin Avenue



Lanes, Volumes, Timings
 11: Tamarack Drive & Crompond Road

2021 MOD Zoning Build
 Weekday PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	900	14	28	928	8	9
Future Volume (vph)	900	14	28	928	8	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998			0.930		
Flt Protected				0.999	0.977	
Satd. Flow (prot)	1762	0	0	1764	1805	0
Flt Permitted				0.999	0.977	
Satd. Flow (perm)	1762	0	0	1764	1805	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	962			840	649	
Travel Time (s)	16.4			14.3	14.8	
Peak Hour Factor	0.95	0.95	0.92	0.92	0.67	0.67
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	947	15	30	1009	12	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	962	0	0	1039	25	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.92	0.92
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	81.4%
Analysis Period (min)	15
	ICU Level of Service D

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	900	14	28	928	8	9
Future Vol, veh/h	900	14	28	928	8	9
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	947	15	30	1009	12	13

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	962	0	2024
Stage 1	-	-	-	-	955
Stage 2	-	-	-	-	1069
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	-	-	707	-	64
Stage 1	-	-	-	-	374
Stage 2	-	-	-	-	330
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	707	-	58
Mov Cap-2 Maneuver	-	-	-	-	58
Stage 1	-	-	-	-	374
Stage 2	-	-	-	-	298

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	51.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	102	-	-	707	-
HCM Lane V/C Ratio	0.249	-	-	0.043	-
HCM Control Delay (s)	51.6	-	-	10.3	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

Lanes, Volumes, Timings
12: Crompond Road & Shipley Drive

2021 MOD Zoning Build
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	11	815	9	23	915	0	31	0	89	0	0	0
Future Volume (vph)	11	815	9	23	915	0	31	0	89	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	14	14	14	16	16	16
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		0.998						0.900				
Flt Protected		0.999			0.999			0.987				
Satd. Flow (prot)	0	1761	0	0	1825	0	0	1765	0	0	2111	0
Flt Permitted		0.999			0.999			0.987				
Satd. Flow (perm)	0	1761	0	0	1825	0	0	1765	0	0	2111	0
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		840			665			264			586	
Travel Time (s)		14.3			11.3			6.0			13.3	
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.91	0.91	0.91	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	12	867	10	25	984	0	34	0	98	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	889	0	0	1009	0	0	132	0	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	75.4%
ICU Level of Service	D
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	10											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	815	9	23	915	0	31	0	89	0	0	0
Future Vol, veh/h	11	815	9	23	915	0	31	0	89	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	867	10	25	984	0	34	0	98	0	0	0

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	984	0	0	877	0	0	1930	1930	872	1979	1935	984
Stage 1	-	-	-	-	-	-	896	896	-	1034	1034	-
Stage 2	-	-	-	-	-	-	1034	1034	-	945	901	-
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	694	-	-	762	-	-	50	66	350	46	66	301
Stage 1	-	-	-	-	-	-	335	359	-	280	309	-
Stage 2	-	-	-	-	-	-	280	309	-	314	357	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	694	-	-	762	-	-	46	59	350	30	59	301
Mov Cap-2 Maneuver	-	-	-	-	-	-	46	59	-	30	59	-
Stage 1	-	-	-	-	-	-	324	347	-	270	287	-
Stage 2	-	-	-	-	-	-	260	287	-	219	345	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0.1		0.2		151.3		0	
HCM LOS					F		A	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	129	694	-	-	762	-	-	-
HCM Lane V/C Ratio	1.022	0.017	-	-	0.032	-	-	-
HCM Control Delay (s)	151.3	10.3	0	-	9.9	0	-	0
HCM Lane LOS	F	B	A	-	A	A	-	A
HCM 95th %tile Q(veh)	7.2	0.1	-	-	0.1	-	-	-

Lanes, Volumes, Timings
13: Crompond Road & Locust Avenue

2021 MOD Zoning Build
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	30	870	0	0	884	2	0	0	0	1	0	35
Future Volume (vph)	30	870	0	0	884	2	0	0	0	1	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	12	12	12	11	11	11
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												0.868
Flt Protected		0.998										0.999
Satd. Flow (prot)	0	1762	0	0	1827	0	0	1863	0	0	1561	0
Flt Permitted		0.998										0.999
Satd. Flow (perm)	0	1762	0	0	1827	0	0	1863	0	0	1561	0
Link Speed (mph)		40			40			10				30
Link Distance (ft)		665			435			148				1312
Travel Time (s)		11.3			7.4			10.1				29.8
Peak Hour Factor	0.93	0.93	0.93	0.97	0.97	0.97	0.92	0.92	0.92	0.86	0.86	0.86
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	32	935	0	0	911	2	0	0	0	1	0	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	967	0	0	913	0	0	0	0	0	42	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)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	80.0%
Analysis Period (min)	15
	ICU Level of Service D

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	870	0	0	884	2	0	0	0	1	0	35
Future Vol, veh/h	30	870	0	0	884	2	0	0	0	1	0	35
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	935	0	0	911	2	0	0	0	1	0	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	913	0	0	935	0	0	1932	1912	935	1911	1911	912
Stage 1	-	-	-	-	-	-	999	999	-	912	912	-
Stage 2	-	-	-	-	-	-	933	913	-	999	999	-
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	738	-	-	724	-	-	50	68	322	52	68	332
Stage 1	-	-	-	-	-	-	293	321	-	328	353	-
Stage 2	-	-	-	-	-	-	319	352	-	293	321	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	738	-	-	724	-	-	41	62	322	48	62	332
Mov Cap-2 Maneuver	-	-	-	-	-	-	41	62	-	48	62	-
Stage 1	-	-	-	-	-	-	267	292	-	298	353	-
Stage 2	-	-	-	-	-	-	280	352	-	267	292	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0			0			19.8		
HCM LOS							A			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	738	-	-	724	-	-	285
HCM Lane V/C Ratio	-	0.044	-	-	-	-	-	0.147
HCM Control Delay (s)	0	10.1	0	-	0	-	-	19.8
HCM Lane LOS	A	B	A	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.5

Lanes, Volumes, Timings
14: Cresview Avenue & Crompond Road

2021 MOD Zoning Build
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	866	5	2	885	0	1	0	3	0	0	0
Future Volume (vph)	0	866	5	2	885	0	1	0	3	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12	12	12
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		0.999						0.899				
Flt Protected								0.988				
Satd. Flow (prot)	0	1764	0	0	1827	0	0	1655	0	0	1863	0
Flt Permitted								0.988				
Satd. Flow (perm)	0	1764	0	0	1827	0	0	1655	0	0	1863	0
Link Speed (mph)		40			40			30			10	
Link Distance (ft)		435			345			517			63	
Travel Time (s)		7.4			5.9			11.8			4.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.50	0.50	0.50	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	902	5	2	922	0	2	0	6	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	907	0	0	924	0	0	8	0	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	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
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	58.2%
Analysis Period (min)	15
	ICU Level of Service B

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	866	5	2	885	0	1	0	3	0	0	0
Future Vol, veh/h	0	866	5	2	885	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	902	5	2	922	0	2	0	6	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	922	0	0	907	0	0	1831	1831	905	1834	1833	922
Stage 1	-	-	-	-	-	-	905	905	-	926	926	-
Stage 2	-	-	-	-	-	-	926	926	-	908	907	-
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	732	-	-	742	-	-	59	76	335	59	76	327
Stage 1	-	-	-	-	-	-	331	355	-	322	347	-
Stage 2	-	-	-	-	-	-	322	347	-	330	355	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	732	-	-	742	-	-	59	76	335	58	76	327
Mov Cap-2 Maneuver	-	-	-	-	-	-	59	76	-	58	76	-
Stage 1	-	-	-	-	-	-	331	355	-	322	345	-
Stage 2	-	-	-	-	-	-	320	345	-	324	355	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			29.7			0		
HCM LOS							D			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	154	732	-	-	742	-	-	-
HCM Lane V/C Ratio	0.052	-	-	-	0.003	-	-	-
HCM Control Delay (s)	29.7	0	-	-	9.9	0	-	0
HCM Lane LOS	D	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-

Lanes, Volumes, Timings
 15: Forest Avenue & Crompond Road

2021 MOD Zoning Build
 Weekday PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	866	3	6	884	3	5
Future Volume (vph)	866	3	6	884	3	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.916	
Flt Protected					0.982	
Satd. Flow (prot)	1827	0	0	1827	1787	0
Flt Permitted					0.982	
Satd. Flow (perm)	1827	0	0	1827	1787	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	345			501	905	
Travel Time (s)	5.9			8.5	20.6	
Peak Hour Factor	0.91	0.91	0.93	0.93	0.50	0.50
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	952	3	6	951	6	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	955	0	0	957	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	61.3%
Analysis Period (min)	15
	ICU Level of Service B

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	866	3	6	884	3	5
Future Vol, veh/h	866	3	6	884	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	952	3	6	951	6	10

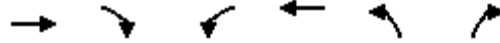
Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	955	0	1917 954
Stage 1	-	-	-	-	954 -
Stage 2	-	-	-	-	963 -
Critical Hdwy	-	-	4.14	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.236	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	712	-	74 314
Stage 1	-	-	-	-	374 -
Stage 2	-	-	-	-	370 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	712	-	73 314
Mov Cap-2 Maneuver	-	-	-	-	73 -
Stage 1	-	-	-	-	374 -
Stage 2	-	-	-	-	363 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	34
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	140	-	-	712	-
HCM Lane V/C Ratio	0.114	-	-	0.009	-
HCM Control Delay (s)	34	-	-	10.1	0
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Lanes, Volumes, Timings
16: Rick Lane & Crompond Road

2021 MOD Zoning Build
Weekday PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	867	4	7	887	3	5
Future Volume (vph)	867	4	7	887	3	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.914		
Flt Protected				0.982		
Satd. Flow (prot)	1825	0	0	1827	1728	0
Flt Permitted				0.982		
Satd. Flow (perm)	1825	0	0	1827	1728	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	501			398	707	
Travel Time (s)	8.5			6.8	16.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.67	0.67
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	942	4	8	964	4	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	946	0	0	972	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.96	0.96
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	62.3%
Analysis Period (min)	15
	ICU Level of Service B

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	867	4	7	887	3	5
Future Vol, veh/h	867	4	7	887	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	942	4	8	964	4	7

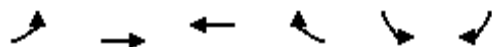
Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	946	0	1924 944
Stage 1	-	-	-	-	944 -
Stage 2	-	-	-	-	980 -
Critical Hdwy	-	-	4.14	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.236	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	717	-	73 318
Stage 1	-	-	-	-	378 -
Stage 2	-	-	-	-	364 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	717	-	71 318
Mov Cap-2 Maneuver	-	-	-	-	71 -
Stage 1	-	-	-	-	378 -
Stage 2	-	-	-	-	355 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	33.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	138	-	-	717	-
HCM Lane V/C Ratio	0.087	-	-	0.011	-
HCM Control Delay (s)	33.5	-	-	10.1	0
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lanes, Volumes, Timings
17: Crompond Road & Arlo Lane

2021 MOD Zoning Build
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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (vph)	44	828	874	5	3	20
Future Volume (vph)	44	828	874	5	3	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.884	
Flt Protected		0.997			0.993	
Satd. Flow (prot)	0	1761	1764	0	1690	0
Flt Permitted		0.997			0.993	
Satd. Flow (perm)	0	1761	1764	0	1690	0
Link Speed (mph)		40	40		30	
Link Distance (ft)		398	1145		795	
Travel Time (s)		6.8	19.5		18.1	
Peak Hour Factor	0.88	0.88	0.92	0.92	0.65	0.65
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	50	941	950	5	5	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	991	955	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		13	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.96	0.96
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	89.5%
Analysis Period (min)	15
	ICU Level of Service E

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↕	
Traffic Vol, veh/h	44	828	874	5	3	20
Future Vol, veh/h	44	828	874	5	3	20
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	50	941	950	5	5	31

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	955	0	-	0	1994 953
Stage 1	-	-	-	-	953 -
Stage 2	-	-	-	-	1041 -
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	712	-	-	-	66 314
Stage 1	-	-	-	-	375 -
Stage 2	-	-	-	-	340 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	712	-	-	-	56 314
Mov Cap-2 Maneuver	-	-	-	-	56 -
Stage 1	-	-	-	-	320 -
Stage 2	-	-	-	-	340 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	27.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	712	-	-	-	196
HCM Lane V/C Ratio	0.07	-	-	-	0.181
HCM Control Delay (s)	10.4	0	-	-	27.4
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6

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

2021 MOD Zoning Build
Weekday PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Lane Configurations		↕	↑	↗	↘					
Traffic Volume (vph)	38	793	846	767	619	33				
Future Volume (vph)	38	793	846	767	619	33				
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				
Frt				0.850	0.993					
Flt Protected		0.998			0.955					
Satd. Flow (prot)	0	1886	1827	1583	1825	0				
Flt Permitted		0.227			0.955					
Satd. Flow (perm)	0	429	1827	1583	1825	0				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				371	2					
Link Speed (mph)		45	45		45					
Link Distance (ft)		1145	370		990					
Travel Time (s)		17.3	5.6		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)	40	835	855	775	632	34				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	875	855	775	666	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Left	Left	Right	Left	Right				
Median Width(ft)		0	0		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

2021 MOD Zoning Build
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	90.0	90.0	55.0					
Actuated g/C Ratio		0.35	0.58	0.58	0.35					
v/c Ratio		5.76	0.81	0.72	1.03					
Control Delay		2164.8	20.3	18.7	90.8					
Queue Delay		0.0	49.9	4.7	27.7					
Total Delay		2164.8	70.2	23.4	118.5					
LOS		F	E	C	F					
Approach Delay		2164.8	47.9		118.5					
Approach LOS		F	D		F					

Intersection Summary

Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	155
Natural Cycle:	140
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	5.76
Intersection Signal Delay:	646.9
Intersection LOS:	F
Intersection Capacity Utilization:	117.3%
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

2021 MOD Zoning Build
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	1156	197	128	1340	65	219	46	92	53	42	54
Future Volume (vph)	49	1156	197	128	1340	65	219	46	92	53	42	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		0.993			0.900			0.951	
Flt Protected	0.950			0.950			0.950				0.983	
Satd. Flow (prot)	1678	1766	1501	1678	1754	0	1752	1550	0	0	1741	0
Flt Permitted	0.040			0.040			0.520				0.685	
Satd. Flow (perm)	71	1766	1501	71	1754	0	959	1550	0	0	1213	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			49		3			58			16	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		294			3721			466			589	
Travel Time (s)		4.5			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)	51	1204	205	129	1354	66	233	49	98	64	51	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	1204	205	129	1420	0	233	147	0	0	180	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

2021 MOD Zoning Build
 Weekday PM

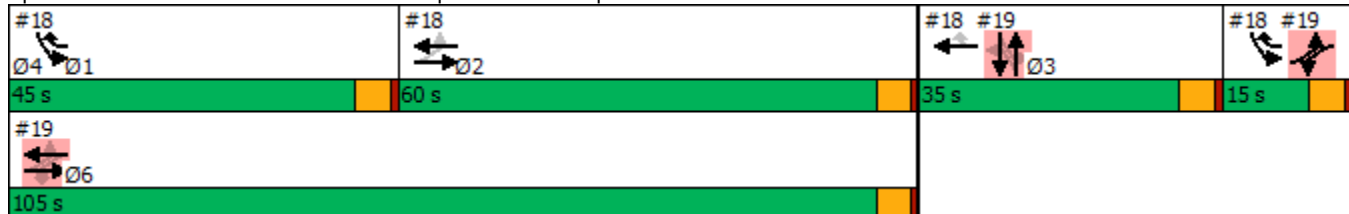


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	6		4	6			3			3	
Permitted Phases	6		6	6			3			3		
Detector Phase	4	6	6	4	6		3	3		3	3	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	8.0	8.0	8.0	8.0	8.0		21.0	21.0		21.0	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	0.33	1.06	0.21	0.84	1.25		1.26	0.42			0.73	
Control Delay	24.8	42.9	3.2	77.3	149.0		201.6	37.0			71.2	
Queue Delay	0.0	20.0	0.0	0.0	0.8		0.6	0.0			1.2	
Total Delay	24.8	63.0	3.2	77.3	149.7		202.2	37.0			72.4	
LOS	C	E	A	E	F		F	D			E	
Approach Delay		53.2			143.7			138.3			72.4	
Approach LOS		D			F			F			E	

Intersection Summary

Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	155
Natural Cycle:	140
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	5.76
Intersection Signal Delay:	102.5
Intersection LOS:	F
Intersection Capacity Utilization:	115.0%
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

2021 MOD Zoning Build
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	1160	56	29	1364	237	34	15	2	209	25	104
Future Volume (vph)	135	1160	56	29	1364	237	34	15	2	209	25	104
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				0.968			0.957	
Satd. Flow (prot)	1678	1691	0	1678	1766	1501	0	1972	0	0	1765	1666
Flt Permitted	0.070			0.076				0.544			0.731	
Satd. Flow (perm)	124	1691	0	134	1766	1501	0	1108	0	0	1348	1614
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				185		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)	152	1303	63	33	1533	266	48	21	3	227	27	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	1366	0	33	1533	266	0	72	0	0	254	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)		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

2021 MOD Zoning Build
Weekday PM

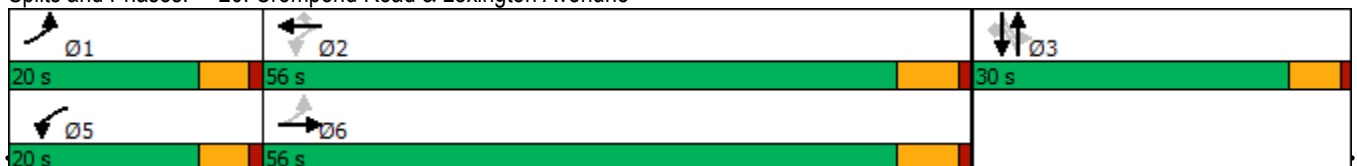


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0		0.0								0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			3			3	
Permitted Phases	6			2		2	3			3		3
Detector Phase	1	6		5	2	2	3	3		3	3	3
Switch 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)	65.3	58.4		56.7	50.3	50.3		21.5			21.5	21.5
Actuated g/C Ratio	0.67	0.60		0.58	0.52	0.52		0.22			0.22	0.22
v/c Ratio	0.66	1.34		0.20	1.68	0.31		0.29			0.85	0.27
Control Delay	30.9	182.9		10.0	333.2	6.1		34.6			62.9	13.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	30.9	182.9		10.0	333.2	6.1		34.6			62.9	13.3
LOS	C	F		A	F	A		C			E	B
Approach Delay		167.7			279.9			34.6			47.6	
Approach LOS		F			F			C			D	

Intersection Summary

Area Type:	Other
Cycle Length:	106
Actuated Cycle Length:	97.2
Natural Cycle:	150
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.68
Intersection Signal Delay:	207.8
Intersection LOS:	F
Intersection Capacity Utilization:	109.9%
ICU Level of Service:	H
Analysis Period (min):	15

Splits and Phases: 20: Crompond Road & Lexington Avenue



Lanes, Volumes, Timings
 21: Locust Avenue & Bear Mountain Parkway

2021 MOD Zoning Build
 Weekday PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	663	35	3	750	6	6
Future Volume (vph)	663	35	3	750	6	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.865	
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1726	0	1652	1739	0	1504
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1726	0	1652	1739	0	1504
Link Speed (mph)	45			45	30	
Link Distance (ft)	777			1983	85	
Travel Time (s)	11.8			30.0	1.9	
Peak Hour Factor	0.91	0.91	0.94	0.94	0.88	0.88
Adj. Flow (vph)	729	38	3	798	7	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	767	0	3	798	7	7
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	20			20	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9		15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑		↔
Traffic Vol, veh/h	663	35	3	750	6	6
Future Vol, veh/h	663	35	3	750	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	729	38	3	798	7	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	767	0	1552 748
Stage 1	-	-	-	-	748 -
Stage 2	-	-	-	-	804 -
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	-	-	847	-	125 412
Stage 1	-	-	-	-	468 -
Stage 2	-	-	-	-	440 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	847	-	125 412
Mov Cap-2 Maneuver	-	-	-	-	125 -
Stage 1	-	-	-	-	468 -
Stage 2	-	-	-	-	438 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	412	-	-	847	-
HCM Lane V/C Ratio	0.017	-	-	0.004	-
HCM Control Delay (s)	13.9	-	-	9.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
 22: Arlo Lane & Bear Mountain Parkway/Bear Montain Parkway

2021 MOD Zoning Build
 Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	650	34	0	801	4	52	1	0	2	0	11
Future Volume (vph)	5	650	34	0	801	4	52	1	0	2	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Storage Length (ft)	130		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	0		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 _t		0.993			0.999							0.886
Fl _t Protected	0.950							0.953				0.992
Satd. Flow (prot)	1652	1726	0	1739	1737	0	0	1657	0	0	1528	0
Fl _t Permitted	0.950							0.953				0.992
Satd. Flow (perm)	1652	1726	0	1739	1737	0	0	1657	0	0	1528	0
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1983			990			795				596
Travel Time (s)		30.0			15.0			18.1				13.5
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.63	0.63	0.63	0.41	0.41	0.41
Adj. Flow (vph)	5	714	37	0	852	4	83	2	0	5	0	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	751	0	0	856	0	0	85	0	0	32	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)		10			10			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	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	58.7%
ICU Level of Service	B
Analysis Period (min)	15

Intersection

Int Delay, s/veh 11.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑		↘	↑			↕			↕	
Traffic Vol, veh/h	5	650	34	0	801	4	52	1	0	2	0	11
Future Vol, veh/h	5	650	34	0	801	4	52	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	714	37	0	852	4	83	2	0	5	0	27

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	856	0	0	751
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	784	-	-	858
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	784	-	-	858
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	225.6	22.3
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	77	784	-	-	858	-	-	240
HCM Lane V/C Ratio	1.093	0.007	-	-	-	-	-	0.132
HCM Control Delay (s)	225.6	9.6	-	-	0	-	-	22.3
HCM Lane LOS	F	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	6.1	0	-	-	0	-	-	0.4

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

Lanes, Volumes, Timings
23: Locust Avenue & Old Locust Avenue

2021 MOD Zoning Build
Weekday PM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	3	9	1	4	34
Future Volume (vph)	3	3	9	1	4	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.988			
Flt Protected	0.976					0.995
Satd. Flow (prot)	1638	0	1718	0	0	1792
Flt Permitted	0.976					0.995
Satd. Flow (perm)	1638	0	1718	0	0	1792
Link Speed (mph)	30		30			30
Link Distance (ft)	401		1312			85
Travel Time (s)	9.1		29.8			1.9
Peak Hour Factor	0.75	0.75	0.88	0.88	0.83	0.83
Adj. Flow (vph)	4	4	10	1	5	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	11	0	0	46
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.09	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	15.1%
Analysis Period (min)	15
	ICU Level of Service A

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	34
Future Vol, veh/h	3	3	9	1	4	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	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	41

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	62	11	0	0	11	0
Stage 1	11	-	-	-	-	-
Stage 2	51	-	-	-	-	-
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	944	1070	-	-	1608	-
Stage 1	1012	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	941	1070	-	-	1608	-
Mov Cap-2 Maneuver	941	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	968	-	-	-	-	-

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)	-	-	1001	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

Lanes, Volumes, Timings
 26: Crompond Road & Cortlandt Pitch Driveway

2021 MOD Zoning Build
 Weekday PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↗		↗
Traffic Volume (vph)	0	1412	1568	45	0	45
Future Volume (vph)	0	1412	1568	45	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			125	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	1827	1827	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	1827	1827	1583	0	1611
Link Speed (mph)		45	45		10	
Link Distance (ft)		370	294		478	
Travel Time (s)		5.6	4.5		32.6	
Peak Hour Factor	0.95	0.95	0.99	0.99	0.60	0.60
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	0	1486	1584	45	0	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1486	1584	45	0	75
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	92.5%			ICU Level of Service F		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↑		↑
Traffic Vol, veh/h	0	1412	1568	45	0	45
Future Vol, veh/h	0	1412	1568	45	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	125	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	99	99	60	60
Heavy Vehicles, %	4	4	4	2	2	2
Mvmt Flow	0	1486	1584	45	0	75

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 1584
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.318
Pot Cap-1 Maneuver	0	-	- 0 0 134
Stage 1	0	-	- 0 0 -
Stage 2	0	-	- 0 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 134
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	61.6
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	134
HCM Lane V/C Ratio	-	-	0.56
HCM Control Delay (s)	-	-	61.6
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	2.8

Lanes, Volumes, Timings
63: Lafayette Avenue & Rige Road

2021 MOD Zoning Build
Weekday PM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	37	157	231	58	169
Future Volume (vph)	7	37	157	231	58	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	15	12	12	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.887		0.920			
Flt Protected	0.992					0.987
Satd. Flow (prot)	1694	0	1885	0	0	1900
Flt Permitted	0.992					0.987
Satd. Flow (perm)	1694	0	1885	0	0	1900
Link Speed (mph)	30		30			30
Link Distance (ft)	933		536			1474
Travel Time (s)	21.2		12.2			33.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	40	171	251	63	184
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	422	0	0	247
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	13		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	1.00	0.88	1.00	1.00	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.9%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	37	152	11	39	169
Future Vol, veh/h	7	37	152	11	39	169
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	40	165	12	42	184

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	439	171	0	0	177
Stage 1	171	-	-	-	-
Stage 2	268	-	-	-	-
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	873	-	-	1399
Stage 1	859	-	-	-	-
Stage 2	777	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	556	873	-	-	1399
Mov Cap-2 Maneuver	556	-	-	-	-
Stage 1	859	-	-	-	-
Stage 2	751	-	-	-	-





















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)	-	-	800	1399
HCM Lane V/C Ratio	-	-	0.06	0.03
HCM Control Delay (s)	-	-	9.8	7.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Synchro Analysis
2021 With Mitigation – MOD
Development Plan

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

2021 MOD Development Plan Mitigation
Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	353	181	69	300	10	95	6	49	50	35	88
Future Volume (vph)	25	353	181	69	300	10	95	6	49	50	35	88
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		0.949			0.995			0.866				0.850
Flt Protected	0.950			0.950			0.950				0.971	
Satd. Flow (prot)	1711	3205	0	1711	3341	0	1711	1613	0	0	1688	1478
Flt Permitted	0.553			0.417			0.674				0.781	
Satd. Flow (perm)	996	3205	0	751	3341	0	1214	1613	0	0	1358	1478
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		112			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	388	199	73	319	11	116	7	60	76	53	133
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	587	0	73	330	0	116	67	0	0	129	133
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

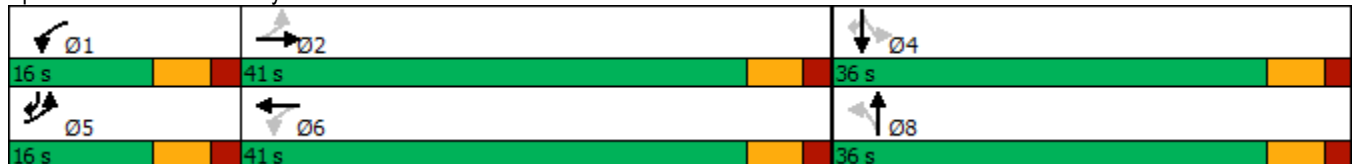
2021 MOD Development Plan Mitigation
Weekday AM

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	38.8		41.8	39.3		11.8	11.8			11.8	19.6
Actuated g/C Ratio	0.62	0.59		0.64	0.60		0.18	0.18			0.18	0.30
v/c Ratio	0.04	0.30		0.13	0.17		0.53	0.23			0.53	0.30
Control Delay	5.4	9.3		5.7	10.0		36.7	27.5			35.6	19.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	5.4	9.3		5.7	10.0		36.7	27.5			35.6	19.6
LOS	A	A		A	A		D	C			D	B
Approach Delay		9.1			9.2			33.4			27.5	
Approach LOS		A			A			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	93
Actuated Cycle Length:	65.7
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.53
Intersection Signal Delay:	15.5
Intersection LOS:	B
Intersection Capacity Utilization:	46.6%
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

2021 MOD Development Plan Mitigation
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	375	34	199	385	8	15	6	226	6	2	11
Future Volume (vph)	7	375	34	199	385	8	15	6	226	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		0.987			0.997				0.850		0.923	
Flt Protected	0.950			0.950				0.965			0.984	
Satd. Flow (prot)	1652	3372	0	1770	3398	0	0	1798	1583	0	1805	0
Flt Permitted	0.491			0.490				0.767			0.884	
Satd. Flow (perm)	854	3372	0	913	3398	0	0	1429	1583	0	1621	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			2				240		16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1740			689			1934			260	
Travel Time (s)		39.5			15.7			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	417	38	229	443	9	16	6	240	9	3	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	455	0	229	452	0	0	22	240	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

2021 MOD Development Plan Mitigation
Weekday AM

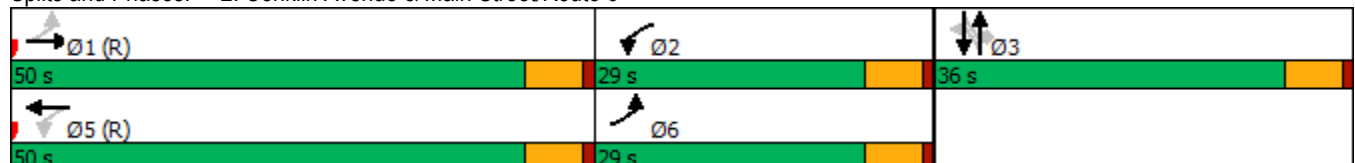


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	6	1		2	5			3				3
Permitted Phases	1			5			3		3	3		
Detector Phase	6	1		2	5		3	3	3	3		3
Switch Phase												
Minimum Initial (s)	2.0	10.0		5.0	10.0		2.0	2.0	2.0	2.0		2.0
Minimum Split (s)	8.0	16.0		11.0	16.0		36.0	36.0	36.0	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)	89.0	84.3		94.0	93.0			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	0.18		0.29	0.16			0.23	0.73			0.23
Control Delay	2.7	5.2		3.8	3.3			54.5	19.6			32.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	2.7	5.2		3.8	3.3			54.5	19.6			32.9
LOS	A	A		A	A			D	B			C
Approach Delay		5.1			3.5			22.5				32.9
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: 0.73
 Intersection Signal Delay: 8.1
 Intersection LOS: A
 Intersection Capacity Utilization 44.0%
 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)	73	552	161	87	559	38	104	131	184	115	141	99
Future Volume (vph)	73	552	161	87	559	38	104	131	184	115	141	99
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			0.913				0.938
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1743	0	1752	1778	0	1752	1684	0	1752	1730	0
Flt Permitted	0.161			0.095			0.366			0.177		
Satd. Flow (perm)	297	1743	0	175	1778	0	675	1684	0	327	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)	78	587	171	100	643	44	116	146	204	128	157	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	758	0	100	687	0	116	350	0	128	267	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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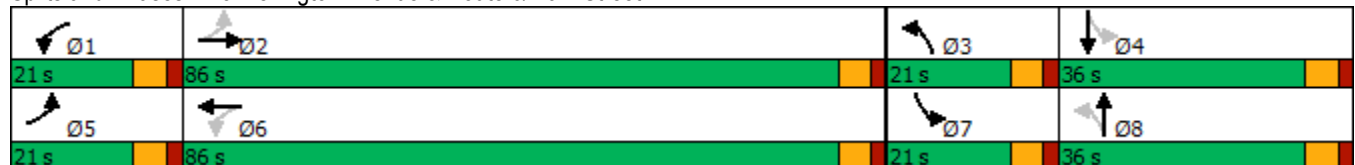


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2				6		8				4	
Detector Phase	5	2			1	6	3	8			7	4
Switch Phase												
Minimum Initial (s)	3.0	10.0			3.0	10.0	3.0	3.0			3.0	3.0
Minimum Split (s)	9.0	35.0			9.0	40.0	9.0	29.0			9.0	9.0
Total Split (s)	21.0	86.0			21.0	86.0	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)	72.6	65.0			73.9	65.6	41.6	30.6			43.8	31.6
Actuated g/C Ratio	0.52	0.46			0.53	0.47	0.30	0.22			0.31	0.23
v/c Ratio	0.34	0.93			0.54	0.83	0.41	0.96			0.57	0.68
Control Delay	17.6	54.0			25.0	41.5	40.3	92.4			46.3	63.3
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	17.6	54.0			25.0	41.5	40.3	92.4			46.3	63.3
LOS	B	D			C	D	D	F			D	E
Approach Delay	50.6				39.4		79.5				57.8	
Approach LOS	D				D		E				E	










Intersection Summary

Area Type:	Other
Cycle Length:	164
Actuated Cycle Length:	140.4
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.96
Intersection Signal Delay:	53.6
Intersection LOS:	D
Intersection Capacity Utilization:	88.2%
ICU Level of Service:	E
Analysis Period (min):	15

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



Lanes, Volumes, Timings
4: Dayton Lane & North Driveway

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	45	53	97	52	56	229
Future Volume (vph)	45	53	97	52	56	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.927		0.953			
Flt Protected	0.977					0.990
Satd. Flow (prot)	1687	0	2012	0	0	2090
Flt Permitted	0.977					0.990
Satd. Flow (perm)	1687	0	2012	0	0	2090
Link Speed (mph)	30		30			30
Link Distance (ft)	238		247			256
Travel Time (s)	5.4		5.6			5.8
Peak Hour Factor	0.85	0.85	0.89	0.89	0.95	0.95
Adj. Flow (vph)	53	62	109	58	59	241
Shared Lane Traffic (%)						
Lane Group Flow (vph)	115	0	167	0	0	300
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.85	0.85	0.85	0.85
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	39.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	53	97	52	56	229
Future Vol, veh/h	45	53	97	52	56	229
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	53	62	109	58	59	241

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	497	138	0	0	167
Stage 1	138	-	-	-	-
Stage 2	359	-	-	-	-
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	532	910	-	-	1411
Stage 1	889	-	-	-	-
Stage 2	707	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	506	910	-	-	1411
Mov Cap-2 Maneuver	506	-	-	-	-
Stage 1	889	-	-	-	-
Stage 2	673	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	1.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	666	1411
HCM Lane V/C Ratio	-	-	0.173	0.042
HCM Control Delay (s)	-	-	11.5	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1

Lanes, Volumes, Timings
5: Dayton Lane & South Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	34	17	132	83	22	252
Future Volume (vph)	34	17	132	83	22	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.956		0.948			
Flt Protected	0.967					0.996
Satd. Flow (prot)	1722	0	2001	0	0	2103
Flt Permitted	0.967					0.996
Satd. Flow (perm)	1722	0	2001	0	0	2103
Link Speed (mph)	30		30			30
Link Distance (ft)	280		887			247
Travel Time (s)	6.4		20.2			5.6
Peak Hour Factor	0.88	0.88	0.93	0.93	0.85	0.85
Adj. Flow (vph)	39	19	142	89	26	296
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	231	0	0	322
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.85	0.85	0.85	0.85
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.8%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	17	132	83	22	252
Future Vol, veh/h	34	17	132	83	22	252
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	39	19	142	89	26	296

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	535	187	0	0	231
Stage 1	187	-	-	-	-
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	506	855	-	-	1337
Stage 1	845	-	-	-	-
Stage 2	715	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	494	855	-	-	1337
Mov Cap-2 Maneuver	494	-	-	-	-
Stage 1	845	-	-	-	-
Stage 2	699	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	575	1337
HCM Lane V/C Ratio	-	-	0.101	0.019
HCM Control Delay (s)	-	-	12	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Lanes, Volumes, Timings
6: Crompond Road & Dayton Lane

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	113	606	390	158	175	59
Future Volume (vph)	113	606	390	158	175	59
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	0.408				0.950	
Satd. Flow (perm)	721	1888	1873	0	2006	1794
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			44			71
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)	133	713	406	165	211	71
Shared Lane Traffic (%)						
Lane Group Flow (vph)	133	713	571	0	211	71
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



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	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)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
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)	77.7	77.7	78.7		16.3	16.3
Actuated g/C Ratio	0.74	0.74	0.75		0.16	0.16
v/c Ratio	0.25	0.51	0.40		0.68	0.21
Control Delay	6.5	7.9	3.0		52.6	10.1
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	6.5	7.9	3.0		52.6	10.1
LOS	A	A	A		D	B
Approach Delay		7.6	3.0		41.9	
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: 0.68
 Intersection Signal Delay: 11.8
 Intersection LOS: B
 Intersection Capacity Utilization 59.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 6: Crompond Road & Dayton Lane



Lanes, Volumes, Timings
7: Buttonwood Avenue & Crompond Road

2021 MOD Development Plan Mitigation
Weekday AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	768	3	6	538	9	8
Future Volume (vph)	768	3	6	538	9	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Storage Length (ft)		0	50		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 _t					0.936	
Fl _t Protected			0.950		0.975	
Satd. Flow (prot)	1827	0	1736	1827	1870	0
Fl _t Permitted			0.950		0.975	
Satd. Flow (perm)	1827	0	1736	1827	1870	0
Link Speed (mph)	40			40	25	
Link Distance (ft)	734			198	355	
Travel Time (s)	12.5			3.4	9.7	
Peak Hour Factor	0.89	0.89	0.93	0.93	0.39	0.39
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	863	3	6	578	23	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	866	0	6	578	44	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.6%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	768	3	6	538	9	8
Future Vol, veh/h	768	3	6	538	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	863	3	6	578	23	21

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	866	0	1455 865
Stage 1	-	-	-	-	865 -
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	-	-	769	-	143 353
Stage 1	-	-	-	-	412 -
Stage 2	-	-	-	-	554 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	769	-	142 353
Mov Cap-2 Maneuver	-	-	-	-	142 -
Stage 1	-	-	-	-	412 -
Stage 2	-	-	-	-	550 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	28.2
HCM LOS			D

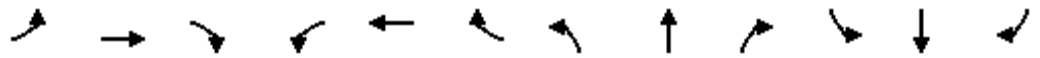
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	198	-	-	769	-
HCM Lane V/C Ratio	0.22	-	-	0.008	-
HCM Control Delay (s)	28.2	-	-	9.7	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Lanes, Volumes, Timings

2021 MOD Development Plan Mitigation

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)	105	605	66	104	500	242	44	3	72	0	0	0
Future Volume (vph)	105	605	66	104	500	242	44	3	72	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		1.00	0.99			0.98	0.96			
Fr _t		0.985			0.951				0.850			
Fl _t Protected	0.950			0.950				0.955				
Satd. Flow (prot)	1736	1793	0	1736	1724	0	0	1779	1583	0	0	0
Fl _t Permitted	0.318			0.350				0.955				
Satd. Flow (perm)	580	1793	0	636	1724	0	0	1741	1516	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			53				96			
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)	112	644	70	109	526	255	59	4	96	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	714	0	109	781	0	0	63	96	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				

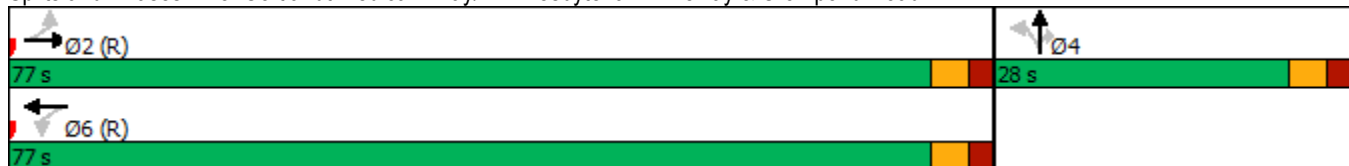


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm			
Protected Phases		2			6			4				
Permitted Phases	2			6			4		4			
Detector Phase	2	2		6	6		4	4	4			
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0			
Minimum Split (s)	32.0	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	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)	83.3	83.3		83.3	83.3			11.7	11.7			
Actuated g/C Ratio	0.79	0.79		0.79	0.79			0.11	0.11			
v/c Ratio	0.24	0.50		0.22	0.57			0.33	0.38			
Control Delay	4.1	4.2		1.6	1.9			45.1	12.1			
Queue Delay	0.0	0.1		0.0	0.2			0.0	0.0			
Total Delay	4.1	4.3		1.6	2.1			45.1	12.2			
LOS	A	A		A	A			D	B			
Approach Delay		4.3			2.1			25.2				
Approach LOS		A			A			C				

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 97 (92%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 5.0
 Intersection LOS: A
 Intersection Capacity Utilization 67.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 8: Cortlandt Medical Dway/NY Presbyterian Driveway & Crompond Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	638	39	56	752	0	55	0	78	61	16	39
Future Volume (vph)	0	638	39	56	752	0	55	0	78	61	16	39
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	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		0.992						0.921			0.895	
Flt Protected				0.950				0.980		0.950		
Satd. Flow (prot)	0	1808	0	1736	1827	0	0	1569	0	1770	1667	0
Flt Permitted				0.226				0.836		0.950		
Satd. Flow (perm)	0	1808	0	413	1827	0	0	1339	0	1770	1667	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4						135			45	
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	679	41	58	783	0	63	0	89	71	19	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	720	0	58	783	0	0	152	0	71	64	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		2	2		2	2	
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)		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		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												

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

2021 MOD Development Plan Mitigation

Weekday AM

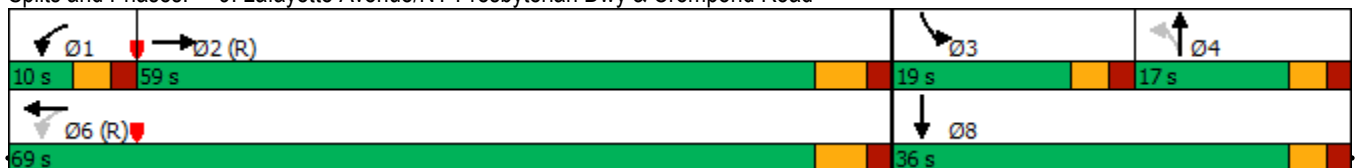


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type		NA		pm+pt	NA		Perm	NA		Prot	NA	
Protected Phases		2		1	6			4		3	8	
Permitted Phases				6			4					
Detector Phase		2		1	6		4	4		3	8	
Switch Phase												
Minimum Initial (s)		10.0		5.0	10.0		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	
Total Split (s)		59.0		10.0	69.0		17.0	17.0		19.0	36.0	
Total Split (%)		56.2%		9.5%	65.7%		16.2%	16.2%		18.1%	34.3%	
Maximum Green (s)		53.0		5.0	63.0		12.0	12.0		14.0	31.0	
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	
Total Lost Time (s)		6.0		5.0	6.0			5.0		5.0	5.0	
Lead/Lag		Lag		Lead			Lag	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	
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)		63.4		73.5	72.5			8.7		10.2	21.5	
Actuated g/C Ratio		0.60		0.70	0.69			0.08		0.10	0.20	
v/c Ratio		0.66		0.16	0.62			0.65		0.42	0.17	
Control Delay		13.8		5.3	7.4			23.8		51.1	13.8	
Queue Delay		0.2		0.0	0.1			0.0		0.0	0.0	
Total Delay		14.0		5.3	7.6			23.8		51.1	13.8	
LOS		B		A	A			C		D	B	
Approach Delay		14.0			7.4			23.8			33.4	
Approach LOS		B			A			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 104 (99%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 13.2
 Intersection LOS: B
 Intersection Capacity Utilization 68.0%
 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

2021 MOD Development Plan Mitigation
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	195	536	46	52	552	22	46	12	52	75	12	210
Future Volume (vph)	195	536	46	52	552	22	46	12	52	75	12	210
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		0.988			0.995			0.878			0.857	
Flt Protected	0.950				0.996		0.950			0.950		
Satd. Flow (prot)	1678	1808	0	0	1813	0	1770	1635	0	1711	1596	0
Flt Permitted	0.319				0.912		0.400			0.711		
Satd. Flow (perm)	563	1808	0	0	1660	0	745	1635	0	1280	1596	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			3			57				266
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	602	50	57	673	27	50	13	57	95	13	266
Shared Lane Traffic (%)												
Lane Group Flow (vph)	219	652	0	0	757	0	50	70	0	95	279	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		pm+pt	NA		pm+pt	NA	

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

2021 MOD Development Plan Mitigation
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	
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)	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		Lead	Lag	
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	None	C-Max		C-Max	C-Max		None	None		None	None	
Act Effct Green (s)	77.0	76.0			65.6		14.0	10.0		14.0	10.0	
Actuated g/C Ratio	0.73	0.72			0.62		0.13	0.10		0.13	0.10	
v/c Ratio	0.47	0.50			0.73		0.34	0.34		0.50	0.71	
Control Delay	7.8	7.4			19.3		42.3	20.7		47.7	17.8	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	7.8	7.4			19.3		42.3	20.7		47.7	17.8	
LOS	A	A			B		D	C		D	B	
Approach Delay		7.5			19.3			29.7			25.4	
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:	80
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.73
Intersection Signal Delay:	16.1
Intersection LOS:	B
Intersection Capacity Utilization:	99.5%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 10: Crompond Road & Conklin Avenue



Lanes, Volumes, Timings
11: Tamarack Drive & Crompond Road

2021 MOD Development Plan Mitigation
Weekday AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	602	8	2	567	21	10
Future Volume (vph)	602	8	2	567	21	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998			0.956		
Flt Protected				0.967		
Satd. Flow (prot)	1762	0	0	1766	1837	0
Flt Permitted				0.967		
Satd. Flow (perm)	1762	0	0	1766	1837	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	962			840	649	
Travel Time (s)	16.4			14.3	14.8	
Peak Hour Factor	0.90	0.90	0.83	0.83	0.78	0.78
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	669	9	2	683	27	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	678	0	0	685	40	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.92	0.92
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.2%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	602	8	2	567	21	10
Future Vol, veh/h	602	8	2	567	21	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	669	9	2	683	27	13

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	678	0	1361
Stage 1	-	-	-	-	674
Stage 2	-	-	-	-	687
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	-	-	905	-	163
Stage 1	-	-	-	-	506
Stage 2	-	-	-	-	499
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	905	-	162
Mov Cap-2 Maneuver	-	-	-	-	162
Stage 1	-	-	-	-	506
Stage 2	-	-	-	-	497

Approach	EB	WB	NB
HCM Control Delay, s	0	0	26.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	204	-	-	905	-
HCM Lane V/C Ratio	0.195	-	-	0.003	-
HCM Control Delay (s)	26.9	-	-	9	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Lanes, Volumes, Timings
12: Dimond Avenue/Shipleigh Drive & Crompond Road

2021 MOD Development Plan Mitigation
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	594	0	9	559	0	4	0	29	0	0	10
Future Volume (vph)	0	594	0	9	559	0	4	0	29	0	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	14	14	14	16	16	16
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								0.882			0.865	
Flt Protected					0.999			0.994				
Satd. Flow (prot)	0	1766	0	0	1825	0	0	1742	0	0	1826	0
Flt Permitted					0.999			0.994				
Satd. Flow (perm)	0	1766	0	0	1825	0	0	1742	0	0	1826	0
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		840			665			264			586	
Travel Time (s)		14.3			11.3			6.0			13.3	
Peak Hour Factor	0.84	0.84	0.84	0.95	0.95	0.95	0.67	0.67	0.67	0.63	0.63	0.63
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	707	0	9	588	0	6	0	43	0	0	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	707	0	0	597	0	0	49	0	0	16	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	48.9%
ICU Level of Service	A
Analysis Period (min)	15

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	594	0	9	559	0	4	0	29	0	0	10
Future Vol, veh/h	0	594	0	9	559	0	4	0	29	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	707	0	9	588	0	6	0	43	0	0	16

















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	588	0	0	707	0	0	1321	1313	707	1335	1313	588
Stage 1	-	-	-	-	-	-	707	707	-	606	606	-
Stage 2	-	-	-	-	-	-	614	606	-	729	707	-
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	977	-	-	882	-	-	134	158	435	131	158	509
Stage 1	-	-	-	-	-	-	426	438	-	484	487	-
Stage 2	-	-	-	-	-	-	479	487	-	414	438	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	977	-	-	882	-	-	128	156	435	117	156	509
Mov Cap-2 Maneuver	-	-	-	-	-	-	128	156	-	117	156	-
Stage 1	-	-	-	-	-	-	426	438	-	484	480	-
Stage 2	-	-	-	-	-	-	457	480	-	373	438	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			17.5			12.3		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	337	977	-	-	882	-	-	509
HCM Lane V/C Ratio	0.146	-	-	-	0.011	-	-	0.031
HCM Control Delay (s)	17.5	0	-	-	9.1	0	-	12.3
HCM Lane LOS	C	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.1

Lanes, Volumes, Timings
13: Crompond Road & Locust Avenue

2021 MOD Development Plan Mitigation
Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	602	0	0	552	8	0	0	0	57	0	21
Future Volume (vph)	9	602	0	0	552	8	0	0	0	57	0	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	12	12	12	11	11	11
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					0.998							0.963
Flt Protected		0.999										0.965
Satd. Flow (prot)	0	1764	0	0	1823	0	0	1863	0	0	1673	0
Flt Permitted		0.999										0.965
Satd. Flow (perm)	0	1764	0	0	1823	0	0	1863	0	0	1673	0
Link Speed (mph)		40			40			10			30	
Link Distance (ft)		665			435			148			1312	
Travel Time (s)		11.3			7.4			10.1			29.8	
Peak Hour Factor	0.87	0.87	0.87	0.96	0.96	0.96	0.92	0.92	0.92	0.79	0.79	0.79
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	10	692	0	0	575	8	0	0	0	72	0	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	702	0	0	583	0	0	0	0	0	99	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.0%
Analysis Period (min)	15
	ICU Level of Service A

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	602	0	0	552	8	0	0	0	57	0	21
Future Vol, veh/h	9	602	0	0	552	8	0	0	0	57	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	692	0	0	575	8	0	0	0	72	0	27

















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	583	0	0	692	0	0	1305	1295	692	1291	1291	579
Stage 1	-	-	-	-	-	-	712	712	-	579	579	-
Stage 2	-	-	-	-	-	-	593	583	-	712	712	-
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	982	-	-	894	-	-	137	162	444	140	163	515
Stage 1	-	-	-	-	-	-	423	436	-	501	501	-
Stage 2	-	-	-	-	-	-	492	499	-	423	436	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	982	-	-	894	-	-	128	159	444	138	160	515
Mov Cap-2 Maneuver	-	-	-	-	-	-	128	159	-	138	160	-
Stage 1	-	-	-	-	-	-	416	429	-	492	501	-
Stage 2	-	-	-	-	-	-	467	499	-	416	429	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	50.9
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	982	-	-	894	-	-	172
HCM Lane V/C Ratio	-	0.011	-	-	-	-	-	0.574
HCM Control Delay (s)	0	8.7	0	-	0	-	-	50.9
HCM Lane LOS	A	A	A	-	A	-	-	F
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	3

Lanes, Volumes, Timings
14: Cresview Avenue & Crompond Road

2021 MOD Development Plan Mitigation
Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	654	5	2	561	0	9	0	7	0	0	0
Future Volume (vph)	0	654	5	2	561	0	9	0	7	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12	12	12
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		0.999						0.941				
Flt Protected								0.973				
Satd. Flow (prot)	0	1764	0	0	1827	0	0	1706	0	0	1863	0
Flt Permitted								0.973				
Satd. Flow (perm)	0	1764	0	0	1827	0	0	1706	0	0	1863	0
Link Speed (mph)		40			40			30			10	
Link Distance (ft)		435			345			517			63	
Travel Time (s)		7.4			5.9			11.8			4.3	
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.67	0.67	0.67	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	696	5	2	591	0	13	0	10	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	701	0	0	593	0	0	23	0	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	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
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	44.7%
Analysis Period (min)	15
	ICU Level of Service A

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	654	5	2	561	0	9	0	7	0	0	0
Future Vol, veh/h	0	654	5	2	561	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	696	5	2	591	0	13	0	10	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	591	0	0	701	0	0	1294	1294	699	1299	1296	591
Stage 1	-	-	-	-	-	-	699	699	-	595	595	-
Stage 2	-	-	-	-	-	-	595	595	-	704	701	-
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	975	-	-	887	-	-	139	163	440	138	162	507
Stage 1	-	-	-	-	-	-	430	442	-	491	492	-
Stage 2	-	-	-	-	-	-	491	492	-	428	441	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	975	-	-	887	-	-	139	163	440	134	162	507
Mov Cap-2 Maneuver	-	-	-	-	-	-	139	163	-	134	162	-
Stage 1	-	-	-	-	-	-	430	442	-	491	491	-
Stage 2	-	-	-	-	-	-	490	491	-	418	441	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			25.7			0		
HCM LOS							D			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	198	975	-	-	887	-	-	-
HCM Lane V/C Ratio	0.121	-	-	-	0.002	-	-	-
HCM Control Delay (s)	25.7	0	-	-	9.1	0	-	0
HCM Lane LOS	D	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	-

Lanes, Volumes, Timings
15: Forest Avenue & Crompond Road



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	663	4	5	565	3	7
Future Volume (vph)	663	4	5	565	3	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.907		
Flt Protected				0.985		
Satd. Flow (prot)	1825	0	0	1827	1775	0
Flt Permitted				0.985		
Satd. Flow (perm)	1825	0	0	1827	1775	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	345			501	905	
Travel Time (s)	5.9			8.5	20.6	
Peak Hour Factor	0.91	0.91	0.86	0.86	0.63	0.63
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	729	4	6	657	5	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	733	0	0	663	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	45.1% ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	663	4	5	565	3	7
Future Vol, veh/h	663	4	5	565	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	729	4	6	657	5	11

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	733	0	1400
Stage 1	-	-	-	-	731
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	-	-	863	-	155
Stage 1	-	-	-	-	476
Stage 2	-	-	-	-	509
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	863	-	153
Mov Cap-2 Maneuver	-	-	-	-	153
Stage 1	-	-	-	-	476
Stage 2	-	-	-	-	503

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	18.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	276	-	-	863	-
HCM Lane V/C Ratio	0.058	-	-	0.007	-
HCM Control Delay (s)	18.8	-	-	9.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings
16: Rick Lane & Crompond Road



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	668	2	4	566	4	3
Future Volume (vph)	668	2	4	566	4	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.944	
Flt Protected					0.972	
Satd. Flow (prot)	1827	0	0	1827	1766	0
Flt Permitted					0.972	
Satd. Flow (perm)	1827	0	0	1827	1766	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	501			398	707	
Travel Time (s)	8.5			6.8	16.1	
Peak Hour Factor	0.91	0.91	0.84	0.84	0.58	0.58
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	734	2	5	674	7	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	736	0	0	679	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.96	0.96
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	45.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	668	2	4	566	4	3
Future Vol, veh/h	668	2	4	566	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	734	2	5	674	7	5

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	736	0	1419
Stage 1	-	-	-	-	735
Stage 2	-	-	-	-	684
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	-	-	860	-	151
Stage 1	-	-	-	-	474
Stage 2	-	-	-	-	501
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	860	-	150
Mov Cap-2 Maneuver	-	-	-	-	150
Stage 1	-	-	-	-	474
Stage 2	-	-	-	-	496

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)	207	-	-	860	-
HCM Lane V/C Ratio	0.058	-	-	0.006	-
HCM Control Delay (s)	23.5	-	-	9.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings
17: Crompond Road & Arlo Lane



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (vph)	15	656	541	22	4	29
Future Volume (vph)	15	656	541	22	4	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995		0.883	
Flt Protected		0.999			0.994	
Satd. Flow (prot)	0	1764	1757	0	1689	0
Flt Permitted		0.999			0.994	
Satd. Flow (perm)	0	1764	1757	0	1689	0
Link Speed (mph)		40	40		30	
Link Distance (ft)		398	1145		795	
Travel Time (s)		6.8	19.5		18.1	
Peak Hour Factor	0.95	0.95	0.90	0.90	0.72	0.72
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	16	691	601	24	6	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	707	625	0	46	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		13	13		13	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.96	0.96
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	56.6%
Analysis Period (min)	15
	ICU Level of Service B

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↕	
Traffic Vol, veh/h	15	656	541	22	4	29
Future Vol, veh/h	15	656	541	22	4	29
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	16	691	601	24	6	40

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	625	0	0	1336	613
Stage 1	-	-	-	613	-
Stage 2	-	-	-	723	-
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	947	-	-	169	492
Stage 1	-	-	-	541	-
Stage 2	-	-	-	481	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	947	-	-	164	492
Mov Cap-2 Maneuver	-	-	-	164	-
Stage 1	-	-	-	526	-
Stage 2	-	-	-	481	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	947	-	-	-	396
HCM Lane V/C Ratio	0.017	-	-	-	0.116
HCM Control Delay (s)	8.9	0	-	-	15.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

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

2021 MOD Development Plan Mitigation
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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Lane Configurations										
Traffic Volume (vph)	31	629	551	475	786	12				
Future Volume (vph)	31	629	551	475	786	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 _t				0.850	0.998					
Fl _t Protected	0.950				0.953					
Satd. Flow (prot)	1829	1888	1827	1583	1831	0				
Fl _t Permitted	0.236				0.953					
Satd. Flow (perm)	454	1888	1827	1583	1831	0				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				353	1					
Link Speed (mph)		45	45		45					
Link Distance (ft)		1145	382		990					
Travel Time (s)		17.3	5.8		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)	33	669	580	500	873	13				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	33	669	580	500	886	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	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

2021 MOD Development Plan Mitigation
Weekday AM

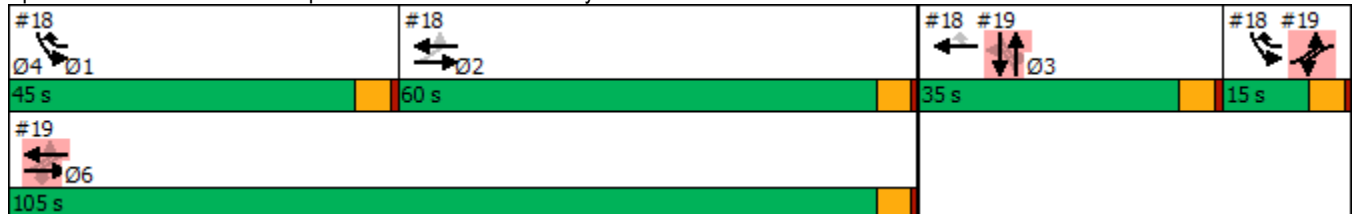


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Protected Phases		2	2 3	1 4	1 4		1	3	4	6
Permitted Phases	2			3						
Detector Phase	2	2	2 3	1 4	1 4					
Switch Phase										
Minimum Initial (s)	3.0	3.0					3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	8.0					13.0	21.0	8.0	8.0
Total Split (s)	60.0	60.0					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	0.0								
Total Lost Time (s)	5.0	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	55.0	90.0	90.0	55.0					
Actuated g/C Ratio	0.35	0.35	0.58	0.58	0.35					
v/c Ratio	0.20	1.00	0.55	0.47	1.36					
Control Delay	39.2	84.1	19.5	7.5	211.8					
Queue Delay	0.0	0.0	2.5	0.5	3.6					
Total Delay	39.2	84.1	21.9	8.0	215.3					
LOS	D	F	C	A	F					
Approach Delay		82.0	15.5		215.3					
Approach LOS		F	B		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:	1.90
Intersection Signal Delay:	99.3
Intersection LOS:	F
Intersection Capacity Utilization:	85.7%
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

2021 MOD Development Plan Mitigation
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	1125	244	147	756	17	179	35	110	37	127	91
Future Volume (vph)	46	1125	244	147	756	17	179	35	110	37	127	91
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			0.886			0.952	
Flt Protected	0.950			0.950			0.950				0.993	
Satd. Flow (prot)	1678	1766	1501	1678	1761	0	1752	1525	0	0	1761	0
Flt Permitted	0.199			0.040			0.281				0.827	
Satd. Flow (perm)	351	1766	1501	71	1761	0	518	1525	0	0	1467	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57		1			91			16	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		283			3717			466			589	
Travel Time (s)		4.3			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)	51	1236	268	160	822	18	190	37	117	43	146	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	1236	268	160	840	0	190	154	0	0	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)		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		
Fr _t		
Fl _t Protected		
Satd. Flow (prot)		
Fl _t 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

2021 MOD Development Plan Mitigation
 Weekday AM

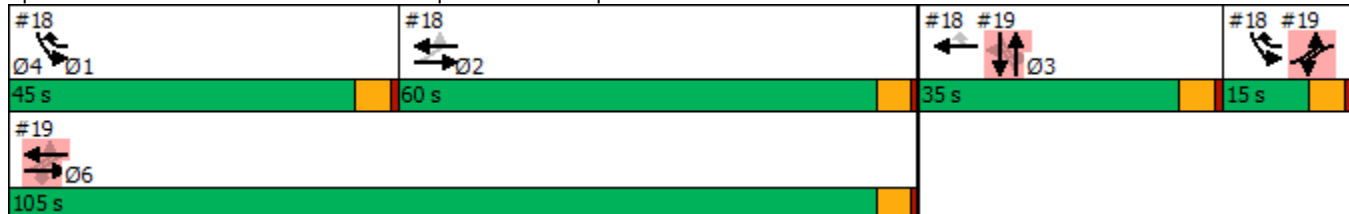


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	6		4	6			3			3	
Permitted Phases	6		6	6			3			3		
Detector Phase	4	6	6	4	6		3	3		3	3	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	8.0	8.0	8.0	8.0	8.0		21.0	21.0		21.0	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	0.15	1.09	0.27	1.04	0.74		1.90	0.42			0.99	
Control Delay	2.9	54.8	1.9	124.6	23.7		472.2	26.7			108.4	
Queue Delay	0.0	6.7	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	2.9	61.5	1.9	124.6	23.7		472.2	26.7			108.4	
LOS	A	E	A	F	C		F	C			F	
Approach Delay		49.3			39.8			272.8			108.4	
Approach LOS		D			D			F			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: 1.90
 Intersection Signal Delay: 75.8
 Intersection LOS: E
 Intersection Capacity Utilization 108.2%
 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

2021 MOD Development Plan Mitigation
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	1106	60	17	817	98	28	7	1	170	27	85
Future Volume (vph)	52	1106	60	17	817	98	28	7	1	170	27	85
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				0.886
Flt Protected	0.950			0.950				0.962		0.950		
Satd. Flow (prot)	1678	1689	0	1678	1766	1501	0	1965	0	1752	1596	0
Flt Permitted	0.127			0.070				0.737		0.727		
Satd. Flow (perm)	224	1689	0	124	1766	1501	0	1506	0	1341	1596	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				110		1			94	
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)	58	1229	67	19	918	110	36	9	1	189	30	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	1296	0	19	918	110	0	46	0	189	124	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	2	1		2	2	
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	-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			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

2021 MOD Development Plan Mitigation
Weekday AM

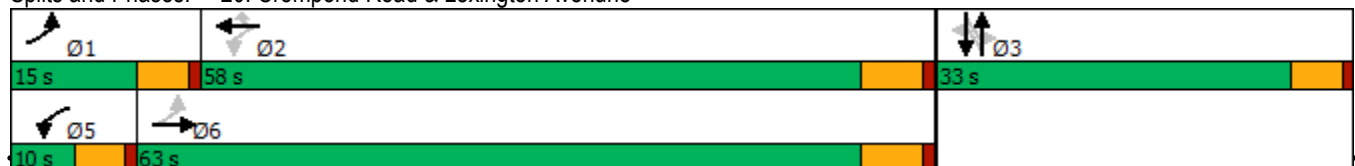


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			3				3
Permitted Phases	6			2		2	3			3		
Detector Phase	1	6		5	2	2	3	3		3		3
Switch 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)	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)	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)	63.3	59.9		59.7	54.9	54.9		17.4		17.4	17.4	
Actuated g/C Ratio	0.69	0.65		0.65	0.60	0.60		0.19		0.19	0.19	
v/c Ratio	0.24	1.18		0.12	0.87	0.12		0.16		0.75	0.33	
Control Delay	7.8	109.9		7.4	29.5	2.8		31.9		53.8	13.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	7.8	109.9		7.4	29.5	2.8		31.9		53.8	13.2	
LOS	A	F		A	C	A		C		D	B	
Approach Delay		105.5			26.3			31.9			37.7	
Approach LOS		F			C			C			D	

Intersection Summary

Area Type:	Other
Cycle Length:	106
Actuated Cycle Length:	92
Natural Cycle:	150
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.18
Intersection Signal Delay:	66.5
Intersection LOS:	E
Intersection Capacity Utilization	83.6%
ICU Level of Service	E
Analysis Period (min)	15

Splits and Phases: 20: Crompond Road & Lexington Avenue



Lanes, Volumes, Timings
21: Locust Avenue & Bear Mountain Parkway

2021 MOD Development Plan Mitigation
Weekday AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	533	56	4	402	4	7
Future Volume (vph)	533	56	4	402	4	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.987				0.865	
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1716	0	1652	1739	0	1504
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1716	0	1652	1739	0	1504
Link Speed (mph)	45			45	30	
Link Distance (ft)	777			1983	85	
Travel Time (s)	11.8			30.0	1.9	
Peak Hour Factor	0.92	0.92	0.94	0.94	0.56	0.56
Adj. Flow (vph)	579	61	4	428	7	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	640	0	4	428	7	13
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	20			20	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9		15		15	
Sign Control	Free		Free		Stop	

Intersection Summary

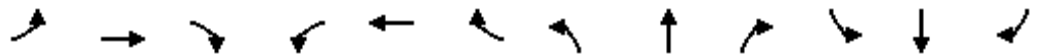
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔		↔
Traffic Vol, veh/h	533	56	4	402	4	7
Future Vol, veh/h	533	56	4	402	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	579	61	4	428	7	13

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	640	0	1046 610
Stage 1	-	-	-	-	610 -
Stage 2	-	-	-	-	436 -
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	-	-	944	-	253 494
Stage 1	-	-	-	-	542 -
Stage 2	-	-	-	-	652 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	944	-	252 494
Mov Cap-2 Maneuver	-	-	-	-	252 -
Stage 1	-	-	-	-	542 -
Stage 2	-	-	-	-	649 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	494	-	-	944	-
HCM Lane V/C Ratio	0.025	-	-	0.005	-
HCM Control Delay (s)	12.5	-	-	8.8	-
HCM Lane LOS	B	-	-	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)	11	781	8	1	502	3	29	1	1	16	5	16
Future Volume (vph)	11	781	8	1	502	3	29	1	1	16	5	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Storage Length (ft)	130		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	0		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 _t		0.998			0.999			0.995			0.942	
Fl _t Protected	0.950			0.950				0.956			0.979	
Satd. Flow (prot)	1652	1735	0	1652	1737	0	0	1654	0	0	1603	0
Fl _t Permitted	0.950			0.950				0.956			0.979	
Satd. Flow (perm)	1652	1735	0	1652	1737	0	0	1654	0	0	1603	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1983			990			795			596	
Travel Time (s)		30.0			15.0			18.1			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.59	0.59	0.59	0.65	0.65	0.65
Adj. Flow (vph)	12	849	9	1	546	3	49	2	2	25	8	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	858	0	1	549	0	0	53	0	0	58	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)		10			10			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	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	51.6%
ICU Level of Service	A
Analysis Period (min)	15

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	11	781	8	1	502	3	29	1	1	16	5	16
Future Vol, veh/h	11	781	8	1	502	3	29	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	12	849	9	1	546	3	49	2	2	25	8	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	549	0	0	858	0	0	1444	1429	854	1430	1432	548
Stage 1	-	-	-	-	-	-	878	878	-	550	550	-
Stage 2	-	-	-	-	-	-	566	551	-	880	882	-
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	1021	-	-	783	-	-	110	135	358	112	134	536
Stage 1	-	-	-	-	-	-	343	366	-	519	516	-
Stage 2	-	-	-	-	-	-	509	515	-	342	364	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1021	-	-	783	-	-	99	133	358	109	132	536
Mov Cap-2 Maneuver	-	-	-	-	-	-	99	133	-	109	132	-
Stage 1	-	-	-	-	-	-	339	362	-	513	515	-
Stage 2	-	-	-	-	-	-	478	514	-	335	360	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			72.9			36		
HCM LOS							F			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	102	1021	-	-	783	-	-	172
HCM Lane V/C Ratio	0.515	0.012	-	-	0.001	-	-	0.331
HCM Control Delay (s)	72.9	8.6	-	-	9.6	-	-	36
HCM Lane LOS	F	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	2.3	0	-	-	0	-	-	1.4

Lanes, Volumes, Timings
 23: Locust Avenue & Old Locust Avenue



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	4	7	0	4	56
Future Volume (vph)	5	4	7	0	4	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.944					
Flt Protected	0.972					0.997
Satd. Flow (prot)	1652	0	1739	0	0	1795
Flt Permitted	0.972					0.997
Satd. Flow (perm)	1652	0	1739	0	0	1795
Link Speed (mph)	30		30			30
Link Distance (ft)	401		1312			85
Travel Time (s)	9.1		29.8			1.9
Peak Hour Factor	0.75	0.75	0.92	0.92	0.64	0.64
Adj. Flow (vph)	7	5	8	0	6	88
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	8	0	0	94
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.09	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	16.2%
Analysis Period (min)	15
	ICU Level of Service A

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

Lanes, Volumes, Timings
 26: Crompond Road & Cortlandt Pitch Driveway

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↗		↗
Traffic Volume (vph)	0	1415	1026	0	0	0
Future Volume (vph)	0	1415	1026	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			125	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1827	1827	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1827	1827	1863	0	1863
Link Speed (mph)		45	45		10	
Link Distance (ft)		382	283		470	
Travel Time (s)		5.8	4.3		32.0	
Peak Hour Factor	0.91	0.91	0.90	0.92	0.56	0.56
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	0	1555	1140	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1555	1140	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	77.8%			ICU Level of Service D		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↑		↑
Traffic Vol, veh/h	0	1415	1026	0	0	0
Future Vol, veh/h	0	1415	1026	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	125	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	90	92	56	56
Heavy Vehicles, %	4	4	4	2	2	2
Mvmt Flow	0	1555	1140	0	0	0

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	-	1140
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	245
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	245
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Lanes, Volumes, Timings
61: Lafayette Avenue & Ridge Road

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	33	102	81	11	100
Future Volume (vph)	3	33	102	81	11	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	15	12	12	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.875		0.940			
Flt Protected	0.996					0.995
Satd. Flow (prot)	1677	0	1926	0	0	1915
Flt Permitted	0.996					0.995
Satd. Flow (perm)	1677	0	1926	0	0	1915
Link Speed (mph)	30		30			30
Link Distance (ft)	934		613			1478
Travel Time (s)	21.2		13.9			33.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	36	111	88	12	109
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	199	0	0	121
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	13		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	1.00	0.88	1.00	1.00	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	24.4%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	3	33	100	6	11	100
Future Vol, veh/h	3	33	100	6	11	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	36	109	7	12	109





















Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	246	113	0	0	116	0
Stage 1	113	-	-	-	-	-
Stage 2	133	-	-	-	-	-
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	940	-	-	1473	-
Stage 1	912	-	-	-	-	-
Stage 2	893	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	735	940	-	-	1473	-
Mov Cap-2 Maneuver	735	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	885	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	919	1473
HCM Lane V/C Ratio	-	-	0.043	0.008
HCM Control Delay (s)	-	-	9.1	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

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
Lane Configurations												
Traffic Volume (vph)	44	591	172	149	464	32	327	1	55	28	1	43
Future Volume (vph)	44	591	172	149	464	32	327	1	55	28	1	43
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 _t		0.966			0.990			0.853				0.850
Fl _t Protected	0.950			0.950			0.950				0.954	
Satd. Flow (prot)	1711	3256	0	1711	3326	0	1711	1589	0	0	1659	1478
Fl _t Permitted	0.466			0.241			0.738				0.773	
Satd. Flow (perm)	839	3256	0	434	3326	0	1329	1589	0	0	1344	1478
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		47			9							
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)	45	603	176	152	473	33	344	1	58	29	1	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	779	0	152	506	0	344	59	0	0	30	45
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

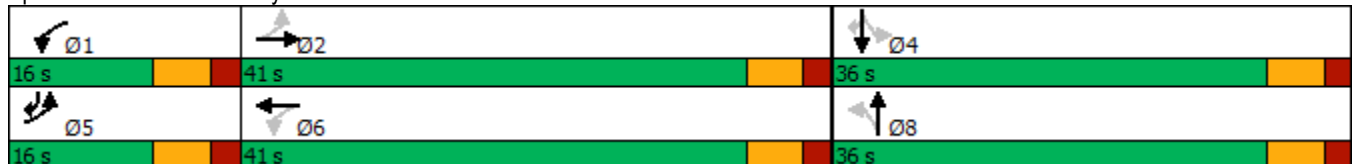
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		8.0	8.0		8.0	8.0	5.0
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)	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		47.2	39.9		26.2	26.2			26.2	39.1
Actuated g/C Ratio	0.48	0.40		0.53	0.45		0.30	0.30			0.30	0.44
v/c Ratio	0.10	0.59		0.42	0.34		0.87	0.13			0.08	0.07
Control Delay	10.5	22.6		13.9	18.0		53.3	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	10.5	22.6		13.9	18.0		53.3	23.2			22.6	14.0
LOS	B	C		B	B		D	C			C	B
Approach Delay		22.0			17.1			48.9			17.5	
Approach LOS		C			B			D			B	

Intersection Summary

Area Type:	Other
Cycle Length:	93
Actuated Cycle Length:	88.3
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.87
Intersection Signal Delay:	25.7
Intersection LOS:	C
Intersection Capacity Utilization:	69.9%
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

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	562	40	212	533	9	24	10	283	17	9	24
Future Volume (vph)	9	562	40	212	533	9	24	10	283	17	9	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		0.990			0.997				0.850		0.935	
Flt Protected	0.950			0.950				0.966			0.983	
Satd. Flow (prot)	1652	3380	0	1652	3398	0	0	1799	1583	0	1712	0
Flt Permitted	0.429			0.368				0.828			0.869	
Satd. Flow (perm)	746	3380	0	640	3398	0	0	1542	1583	0	1514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			2				337			28
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1740			689			1948			260	
Travel Time (s)		39.5			15.7			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)	10	653	47	230	579	10	29	12	337	20	10	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	700	0	230	589	0	0	41	337	0	58	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

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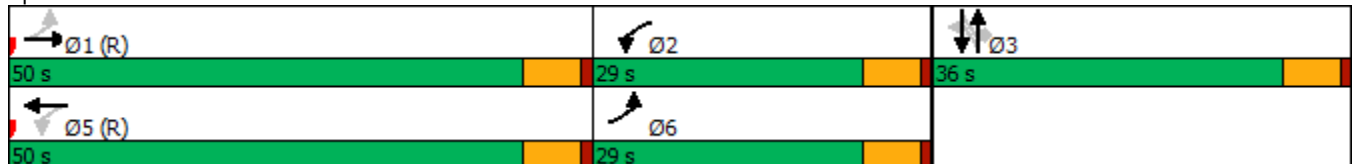


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	6	1		2	5			3				3
Permitted Phases	1			5			3		3	3		
Detector Phase	6	1		2	5		3	3	3	3		3
Switch Phase												
Minimum Initial (s)	2.0	10.0		5.0	10.0		2.0	2.0	2.0	2.0		2.0
Minimum Split (s)	8.0	16.0		11.0	16.0		36.0	36.0	36.0	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)	88.0	82.0		92.1	90.3			9.2	9.2			9.2
Actuated g/C Ratio	0.77	0.71		0.80	0.79			0.08	0.08			0.08
v/c Ratio	0.02	0.29		0.41	0.22			0.33	0.77			0.40
Control Delay	3.8	7.0		6.6	4.9			55.1	17.7			36.3
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	3.8	7.0		6.6	4.9			55.1	17.7			36.3
LOS	A	A		A	A			E	B			D
Approach Delay		6.9			5.4			21.8				36.3
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: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 10.0
 Intersection LOS: A
 Intersection Capacity Utilization 53.1%
 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)	182	752	276	79	912	69	234	127	139	77	97	167
Future Volume (vph)	182	752	276	79	912	69	234	127	139	77	97	167
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		0.960			0.989			0.922			0.905	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1734	0	1752	1776	0	1752	1701	0	1752	1669	0
Flt Permitted	0.047			0.050			0.167			0.342		
Satd. Flow (perm)	87	1734	0	92	1776	0	308	1701	0	631	1669	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		16			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)	192	792	291	82	950	72	239	130	142	85	107	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	192	1083	0	82	1022	0	239	272	0	85	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

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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)	99.8	86.1			88.7	80.0	48.5	34.0			40.0	29.5
Actuated g/C Ratio	0.61	0.53			0.54	0.49	0.30	0.21			0.24	0.18
v/c Ratio	0.95	1.18			0.59	1.17	1.07	0.77			0.38	0.97
Control Delay	95.8	125.3			44.1	127.7	123.7	76.2			46.4	109.1
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	95.8	125.3			44.1	127.7	123.7	76.2			46.4	109.1
LOS	F	F			D	F	F	E			D	F
Approach Delay	120.9				121.5		98.4				94.9	
Approach LOS	F				F		F				F	

Intersection Summary

Area Type:	Other
Cycle Length:	164
Actuated Cycle Length:	163.3
Natural Cycle:	150
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.18
Intersection Signal Delay:	114.6
Intersection LOS:	F
Intersection Capacity Utilization	110.6%
ICU Level of Service	H
Analysis Period (min)	15

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



Lanes, Volumes, Timings
4: Dayton Lane & North Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	41	85	298	62	63	259
Future Volume (vph)	41	85	298	62	63	259
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.909		0.977			
Flt Protected	0.984					0.990
Satd. Flow (prot)	1666	0	2063	0	0	2090
Flt Permitted	0.984					0.990
Satd. Flow (perm)	1666	0	2063	0	0	2090
Link Speed (mph)	30		30			30
Link Distance (ft)	238		247			256
Travel Time (s)	5.4		5.6			5.8
Peak Hour Factor	0.93	0.93	0.78	0.78	0.97	0.97
Adj. Flow (vph)	44	91	382	79	65	267
Shared Lane Traffic (%)						
Lane Group Flow (vph)	135	0	461	0	0	332
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.85	0.85	0.85	0.85
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	54.1%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	41	85	298	62	63	259
Future Vol, veh/h	41	85	298	62	63	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	91	382	79	65	267

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	819	422	0	0	461	0
Stage 1	422	-	-	-	-	-
Stage 2	397	-	-	-	-	-
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	345	632	-	-	1100	-
Stage 1	662	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	321	632	-	-	1100	-
Mov Cap-2 Maneuver	321	-	-	-	-	-
Stage 1	662	-	-	-	-	-
Stage 2	632	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.4	0	1.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	481	1100
HCM Lane V/C Ratio	-	-	0.282	0.059
HCM Control Delay (s)	-	-	15.4	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.1	0.2

Lanes, Volumes, Timings
5: Dayton Lane & South Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	169	77	322	194	105	194
Future Volume (vph)	169	77	322	194	105	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.958		0.949			
Flt Protected	0.967					0.983
Satd. Flow (prot)	1726	0	2003	0	0	2075
Flt Permitted	0.967					0.983
Satd. Flow (perm)	1726	0	2003	0	0	2075
Link Speed (mph)	30		30			30
Link Distance (ft)	280		887			247
Travel Time (s)	6.4		20.2			5.6
Peak Hour Factor	0.91	0.91	0.78	0.78	0.79	0.79
Adj. Flow (vph)	186	85	413	249	133	246
Shared Lane Traffic (%)						
Lane Group Flow (vph)	271	0	662	0	0	379
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.85	0.85	0.85	0.85
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	68.9%
Analysis Period (min)	15
	ICU Level of Service C

Intersection						
Int Delay, s/veh	23.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	169	77	322	194	105	194
Future Vol, veh/h	169	77	322	194	105	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	186	85	413	249	133	246

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1050	538	0	0	662
Stage 1	538	-	-	-	-
Stage 2	512	-	-	-	-
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	252	543	-	-	927
Stage 1	585	-	-	-	-
Stage 2	602	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	210	543	-	-	927
Mov Cap-2 Maneuver	210	-	-	-	-
Stage 1	585	-	-	-	-
Stage 2	502	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	108.8	0	3.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	260	927
HCM Lane V/C Ratio	-	-	1.04	0.143
HCM Control Delay (s)	-	-	108.8	9.5
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	10.7	0.5

Lanes, Volumes, Timings
6: Crompond Road & Dayton Lane

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	132	532	561	368	199	180
Future Volume (vph)	132	532	561	368	199	180
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	0.195				0.950	
Satd. Flow (perm)	344	1888	1843	0	2006	1794
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			70			186
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)	140	566	603	396	205	186
Shared Lane Traffic (%)						
Lane Group Flow (vph)	140	566	999	0	205	186
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



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)	78.0	78.0	78.0		16.0	16.0
Actuated g/C Ratio	0.74	0.74	0.74		0.15	0.15
v/c Ratio	0.55	0.40	0.72		0.67	0.43
Control Delay	17.2	6.5	5.6		52.7	8.7
Queue Delay	0.0	0.0	0.1		0.0	0.0
Total Delay	17.2	6.5	5.7		52.7	8.7
LOS	B	A	A		D	A
Approach Delay		8.6	5.7		31.8	
Approach LOS		A	A		C	

Intersection Summary

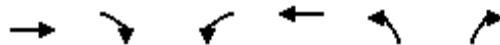
Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 20 (19%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 11.5
 Intersection LOS: B
 Intersection Capacity Utilization 84.5%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 6: Crompond Road & Dayton Lane



Lanes, Volumes, Timings
7: Buttonwood Avenue & Crompond Road

2021 MOD Development Plan Mitigation
Weekday PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	724	5	2	923	1	2
Future Volume (vph)	724	5	2	923	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Storage Length (ft)		0	50		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
Frt	0.999				0.899	
Flt Protected			0.950		0.988	
Satd. Flow (prot)	1825	0	1736	1827	1820	0
Flt Permitted			0.950		0.988	
Satd. Flow (perm)	1825	0	1736	1827	1820	0
Link Speed (mph)	40			40	25	
Link Distance (ft)	734			198	355	
Travel Time (s)	12.5			3.4	9.7	
Peak Hour Factor	0.97	0.97	0.92	0.92	0.75	0.75
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	746	5	2	1003	1	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	751	0	2	1003	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

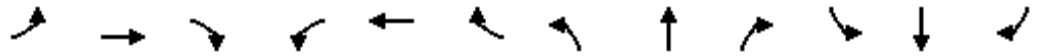
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	58.6%
ICU Level of Service	B
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	724	5	2	923	1	2
Future Vol, veh/h	724	5	2	923	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	746	5	2	1003	1	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	751	0	1756 749
Stage 1	-	-	-	-	749 -
Stage 2	-	-	-	-	1007 -
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	-	-	849	-	93 412
Stage 1	-	-	-	-	467 -
Stage 2	-	-	-	-	353 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	849	-	93 412
Mov Cap-2 Maneuver	-	-	-	-	93 -
Stage 1	-	-	-	-	467 -
Stage 2	-	-	-	-	352 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	24.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	192	-	-	849	-
HCM Lane V/C Ratio	0.021	-	-	0.003	-
HCM Control Delay (s)	24.1	-	-	9.3	-
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)	41	615	70	110	830	74	95	5	165	0	0	0
Future Volume (vph)	41	615	70	110	830	74	95	5	165	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		0.985			0.988				0.850			
Flt Protected	0.950			0.950				0.955				
Satd. Flow (prot)	1736	1792	0	1736	1802	0	0	1779	1583	0	0	0
Flt Permitted	0.221			0.349				0.955				
Satd. Flow (perm)	404	1792	0	634	1802	0	0	1740	1516	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			10				174			
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)	42	628	71	118	892	80	100	5	174	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	699	0	118	972	0	0	105	174	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				

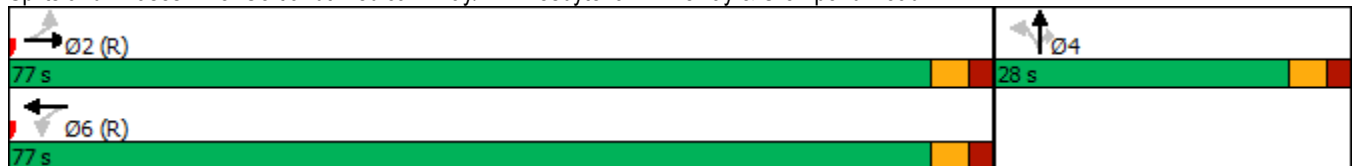


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm			
Protected Phases		2			6			4				
Permitted Phases	2			6			4		4			
Detector Phase	2	2		6	6		4	4	4			
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0			
Minimum Split (s)	32.0	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)	81.1	81.1		81.1	81.1			13.9	13.9			
Actuated g/C Ratio	0.77	0.77		0.77	0.77			0.13	0.13			
v/c Ratio	0.13	0.50		0.24	0.70			0.46	0.50			
Control Delay	4.0	4.7		2.1	3.4			46.9	10.8			
Queue Delay	0.0	0.6		0.0	0.2			0.0	0.1			
Total Delay	4.0	5.3		2.1	3.6			46.9	10.9			
LOS	A	A		A	A			D	B			
Approach Delay		5.2			3.4			24.5				
Approach LOS		A			A			C				

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 3 (3%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 6.8
 Intersection LOS: A
 Intersection Capacity Utilization 73.5%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 8: Cortlandt Medical Dway/NY Presbyterian Driveway & Crompond Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	719	61	118	815	0	85	0	99	151	23	114
Future Volume (vph)	0	719	61	118	815	0	85	0	99	151	23	114
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	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						0.927			0.875	
Flt Protected				0.950				0.978		0.950		
Satd. Flow (prot)	0	1801	0	1736	1827	0	0	1576	0	1770	1630	0
Flt Permitted				0.095				0.781		0.950		
Satd. Flow (perm)	0	1801	0	174	1827	0	0	1259	0	1770	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6						135			124	
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	782	66	128	886	0	110	0	129	164	25	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	848	0	128	886	0	0	239	0	164	149	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

2021 MOD Development Plan Mitigation
 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	
Turn Type		NA		pm+pt	NA		Perm	NA		Prot	NA	
Protected Phases		2		1	6			4		3	8	
Permitted Phases				6			4					
Detector Phase		2		1	6		4	4		3	8	
Switch Phase												
Minimum Initial (s)		10.0		5.0	10.0		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	
Total Split (s)		58.0		12.0	70.0		22.0	22.0		13.0	35.0	
Total Split (%)		55.2%		11.4%	66.7%		21.0%	21.0%		12.4%	33.3%	
Maximum Green (s)		52.0		7.0	64.0		17.0	17.0		8.0	30.0	
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	
Total Lost Time (s)		6.0		5.0	6.0			5.0		5.0	5.0	
Lead/Lag		Lag		Lead			Lag	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	
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)		55.0		68.3	67.3			13.7		8.0	26.7	
Actuated g/C Ratio		0.52		0.65	0.64			0.13		0.08	0.25	
v/c Ratio		0.90		0.58	0.76			0.85		1.22	0.29	
Control Delay		31.0		21.9	7.5			45.8		192.1	9.3	
Queue Delay		0.2		0.0	0.3			0.0		0.0	0.0	
Total Delay		31.2		21.9	7.9			45.8		192.1	9.3	
LOS		C		C	A			D		F	A	
Approach Delay		31.2			9.6			45.8			105.1	
Approach LOS		C			A			D			F	

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 16 (15%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.22
 Intersection Signal Delay: 33.2
 Intersection LOS: C
 Intersection Capacity Utilization 84.8%
 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

2021 MOD Development Plan Mitigation
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	256	655	58	65	723	58	58	16	64	74	16	157
Future Volume (vph)	256	655	58	65	723	58	58	16	64	74	16	157
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		0.987			0.991			0.879				0.863
Flt Protected	0.950				0.996		0.950			0.950		
Satd. Flow (prot)	1678	1806	0	0	1806	0	1770	1637	0	1711	1608	0
Flt Permitted	0.252				0.892		0.400			0.701		
Satd. Flow (perm)	445	1806	0	0	1617	0	745	1637	0	1262	1608	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			6			70				185
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)	269	689	63	71	803	64	63	17	70	87	17	185
Shared Lane Traffic (%)												
Lane Group Flow (vph)	269	752	0	0	938	0	63	87	0	87	202	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	

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

2021 MOD Development Plan Mitigation
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	
Minimum Split (s)	10.0	16.0		16.0	16.0		9.0	15.0		9.0	15.0	
Total Split (s)	12.0	78.0		66.0	66.0		12.0	15.0		12.0	15.0	
Total Split (%)	11.4%	74.3%		62.9%	62.9%		11.4%	14.3%		11.4%	14.3%	
Maximum Green (s)	7.0	72.0		60.0	60.0		7.0	10.0		7.0	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)	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		Lead	Lag	
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	None	C-Max		C-Max	C-Max		None	None		None	None	
Act Effct Green (s)	75.4	74.4			62.3		15.6	10.0		15.6	10.0	
Actuated g/C Ratio	0.72	0.71			0.59		0.15	0.10		0.15	0.10	
v/c Ratio	0.67	0.59			0.98		0.36	0.40		0.40	0.63	
Control Delay	15.5	12.6			46.6		40.4	20.8		41.4	18.3	
Queue Delay	0.0	0.2			0.9		0.0	0.0		0.0	0.0	
Total Delay	15.5	12.8			47.5		40.4	20.8		41.4	18.3	
LOS	B	B			D		D	C		D	B	
Approach Delay		13.5			47.5			29.0			25.3	
Approach LOS		B			D			C			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:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.98
Intersection Signal Delay:	29.2
Intersection LOS:	C
Intersection Capacity Utilization	115.4%
ICU Level of Service	H
Analysis Period (min)	15

Splits and Phases: 10: Crompond Road & Conklin Avenue



Lanes, Volumes, Timings
11: Tamarack Drive & Crompond Road



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	788	12	28	851	8	11
Future Volume (vph)	788	12	28	851	8	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998			0.923		
Flt Protected				0.998	0.979	
Satd. Flow (prot)	1762	0	0	1762	1795	0
Flt Permitted				0.998	0.979	
Satd. Flow (perm)	1762	0	0	1762	1795	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	962			840	649	
Travel Time (s)	16.4			14.3	14.8	
Peak Hour Factor	0.95	0.95	0.92	0.92	0.67	0.67
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	829	13	30	925	12	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	842	0	0	955	28	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.92	0.92
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	77.4%
Analysis Period (min)	15
	ICU Level of Service D

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	788	12	28	851	8	11
Future Vol, veh/h	788	12	28	851	8	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	829	13	30	925	12	16

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	842	0	1821
Stage 1	-	-	-	-	836
Stage 2	-	-	-	-	985
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	-	-	785	-	85
Stage 1	-	-	-	-	425
Stage 2	-	-	-	-	362
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	785	-	78
Mov Cap-2 Maneuver	-	-	-	-	78
Stage 1	-	-	-	-	425
Stage 2	-	-	-	-	333

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	36.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	143	-	-	785	-
HCM Lane V/C Ratio	0.198	-	-	0.039	-
HCM Control Delay (s)	36.3	-	-	9.8	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Lanes, Volumes, Timings
12: Crompond Road & Shipley Drive

2021 MOD Development Plan Mitigation
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	11	703	9	23	838	0	31	0	89	0	0	0
Future Volume (vph)	11	703	9	23	838	0	31	0	89	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	14	14	14	16	16	16
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		0.998						0.900				
Flt Protected		0.999			0.999			0.987				
Satd. Flow (prot)	0	1761	0	0	1825	0	0	1765	0	0	2111	0
Flt Permitted		0.999			0.999			0.987				
Satd. Flow (perm)	0	1761	0	0	1825	0	0	1765	0	0	2111	0
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		840			665			264			586	
Travel Time (s)		14.3			11.3			6.0			13.3	
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.91	0.91	0.91	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	12	748	10	25	901	0	34	0	98	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	770	0	0	926	0	0	132	0	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	70.8%
ICU Level of Service	C
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	703	9	23	838	0	31	0	89	0	0	0
Future Vol, veh/h	11	703	9	23	838	0	31	0	89	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	748	10	25	901	0	34	0	98	0	0	0

















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	901	0	0	758	0	0	1728	1728	753	1777	1733	901
Stage 1	-	-	-	-	-	-	777	777	-	951	951	-
Stage 2	-	-	-	-	-	-	951	951	-	826	782	-
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	746	-	-	844	-	-	70	88	410	64	88	337
Stage 1	-	-	-	-	-	-	390	407	-	312	338	-
Stage 2	-	-	-	-	-	-	312	338	-	366	405	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	746	-	-	844	-	-	65	81	410	46	81	337
Mov Cap-2 Maneuver	-	-	-	-	-	-	65	81	-	46	81	-
Stage 1	-	-	-	-	-	-	379	396	-	303	318	-
Stage 2	-	-	-	-	-	-	294	318	-	271	394	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			72.3			0		
HCM LOS							F			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	173	746	-	-	844	-	-	-
HCM Lane V/C Ratio	0.762	0.016	-	-	0.029	-	-	-
HCM Control Delay (s)	72.3	9.9	0	-	9.4	0	-	0
HCM Lane LOS	F	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	4.9	0	-	-	0.1	-	-	-

Lanes, Volumes, Timings
13: Crompond Road & Locust Avenue

2021 MOD Development Plan Mitigation
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	760	0	0	808	2	0	0	0	1	0	34
Future Volume (vph)	28	760	0	0	808	2	0	0	0	1	0	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	12	12	12	11	11	11
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												0.868
Flt Protected		0.998										0.999
Satd. Flow (prot)	0	1762	0	0	1827	0	0	1863	0	0	1561	0
Flt Permitted		0.998										0.999
Satd. Flow (perm)	0	1762	0	0	1827	0	0	1863	0	0	1561	0
Link Speed (mph)		40			40			10			30	
Link Distance (ft)		665			435			148			1312	
Travel Time (s)		11.3			7.4			10.1			29.8	
Peak Hour Factor	0.93	0.93	0.93	0.97	0.97	0.97	0.92	0.92	0.92	0.86	0.86	0.86
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	30	817	0	0	833	2	0	0	0	1	0	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	847	0	0	835	0	0	0	0	0	41	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	72.7%
Analysis Period (min)	15
	ICU Level of Service C

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	760	0	0	808	2	0	0	0	1	0	34
Future Vol, veh/h	28	760	0	0	808	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	817	0	0	833	2	0	0	0	1	0	40

















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	835	0	0	817	0	0	1731	1712	817	1711	1711	834
Stage 1	-	-	-	-	-	-	877	877	-	834	834	-
Stage 2	-	-	-	-	-	-	854	835	-	877	877	-
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	790	-	-	802	-	-	69	90	376	71	91	368
Stage 1	-	-	-	-	-	-	343	366	-	362	383	-
Stage 2	-	-	-	-	-	-	353	383	-	343	366	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	790	-	-	802	-	-	58	84	376	67	85	368
Mov Cap-2 Maneuver	-	-	-	-	-	-	58	84	-	67	85	-
Stage 1	-	-	-	-	-	-	319	340	-	337	383	-
Stage 2	-	-	-	-	-	-	315	383	-	319	340	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0			0			17.6		
HCM LOS							A			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	790	-	-	802	-	-	326
HCM Lane V/C Ratio	-	0.038	-	-	-	-	-	0.125
HCM Control Delay (s)	0	9.7	0	-	0	-	-	17.6
HCM Lane LOS	A	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.4

Lanes, Volumes, Timings
14: Cresview Avenue & Crompond Road

2021 MOD Development Plan Mitigation
Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	756	5	2	809	0	1	0	3	0	0	0
Future Volume (vph)	0	756	5	2	809	0	1	0	3	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12	12	12
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		0.999						0.899				
Flt Protected								0.988				
Satd. Flow (prot)	0	1764	0	0	1827	0	0	1655	0	0	1863	0
Flt Permitted								0.988				
Satd. Flow (perm)	0	1764	0	0	1827	0	0	1655	0	0	1863	0
Link Speed (mph)		40			40			30			10	
Link Distance (ft)		435			345			517			63	
Travel Time (s)		7.4			5.9			11.8			4.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.50	0.50	0.50	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	788	5	2	843	0	2	0	6	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	793	0	0	845	0	0	8	0	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	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
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	54.2%
Analysis Period (min)	15
	ICU Level of Service A

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	756	5	2	809	0	1	0	3	0	0	0
Future Vol, veh/h	0	756	5	2	809	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	788	5	2	843	0	2	0	6	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	843	0	0	793	0	0	1638	1638	791	1641	1640	843
Stage 1	-	-	-	-	-	-	791	791	-	847	847	-
Stage 2	-	-	-	-	-	-	847	847	-	794	793	-
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	784	-	-	819	-	-	80	100	390	80	100	364
Stage 1	-	-	-	-	-	-	383	401	-	357	378	-
Stage 2	-	-	-	-	-	-	357	378	-	381	400	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	784	-	-	819	-	-	80	100	390	78	100	364
Mov Cap-2 Maneuver	-	-	-	-	-	-	80	100	-	78	100	-
Stage 1	-	-	-	-	-	-	383	401	-	357	376	-
Stage 2	-	-	-	-	-	-	355	376	-	375	400	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			23.9			0		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	198	784	-	-	819	-	-	-
HCM Lane V/C Ratio	0.04	-	-	-	0.003	-	-	-
HCM Control Delay (s)	23.9	0	-	-	9.4	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Lanes, Volumes, Timings
15: Forest Avenue & Crompond Road

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	756	3	6	808	3	5
Future Volume (vph)	756	3	6	808	3	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.916	
Flt Protected					0.982	
Satd. Flow (prot)	1827	0	0	1827	1787	0
Flt Permitted					0.982	
Satd. Flow (perm)	1827	0	0	1827	1787	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	345			501	905	
Travel Time (s)	5.9			8.5	20.6	
Peak Hour Factor	0.91	0.91	0.93	0.93	0.50	0.50
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	831	3	6	869	6	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	834	0	0	875	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.3%
Analysis Period (min)	15
	ICU Level of Service B

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	756	3	6	808	3	5
Future Vol, veh/h	756	3	6	808	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	831	3	6	869	6	10

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	834	0	1714
Stage 1	-	-	-	-	833
Stage 2	-	-	-	-	881
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	-	-	791	-	99
Stage 1	-	-	-	-	427
Stage 2	-	-	-	-	405
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	791	-	98
Mov Cap-2 Maneuver	-	-	-	-	98
Stage 1	-	-	-	-	427
Stage 2	-	-	-	-	399

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	26.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	181	-	-	791	-
HCM Lane V/C Ratio	0.088	-	-	0.008	-
HCM Control Delay (s)	26.8	-	-	9.6	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lanes, Volumes, Timings
16: Rick Lane & Crompond Road



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	757	4	7	811	3	5
Future Volume (vph)	757	4	7	811	3	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.914		
Flt Protected				0.982		
Satd. Flow (prot)	1825	0	0	1827	1728	0
Flt Permitted				0.982		
Satd. Flow (perm)	1825	0	0	1827	1728	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	501			398	707	
Travel Time (s)	8.5			6.8	16.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.67	0.67
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	823	4	8	882	4	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	827	0	0	890	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.96	0.96
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	58.3%
Analysis Period (min)	15
	ICU Level of Service B

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	757	4	7	811	3	5
Future Vol, veh/h	757	4	7	811	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	823	4	8	882	4	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	827	0	1723 825
Stage 1	-	-	-	-	825 -
Stage 2	-	-	-	-	898 -
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	-	-	795	-	98 372
Stage 1	-	-	-	-	430 -
Stage 2	-	-	-	-	398 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	795	-	96 372
Mov Cap-2 Maneuver	-	-	-	-	96 -
Stage 1	-	-	-	-	430 -
Stage 2	-	-	-	-	390 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	26.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	179	-	-	795	-
HCM Lane V/C Ratio	0.067	-	-	0.01	-
HCM Control Delay (s)	26.5	-	-	9.6	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings
17: Crompond Road & Arlo Lane



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↘	
Traffic Volume (vph)	39	723	802	5	3	16
Future Volume (vph)	39	723	802	5	3	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.887	
Flt Protected		0.997			0.992	
Satd. Flow (prot)	0	1761	1764	0	1694	0
Flt Permitted		0.997			0.992	
Satd. Flow (perm)	0	1761	1764	0	1694	0
Link Speed (mph)		40	40		30	
Link Distance (ft)		398	1145		795	
Travel Time (s)		6.8	19.5		18.1	
Peak Hour Factor	0.88	0.88	0.92	0.92	0.65	0.65
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	44	822	872	5	5	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	866	877	0	30	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		13	13		13	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.96	0.96
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	79.9%
Analysis Period (min)	15
	ICU Level of Service D

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↕	
Traffic Vol, veh/h	39	723	802	5	3	16
Future Vol, veh/h	39	723	802	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	44	822	872	5	5	25

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	877	0	-	0	1785 875
Stage 1	-	-	-	-	875 -
Stage 2	-	-	-	-	910 -
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	762	-	-	-	90 349
Stage 1	-	-	-	-	408 -
Stage 2	-	-	-	-	393 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	762	-	-	-	80 349
Mov Cap-2 Maneuver	-	-	-	-	80 -
Stage 1	-	-	-	-	365 -
Stage 2	-	-	-	-	393 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	23.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	762	-	-	-	228
HCM Lane V/C Ratio	0.058	-	-	-	0.128
HCM Control Delay (s)	10	0	-	-	23.1
HCM Lane LOS	B	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)	36	690	775	767	619	32				
Future Volume (vph)	36	690	775	767	619	32				
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 _t				0.850	0.993					
Fl _t Protected	0.950				0.955					
Satd. Flow (prot)	1829	1888	1827	1583	1825	0				
Fl _t Permitted	0.073				0.955					
Satd. Flow (perm)	141	1888	1827	1583	1825	0				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				406	2					
Link Speed (mph)		45	45		45					
Link Distance (ft)		1145	370		990					
Travel Time (s)		17.3	5.6		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)	38	726	783	775	632	33				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	38	726	783	775	665	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	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

2021 MOD Development Plan Mitigation
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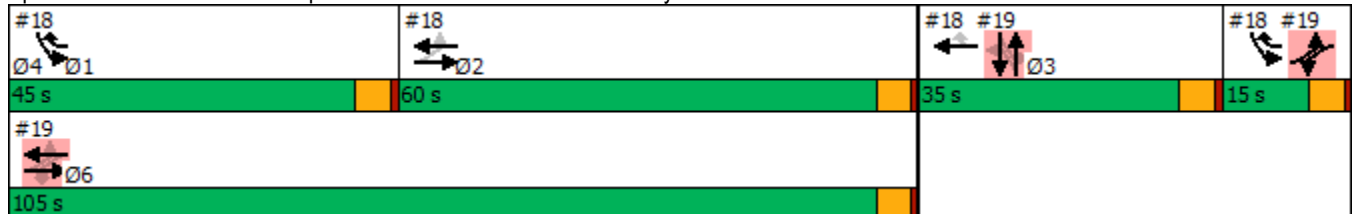


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Protected Phases		2	2 3	1 4	1 4		1	3	4	6
Permitted Phases	2			3						
Detector Phase	2	2	2 3	1 4	1 4					
Switch Phase										
Minimum Initial (s)	3.0	3.0					3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	8.0					13.0	21.0	8.0	8.0
Total Split (s)	60.0	60.0					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	0.0								
Total Lost Time (s)	5.0	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	55.0	90.0	90.0	55.0					
Actuated g/C Ratio	0.35	0.35	0.58	0.58	0.35					
v/c Ratio	0.76	1.09	0.74	0.71	1.03					
Control Delay	118.4	106.6	17.9	17.4	90.4					
Queue Delay	0.0	0.0	41.0	3.6	27.9					
Total Delay	118.4	106.6	58.9	21.0	118.3					
LOS	F	F	E	C	F					
Approach Delay		107.2	40.0		118.3					
Approach LOS		F	D		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:	1.21
Intersection Signal Delay:	74.6
Intersection LOS:	E
Intersection Capacity Utilization:	85.4%
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

2021 MOD Development Plan Mitigation
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	1078	172	128	1287	65	201	46	92	53	42	54
Future Volume (vph)	49	1078	172	128	1287	65	201	46	92	53	42	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		0.993			0.900				0.951
Flt Protected	0.950			0.950			0.950					0.983
Satd. Flow (prot)	1678	1766	1501	1678	1754	0	1752	1550	0	0	1741	0
Flt Permitted	0.040			0.040			0.520					0.685
Satd. Flow (perm)	71	1766	1501	71	1754	0	959	1550	0	0	1213	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			49		3			58				16
Link Speed (mph)		45			45			30				30
Link Distance (ft)		294			3721			466				589
Travel Time (s)		4.5			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)	51	1123	179	129	1300	66	214	49	98	64	51	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	1123	179	129	1366	0	214	147	0	0	180	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

2021 MOD Development Plan Mitigation
 Weekday PM

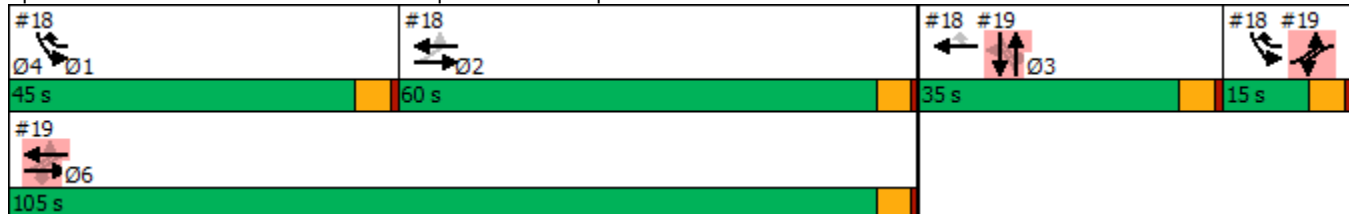


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	6		4	6			3			3	
Permitted Phases	6		6	6			3			3		
Detector Phase	4	6	6	4	6		3	3		3	3	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	8.0	8.0	8.0	8.0	8.0		21.0	21.0		21.0	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	0.33	0.99	0.18	0.84	1.21		1.16	0.42			0.73	
Control Delay	25.6	17.0	2.5	77.3	128.9		167.7	37.0			71.2	
Queue Delay	0.0	38.6	0.0	0.0	0.4		0.2	0.0			0.3	
Total Delay	25.6	55.6	2.5	77.3	129.3		167.9	37.0			71.5	
LOS	C	E	A	E	F		F	D			E	
Approach Delay		47.4			124.8			114.6			71.5	
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:	1.21
Intersection Signal Delay:	90.0
Intersection LOS:	F
Intersection Capacity Utilization:	111.3%
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

2021 MOD Development Plan Mitigation
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	1097	52	29	1321	237	31	15	2	209	25	97
Future Volume (vph)	124	1097	52	29	1321	237	31	15	2	209	25	97
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				0.881
Flt Protected	0.950			0.950				0.969		0.950		
Satd. Flow (prot)	1678	1691	0	1678	1766	1501	0	1974	0	1752	1585	0
Flt Permitted	0.062			0.066				0.759		0.748		
Satd. Flow (perm)	109	1691	0	117	1766	1501	0	1546	0	1380	1585	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				223		2			105	
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)	139	1233	58	33	1484	266	44	21	3	227	27	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	139	1291	0	33	1484	266	0	68	0	227	132	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

2021 MOD Development Plan Mitigation
Weekday PM

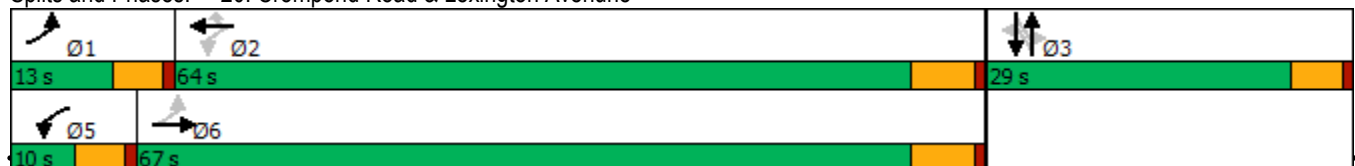


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			3				3
Permitted Phases	6			2		2	3			3		
Detector Phase	1	6		5	2	2	3	3		3		3
Switch Phase												
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)	70.4	64.8		64.1	58.2	58.2		20.0		20.0	20.0	
Actuated g/C Ratio	0.69	0.64		0.63	0.57	0.57		0.20		0.20	0.20	
v/c Ratio	0.74	1.20		0.22	1.47	0.28		0.22		0.83	0.33	
Control Delay	42.8	119.6		9.4	239.4	3.5		34.7		65.0	12.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	42.8	119.6		9.4	239.4	3.5		34.7		65.0	12.7	
LOS	D	F		A	F	A		C		E	B	
Approach Delay		112.2			199.9			34.7			45.7	
Approach LOS		F			F			C			D	

Intersection Summary

Area Type:	Other
Cycle Length:	106
Actuated Cycle Length:	101.6
Natural Cycle:	150
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.47
Intersection Signal Delay:	147.2
Intersection LOS:	F
Intersection Capacity Utilization	110.9%
ICU Level of Service	H
Analysis Period (min)	15

Splits and Phases: 20: Crompond Road & Lexington Avenue



Lanes, Volumes, Timings
 21: Locust Avenue & Bear Mountain Parkway

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	658	34	3	743	4	6
Future Volume (vph)	658	34	3	743	4	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.865	
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1726	0	1652	1739	0	1504
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1726	0	1652	1739	0	1504
Link Speed (mph)	45			45	30	
Link Distance (ft)	777			1983	85	
Travel Time (s)	11.8			30.0	1.9	
Peak Hour Factor	0.91	0.91	0.94	0.94	0.88	0.88
Adj. Flow (vph)	723	37	3	790	5	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	760	0	3	790	5	7
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	20			20	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9		15		15	
Sign Control	Free		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑		↔
Traffic Vol, veh/h	658	34	3	743	4	6
Future Vol, veh/h	658	34	3	743	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	723	37	3	790	5	7




















Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	760	0	1538 742
Stage 1	-	-	-	-	742 -
Stage 2	-	-	-	-	796 -
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	-	-	852	-	127 416
Stage 1	-	-	-	-	471 -
Stage 2	-	-	-	-	444 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	852	-	126 416
Mov Cap-2 Maneuver	-	-	-	-	126 -
Stage 1	-	-	-	-	471 -
Stage 2	-	-	-	-	442 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	416	-	-	852	-
HCM Lane V/C Ratio	0.016	-	-	0.004	-
HCM Control Delay (s)	13.8	-	-	9.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
22: Arlo Lane & Bear Mountain Parkway

2021 MOD Development Plan Mitigation
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	649	30	0	799	4	47	1	0	2	0	11
Future Volume (vph)	5	649	30	0	799	4	47	1	0	2	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Storage Length (ft)	130		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	0		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 _t		0.993			0.999							0.886
Fl _t Protected	0.950							0.954				0.992
Satd. Flow (prot)	1652	1726	0	1739	1737	0	0	1659	0	0	1528	0
Fl _t Permitted	0.950							0.954				0.992
Satd. Flow (perm)	1652	1726	0	1739	1737	0	0	1659	0	0	1528	0
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1983			990			795				596
Travel Time (s)		30.0			15.0			18.1				13.5
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.63	0.63	0.63	0.41	0.41	0.41
Adj. Flow (vph)	5	713	33	0	850	4	75	2	0	5	0	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	746	0	0	854	0	0	77	0	0	32	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)		10			10			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	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	58.3%						ICU Level of Service B					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	5	649	30	0	799	4	47	1	0	2	0	11
Future Vol, veh/h	5	649	30	0	799	4	47	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	713	33	0	850	4	75	2	0	5	0	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	854	0	0	746	0	0	1606	1594	730	1593	1608	852
Stage 1	-	-	-	-	-	-	740	740	-	852	852	-
Stage 2	-	-	-	-	-	-	866	854	-	741	756	-
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	785	-	-	862	-	-	85	107	422	86	105	359
Stage 1	-	-	-	-	-	-	409	423	-	354	376	-
Stage 2	-	-	-	-	-	-	348	375	-	408	416	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	785	-	-	862	-	-	78	106	422	85	104	359
Mov Cap-2 Maneuver	-	-	-	-	-	-	78	106	-	85	104	-
Stage 1	-	-	-	-	-	-	407	420	-	352	376	-
Stage 2	-	-	-	-	-	-	322	375	-	404	414	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	188.5	22.3
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	78	785	-	-	862	-	-	240
HCM Lane V/C Ratio	0.977	0.007	-	-	-	-	-	0.132
HCM Control Delay (s)	188.5	9.6	-	-	0	-	-	22.3
HCM Lane LOS	F	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	5.2	0	-	-	0	-	-	0.4

Lanes, Volumes, Timings
 23: Locust Avenue & Old Locust Avenue

2021 MOD Development Plan Mitigation
 Weekday PM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	3	7	1	4	33
Future Volume (vph)	3	3	7	1	4	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.985			
Flt Protected	0.976					0.994
Satd. Flow (prot)	1638	0	1712	0	0	1790
Flt Permitted	0.976					0.994
Satd. Flow (perm)	1638	0	1712	0	0	1790
Link Speed (mph)	30		30			30
Link Distance (ft)	401		1312			85
Travel Time (s)	9.1		29.8			1.9
Peak Hour Factor	0.75	0.75	0.88	0.88	0.83	0.83
Adj. Flow (vph)	4	4	8	1	5	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	9	0	0	45
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.09	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	15.1%
Analysis Period (min)	15
	ICU Level of Service A

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	0
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

Lanes, Volumes, Timings
26: Crompond Road & Cortlandt Pitch Driveway

2021 MOD Development Plan Mitigation
Weekday PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↗		↗
Traffic Volume (vph)	0	1309	1497	45	0	45
Future Volume (vph)	0	1309	1497	45	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			125	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	1827	1827	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	1827	1827	1583	0	1611
Link Speed (mph)		45	45		10	
Link Distance (ft)		370	294		478	
Travel Time (s)		5.6	4.5		32.6	
Peak Hour Factor	0.95	0.95	0.99	0.99	0.60	0.60
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	0	1378	1512	45	0	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1378	1512	45	0	75
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	88.8%			ICU Level of Service E		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↑		↑
Traffic Vol, veh/h	0	1309	1497	45	0	45
Future Vol, veh/h	0	1309	1497	45	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	125	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	99	99	60	60
Heavy Vehicles, %	4	4	4	2	2	2
Mvmt Flow	0	1378	1512	45	0	75

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 1512
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.318
Pot Cap-1 Maneuver	0	-	- 0 0 148
Stage 1	0	-	- 0 0 -
Stage 2	0	-	- 0 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 148
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	52
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	148
HCM Lane V/C Ratio	-	-	0.507
HCM Control Delay (s)	-	-	52
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	2.4

Lanes, Volumes, Timings
63: Lafayette Avenue & Rige Road

2021 MOD Development Plan Mitigation
Weekday PM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	37	152	231	58	163
Future Volume (vph)	7	37	152	231	58	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	15	12	12	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.887		0.919			
Flt Protected	0.992					0.987
Satd. Flow (prot)	1694	0	1883	0	0	1900
Flt Permitted	0.992					0.987
Satd. Flow (perm)	1694	0	1883	0	0	1900
Link Speed (mph)	30		30			30
Link Distance (ft)	933		536			1474
Travel Time (s)	21.2		12.2			33.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	40	165	251	63	177
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	416	0	0	240
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	13		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	1.00	0.88	1.00	1.00	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	7	37	147	11	39	163
Future Vol, veh/h	7	37	147	11	39	163
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	40	160	12	42	177

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	427	166	0	0	172
Stage 1	166	-	-	-	-
Stage 2	261	-	-	-	-
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	584	878	-	-	1405
Stage 1	863	-	-	-	-
Stage 2	783	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	565	878	-	-	1405
Mov Cap-2 Maneuver	565	-	-	-	-
Stage 1	863	-	-	-	-
Stage 2	757	-	-	-	-

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	1405
HCM Lane V/C Ratio	-	-	0.059	0.03
HCM Control Delay (s)	-	-	9.7	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Synchro Analysis
2021 With Mitigation – Proposed
Zoning Action

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

2021 MOD Zoning Mitigation
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	353	198	69	300	10	106	6	49	50	35	88
Future Volume (vph)	25	353	198	69	300	10	106	6	49	50	35	88
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		0.946			0.995			0.866				0.850
Flt Protected	0.950			0.950			0.950				0.971	
Satd. Flow (prot)	1711	3196	0	1711	3341	0	1711	1613	0	0	1688	1478
Flt Permitted	0.541			0.419			0.674				0.781	
Satd. Flow (perm)	974	3196	0	754	3341	0	1214	1613	0	0	1358	1478
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		134			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	388	218	73	319	11	129	7	60	76	53	133
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	606	0	73	330	0	129	67	0	0	129	133
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

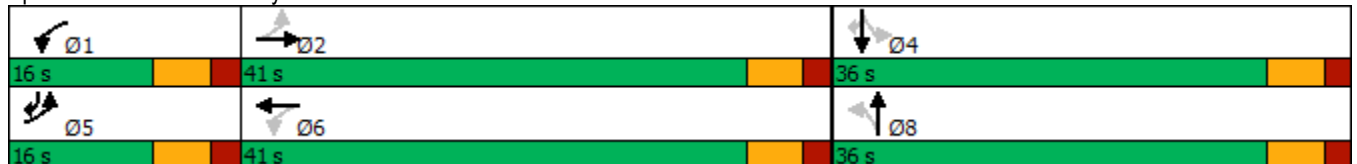
2021 MOD Zoning Mitigation
Weekday AM

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)	42.7	40.2		42.2	36.2		12.4	12.4			12.4	20.2
Actuated g/C Ratio	0.62	0.59		0.61	0.53		0.18	0.18			0.18	0.29
v/c Ratio	0.04	0.31		0.13	0.19		0.59	0.23			0.53	0.31
Control Delay	5.8	9.3		6.0	10.6		38.8	27.1			35.0	19.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	5.8	9.3		6.0	10.6		38.8	27.1			35.0	19.4
LOS	A	A		A	B		D	C			D	B
Approach Delay		9.1			9.7			34.8			27.1	
Approach LOS		A			A			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	93
Actuated Cycle Length:	68.7
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.59
Intersection Signal Delay:	15.8
Intersection LOS:	B
Intersection Capacity Utilization:	47.8%
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

2021 MOD Zoning Mitigation
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	375	34	199	385	8	15	6	226	6	2	11
Future Volume (vph)	7	375	34	199	385	8	15	6	226	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		0.987			0.997				0.850		0.923	
Flt Protected	0.950			0.950				0.965			0.984	
Satd. Flow (prot)	1652	3372	0	1770	3398	0	0	1798	1583	0	1805	0
Flt Permitted	0.491			0.490				0.767			0.884	
Satd. Flow (perm)	854	3372	0	913	3398	0	0	1429	1583	0	1621	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			2				240			16
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1740			689			1934			260	
Travel Time (s)		39.5			15.7			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	417	38	229	443	9	16	6	240	9	3	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	455	0	229	452	0	0	22	240	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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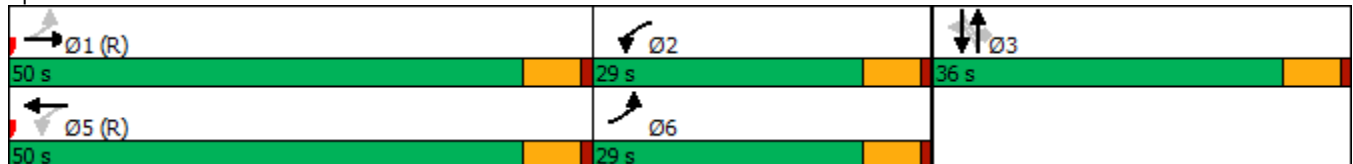


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	6	1		2	5			3				3
Permitted Phases	1			5			3		3	3		
Detector Phase	6	1		2	5		3	3	3	3		3
Switch Phase												
Minimum Initial (s)	2.0	10.0		5.0	10.0		2.0	2.0	2.0	2.0		2.0
Minimum Split (s)	8.0	16.0		11.0	16.0		36.0	36.0	36.0	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)	89.0	84.3		94.0	93.0			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	0.18		0.29	0.16			0.23	0.73			0.23
Control Delay	2.7	5.2		3.8	3.3			54.5	19.6			32.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	2.7	5.2		3.8	3.3			54.5	19.6			32.9
LOS	A	A		A	A			D	B			C
Approach Delay		5.1			3.5			22.5				32.9
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: 0.73
 Intersection Signal Delay: 8.1
 Intersection LOS: A
 Intersection Capacity Utilization 44.0%
 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

2021 MOD Zoning Mitigation
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	552	165	88	559	38	107	132	185	115	142	99
Future Volume (vph)	73	552	165	88	559	38	107	132	185	115	142	99
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		0.965			0.990			0.912				0.938
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1741	0	1752	1778	0	1752	1682	0	1752	1730	0
Flt Permitted	0.163			0.092			0.358			0.170		
Satd. Flow (perm)	301	1741	0	170	1778	0	660	1682	0	314	1730	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		13			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)	78	587	176	101	643	44	119	147	206	128	158	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	763	0	101	687	0	119	353	0	128	268	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

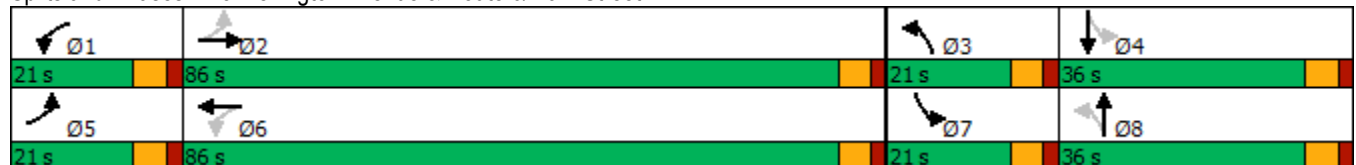
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		6		8		4					
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	35.0		9.0	40.0		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)	73.2	65.5		74.6	66.3		41.7	30.5		43.6	31.5	
Actuated g/C Ratio	0.52	0.46		0.53	0.47		0.30	0.22		0.31	0.22	
v/c Ratio	0.33	0.94		0.55	0.82		0.42	0.97		0.58	0.69	
Control Delay	17.5	54.3		25.9	41.1		40.8	95.9		47.0	64.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.5	54.3		25.9	41.1		40.8	95.9		47.0	64.2	
LOS	B	D		C	D		D	F		D	E	
Approach Delay		50.9			39.1			82.0			58.6	
Approach LOS		D			D			F			E	

Intersection Summary

Area Type:	Other
Cycle Length:	164
Actuated Cycle Length:	141
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.97
Intersection Signal Delay:	54.3
Intersection LOS:	D
Intersection Capacity Utilization	88.6%
ICU Level of Service	E
Analysis Period (min)	15

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



Lanes, Volumes, Timings
4: Dayton Lane & North Driveway

2021 MOD Zoning Mitigation
Weekday AM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	45	53	108	52	56	246
Future Volume (vph)	45	53	108	52	56	246
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.927		0.956			
Flt Protected	0.977					0.991
Satd. Flow (prot)	1687	0	2018	0	0	2092
Flt Permitted	0.977					0.991
Satd. Flow (perm)	1687	0	2018	0	0	2092
Link Speed (mph)	30		30			30
Link Distance (ft)	238		247			256
Travel Time (s)	5.4		5.6			5.8
Peak Hour Factor	0.85	0.85	0.89	0.89	0.95	0.95
Adj. Flow (vph)	53	62	121	58	59	259
Shared Lane Traffic (%)						
Lane Group Flow (vph)	115	0	179	0	0	318
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.85	0.85	0.85	0.85
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.6%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	45	53	108	52	56	246
Future Vol, veh/h	45	53	108	52	56	246
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	53	62	121	58	59	259

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	527	150	0	0	179
Stage 1	150	-	-	-	-
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	512	896	-	-	1397
Stage 1	878	-	-	-	-
Stage 2	694	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	487	896	-	-	1397
Mov Cap-2 Maneuver	487	-	-	-	-
Stage 1	878	-	-	-	-
Stage 2	660	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	647	1397
HCM Lane V/C Ratio	-	-	0.178	0.042
HCM Control Delay (s)	-	-	11.8	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1

Lanes, Volumes, Timings
5: Dayton Lane & South Driveway

2021 MOD Zoning Mitigation
Weekday AM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	34	17	143	83	22	269
Future Volume (vph)	34	17	143	83	22	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.956		0.951			
Flt Protected	0.967					0.996
Satd. Flow (prot)	1722	0	2008	0	0	2103
Flt Permitted	0.967					0.996
Satd. Flow (perm)	1722	0	2008	0	0	2103
Link Speed (mph)	30		30			30
Link Distance (ft)	280		887			247
Travel Time (s)	6.4		20.2			5.6
Peak Hour Factor	0.88	0.88	0.93	0.93	0.85	0.85
Adj. Flow (vph)	39	19	154	89	26	316
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	243	0	0	342
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.85	0.85	0.85	0.85
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	41.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	17	143	83	22	269
Future Vol, veh/h	34	17	143	83	22	269
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	39	19	154	89	26	316

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	567	199	0	0	243
Stage 1	199	-	-	-	-
Stage 2	368	-	-	-	-
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	485	842	-	-	1323
Stage 1	835	-	-	-	-
Stage 2	700	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	473	842	-	-	1323
Mov Cap-2 Maneuver	473	-	-	-	-
Stage 1	835	-	-	-	-
Stage 2	683	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	554	1323
HCM Lane V/C Ratio	-	-	0.105	0.02
HCM Control Delay (s)	-	-	12.3	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

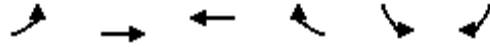
Lanes, Volumes, Timings
6: Crompond Road & Dayton Lane

2021 MOD Zoning Mitigation
Weekday AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	113	652	421	169	192	59
Future Volume (vph)	113	652	421	169	192	59
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	0.380				0.950	
Satd. Flow (perm)	671	1888	1873	0	2006	1794
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			44			67
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)	133	767	439	176	231	71
Shared Lane Traffic (%)						
Lane Group Flow (vph)	133	767	615	0	231	71
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

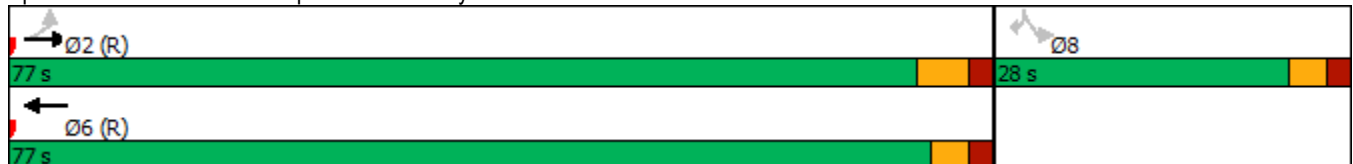


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases		2	6			
Permitted Phases	2				8	8
Detector Phase	2	2	6		8	8
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	22.0	22.0	21.0		21.0	21.0
Total Split (s)	77.0	77.0	77.0		28.0	28.0
Total Split (%)	73.3%	73.3%	73.3%		26.7%	26.7%
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)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
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)	76.7	76.7	77.7		17.3	17.3
Actuated g/C Ratio	0.73	0.73	0.74		0.16	0.16
v/c Ratio	0.27	0.56	0.44		0.70	0.20
Control Delay	7.3	9.0	5.0		52.6	11.0
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	7.3	9.0	5.0		52.6	11.0
LOS	A	A	A		D	B
Approach Delay		8.7	5.0		42.8	
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: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 13.1
 Intersection LOS: B
 Intersection Capacity Utilization 62.7%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 6: Crompond Road & Dayton Lane



Lanes, Volumes, Timings
7: Buttonwood Avenue & Crompond Road

2021 MOD Zoning Mitigation
Weekday AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	831	3	6	580	9	8
Future Volume (vph)	831	3	6	580	9	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Storage Length (ft)		0	50		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 _t					0.936	
Fl _t Protected			0.950		0.975	
Satd. Flow (prot)	1827	0	1736	1827	1870	0
Fl _t Permitted			0.950		0.975	
Satd. Flow (perm)	1827	0	1736	1827	1870	0
Link Speed (mph)	40			40	25	
Link Distance (ft)	734			198	355	
Travel Time (s)	12.5			3.4	9.7	
Peak Hour Factor	0.89	0.89	0.93	0.93	0.39	0.39
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	934	3	6	624	23	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	937	0	6	624	44	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	53.9%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶		↷	↶	↷	
Traffic Vol, veh/h	831	3	6	580	9	8
Future Vol, veh/h	831	3	6	580	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	934	3	6	624	23	21

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	937	0	1572 936
Stage 1	-	-	-	-	936 -
Stage 2	-	-	-	-	636 -
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	-	-	723	-	121 321
Stage 1	-	-	-	-	382 -
Stage 2	-	-	-	-	527 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	723	-	120 321
Mov Cap-2 Maneuver	-	-	-	-	120 -
Stage 1	-	-	-	-	382 -
Stage 2	-	-	-	-	523 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	33.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	170	-	-	723	-
HCM Lane V/C Ratio	0.256	-	-	0.009	-
HCM Control Delay (s)	33.3	-	-	10	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	1	-	-	0	-

Lanes, Volumes, Timings

2021 MOD Zoning Mitigation

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)	152	615	72	113	536	315	50	3	81	0	0	0
Future Volume (vph)	152	615	72	113	536	315	50	3	81	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			0.98	0.96			
Frt		0.984			0.944				0.850			
Flt Protected	0.950			0.950				0.955				
Satd. Flow (prot)	1736	1790	0	1736	1710	0	0	1779	1583	0	0	0
Flt Permitted	0.265			0.341				0.955				
Satd. Flow (perm)	484	1790	0	620	1710	0	0	1741	1516	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			64				108			
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)	162	654	77	119	564	332	67	4	108	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	162	731	0	119	896	0	0	71	108	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

2021 MOD Zoning Mitigation
 Weekday AM

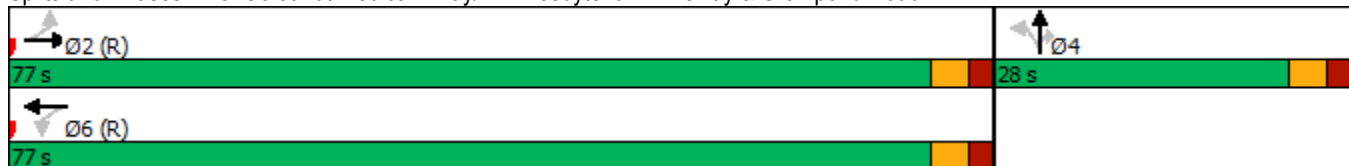


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm			
Protected Phases		2			6			4				
Permitted Phases	2			6			4		4			
Detector Phase	2	2		6	6		4	4	4			
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0			
Minimum Split (s)	32.0	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)	83.0	83.0		83.0	83.0			12.0	12.0			
Actuated g/C Ratio	0.79	0.79		0.79	0.79			0.11	0.11			
v/c Ratio	0.42	0.52		0.24	0.66			0.36	0.40			
Control Delay	6.5	4.3		2.4	3.6			45.7	11.8			
Queue Delay	0.0	0.0		0.0	0.1			0.0	0.0			
Total Delay	6.5	4.3		2.4	3.7			45.7	11.8			
LOS	A	A		A	A			D	B			
Approach Delay		4.7			3.5			25.3				
Approach LOS		A			A			C				

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 102 (97%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 5.9
 Intersection LOS: A
 Intersection Capacity Utilization 76.5%
 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

2021 MOD Zoning Mitigation
 Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	657	39	57	839	0	58	0	79	104	18	67
Future Volume (vph)	0	657	39	57	839	0	58	0	79	104	18	67
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		0.993						0.850			0.882	
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	1810	0	1736	1827	0	1652	1478	0	1770	1643	0
Flt Permitted				0.240			0.714			0.541		
Satd. Flow (perm)	0	1810	0	438	1827	0	1241	1478	0	1008	1643	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5						293			78	
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	699	41	59	874	0	66	0	90	121	21	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	740	0	59	874	0	66	90	0	121	99	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		2	2		2	2	
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)		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		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												

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

2021 MOD Zoning Mitigation
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	578	57	63	615	22	55	14	61	75	15	226
Future Volume (vph)	205	578	57	63	615	22	55	14	61	75	15	226
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	75		0	0		0	0		125
Storage Lanes	1		0	1		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
Fr _t		0.987			0.995			0.878			0.858	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1678	1806	0	1770	1818	0	1770	1635	0	1711	1598	0
Fl _t Permitted	0.163			0.295			0.377			0.704		
Satd. Flow (perm)	288	1806	0	550	1818	0	702	1635	0	1268	1598	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			2			66				286
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)	230	649	62	68	750	27	60	15	66	95	16	286
Shared Lane Traffic (%)												
Lane Group Flow (vph)	230	711	0	68	777	0	60	81	0	95	302	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		pm+pt	NA		pm+pt	NA		pm+pt	NA	

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

2021 MOD Zoning Mitigation
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	5.0	10.0		4.0	10.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	10.0	16.0		9.0	16.0		9.0	15.0		9.0	15.0	
Total Split (s)	18.0	67.0		10.0	59.0		11.0	17.0		11.0	17.0	
Total Split (%)	17.1%	63.8%		9.5%	56.2%		10.5%	16.2%		10.5%	16.2%	
Maximum Green (s)	13.0	61.0		5.0	53.0		6.0	12.0		6.0	12.0	
Yellow Time (s)	3.0	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	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)	5.0	6.0		5.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	75.2	65.8		65.4	58.5		15.4	10.6		15.4	10.6	
Actuated g/C Ratio	0.72	0.63		0.62	0.56		0.15	0.10		0.15	0.10	
v/c Ratio	0.65	0.63		0.17	0.77		0.37	0.36		0.45	0.72	
Control Delay	23.9	11.9		6.8	26.1		40.9	19.6		43.4	17.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.9	11.9		6.8	26.1		40.9	19.6		43.4	17.4	
LOS	C	B		A	C		D	B		D	B	
Approach Delay		14.8			24.6			28.6			23.6	
Approach LOS		B			C			C			C	

Intersection Summary

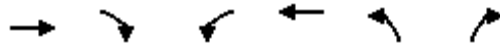
Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 102 (97%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 20.7
 Intersection LOS: C
 Intersection Capacity Utilization 80.7%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 10: Crompond Road & Conklin Avenue



Lanes, Volumes, Timings
11: Tamarack Drive & Crompond Road

2021 MOD Zoning Mitigation
Weekday AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	652	9	2	640	22	10
Future Volume (vph)	652	9	2	640	22	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998				0.957	
Flt Protected					0.967	
Satd. Flow (prot)	1762	0	0	1766	1839	0
Flt Permitted					0.967	
Satd. Flow (perm)	1762	0	0	1766	1839	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	962			840	649	
Travel Time (s)	16.4			14.3	14.8	
Peak Hour Factor	0.90	0.90	0.83	0.83	0.78	0.78
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	724	10	2	771	28	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	734	0	0	773	41	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	45.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	652	9	2	640	22	10
Future Vol, veh/h	652	9	2	640	22	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	724	10	2	771	28	13

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	734	0	1504 729
Stage 1	-	-	-	-	729 -
Stage 2	-	-	-	-	775 -
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	-	-	862	-	134 423
Stage 1	-	-	-	-	477 -
Stage 2	-	-	-	-	454 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	862	-	133 423
Mov Cap-2 Maneuver	-	-	-	-	133 -
Stage 1	-	-	-	-	477 -
Stage 2	-	-	-	-	452 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	33
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	169	-	-	862	-
HCM Lane V/C Ratio	0.243	-	-	0.003	-
HCM Control Delay (s)	33	-	-	9.2	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0	-

Lanes, Volumes, Timings
12: Dimond Avenue/Shiple Drive & Crompond Road

2021 MOD Zoning Mitigation
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	644	0	9	632	0	4	0	29	0	0	10
Future Volume (vph)	0	644	0	9	632	0	4	0	29	0	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	14	14	14	16	16	16
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								0.882			0.865	
Flt Protected					0.999			0.994				
Satd. Flow (prot)	0	1766	0	0	1825	0	0	1742	0	0	1826	0
Flt Permitted					0.999			0.994				
Satd. Flow (perm)	0	1766	0	0	1825	0	0	1742	0	0	1826	0
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		840			665			264			586	
Travel Time (s)		14.3			11.3			6.0			13.3	
Peak Hour Factor	0.84	0.84	0.84	0.95	0.95	0.95	0.67	0.67	0.67	0.63	0.63	0.63
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	767	0	9	665	0	6	0	43	0	0	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	767	0	0	674	0	0	49	0	0	16	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.8%
ICU Level of Service	A
Analysis Period (min)	15

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	644	0	9	632	0	4	0	29	0	0	10
Future Vol, veh/h	0	644	0	9	632	0	4	0	29	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	767	0	9	665	0	6	0	43	0	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	665	0	0	767	0	0	1458	1450	767	1472	1450	665
Stage 1	-	-	-	-	-	-	767	767	-	683	683	-
Stage 2	-	-	-	-	-	-	691	683	-	789	767	-
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	915	-	-	838	-	-	107	131	402	105	131	460
Stage 1	-	-	-	-	-	-	395	411	-	439	449	-
Stage 2	-	-	-	-	-	-	435	449	-	384	411	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	915	-	-	838	-	-	102	129	402	93	129	460
Mov Cap-2 Maneuver	-	-	-	-	-	-	102	129	-	93	129	-
Stage 1	-	-	-	-	-	-	395	411	-	439	441	-
Stage 2	-	-	-	-	-	-	413	441	-	343	411	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			19.6			13.1		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	296	915	-	-	838	-	-	460
HCM Lane V/C Ratio	0.166	-	-	-	0.011	-	-	0.035
HCM Control Delay (s)	19.6	0	-	-	9.3	0	-	13.1
HCM Lane LOS	C	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.1

Lanes, Volumes, Timings
13: Crompond Road & Locust Avenue

2021 MOD Zoning Mitigation
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	10	651	0	0	624	8	0	0	0	57	0	22
Future Volume (vph)	10	651	0	0	624	8	0	0	0	57	0	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	12	12	12	11	11	11
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					0.998						0.962	
Flt Protected		0.999									0.965	
Satd. Flow (prot)	0	1764	0	0	1823	0	0	1863	0	0	1672	0
Flt Permitted		0.999									0.965	
Satd. Flow (perm)	0	1764	0	0	1823	0	0	1863	0	0	1672	0
Link Speed (mph)		40			40			10			30	
Link Distance (ft)		665			435			148			1312	
Travel Time (s)		11.3			7.4			10.1			29.8	
Peak Hour Factor	0.87	0.87	0.87	0.96	0.96	0.96	0.92	0.92	0.92	0.79	0.79	0.79
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	11	748	0	0	650	8	0	0	0	72	0	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	759	0	0	658	0	0	0	0	0	100	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	53.4%
ICU Level of Service	A
Analysis Period (min)	15

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	10	651	0	0	624	8	0	0	0	57	0	22
Future Vol, veh/h	10	651	0	0	624	8	0	0	0	57	0	22
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	11	748	0	0	650	8	0	0	0	72	0	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	658	0	0	748	0	0	1438	1428	748	1424	1424	654
Stage 1	-	-	-	-	-	-	770	770	-	654	654	-
Stage 2	-	-	-	-	-	-	668	658	-	770	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	920	-	-	852	-	-	111	135	412	113	136	467
Stage 1	-	-	-	-	-	-	393	410	-	456	463	-
Stage 2	-	-	-	-	-	-	448	461	-	393	410	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	920	-	-	852	-	-	103	132	412	111	133	467
Mov Cap-2 Maneuver	-	-	-	-	-	-	103	132	-	111	133	-
Stage 1	-	-	-	-	-	-	385	402	-	447	463	-
Stage 2	-	-	-	-	-	-	421	461	-	385	402	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			0			76.6		
HCM LOS							A			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	920	-	-	852	-	-	141
HCM Lane V/C Ratio	-	0.012	-	-	-	-	-	0.709
HCM Control Delay (s)		0	9	0	-	0	-	76.6
HCM Lane LOS		A	A	A	-	A	-	F
HCM 95th %tile Q(veh)		-	0	-	-	0	-	4.1

Lanes, Volumes, Timings
14: Cresview Avenue & Crompond Road

2021 MOD Zoning Mitigation
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	703	5	2	633	0	9	0	7	0	0	0
Future Volume (vph)	0	703	5	2	633	0	9	0	7	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12	12	12
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		0.999						0.941				
Flt Protected								0.973				
Satd. Flow (prot)	0	1764	0	0	1827	0	0	1706	0	0	1863	0
Flt Permitted								0.973				
Satd. Flow (perm)	0	1764	0	0	1827	0	0	1706	0	0	1863	0
Link Speed (mph)		40			40			30			10	
Link Distance (ft)		435			345			517			63	
Travel Time (s)		7.4			5.9			11.8			4.3	
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.67	0.67	0.67	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	748	5	2	666	0	13	0	10	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	753	0	0	668	0	0	23	0	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	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
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.3%
Analysis Period (min)	15
	ICU Level of Service A

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	703	5	2	633	0	9	0	7	0	0	0
Future Vol, veh/h	0	703	5	2	633	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	748	5	2	666	0	13	0	10	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	666	0	0	753	0	0	1421	1421	751	1426	1423	666
Stage 1	-	-	-	-	-	-	751	751	-	670	670	-
Stage 2	-	-	-	-	-	-	670	670	-	756	753	-
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	914	-	-	848	-	-	114	136	411	113	136	459
Stage 1	-	-	-	-	-	-	403	418	-	446	455	-
Stage 2	-	-	-	-	-	-	446	455	-	400	417	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	914	-	-	848	-	-	114	135	411	110	135	459
Mov Cap-2 Maneuver	-	-	-	-	-	-	114	135	-	110	135	-
Stage 1	-	-	-	-	-	-	403	418	-	446	453	-
Stage 2	-	-	-	-	-	-	444	453	-	390	417	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			30.1			0		
HCM LOS							D			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	167	914	-	-	848	-	-	-
HCM Lane V/C Ratio	0.143	-	-	-	0.002	-	-	-
HCM Control Delay (s)	30.1	0	-	-	9.3	0	-	0
HCM Lane LOS	D	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	-

Lanes, Volumes, Timings
15: Forest Avenue & Crompond Road

2021 MOD Zoning Mitigation
Weekday AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	712	4	5	637	3	7
Future Volume (vph)	712	4	5	637	3	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.907		
Flt Protected				0.985		
Satd. Flow (prot)	1825	0	0	1827	1775	0
Flt Permitted				0.985		
Satd. Flow (perm)	1825	0	0	1827	1775	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	345			501	905	
Travel Time (s)	5.9			8.5	20.6	
Peak Hour Factor	0.91	0.91	0.86	0.86	0.63	0.63
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	782	4	6	741	5	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	786	0	0	747	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.7%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	712	4	5	637	3	7
Future Vol, veh/h	712	4	5	637	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	782	4	6	741	5	11

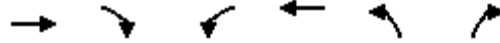
Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	786	0	1537
Stage 1	-	-	-	-	784
Stage 2	-	-	-	-	753
Critical Hdwy	-	-	4.14	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.236	-	3.518
Pot Cap-1 Maneuver	-	-	824	-	128
Stage 1	-	-	-	-	450
Stage 2	-	-	-	-	465
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	824	-	126
Mov Cap-2 Maneuver	-	-	-	-	126
Stage 1	-	-	-	-	450
Stage 2	-	-	-	-	459

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	21.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	240	-	-	824	-
HCM Lane V/C Ratio	0.066	-	-	0.007	-
HCM Control Delay (s)	21.1	-	-	9.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings
16: Rick Lane & Crompond Road

2021 MOD Zoning Mitigation
Weekday AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	717	2	4	638	4	3
Future Volume (vph)	717	2	4	638	4	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.944	
Flt Protected					0.972	
Satd. Flow (prot)	1827	0	0	1827	1766	0
Flt Permitted					0.972	
Satd. Flow (perm)	1827	0	0	1827	1766	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	501			398	707	
Travel Time (s)	8.5			6.8	16.1	
Peak Hour Factor	0.91	0.91	0.84	0.84	0.58	0.58
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	788	2	5	760	7	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	790	0	0	765	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.96	0.96
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.9%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	717	2	4	638	4	3
Future Vol, veh/h	717	2	4	638	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	788	2	5	760	7	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	790	0	1559 789
Stage 1	-	-	-	-	789 -
Stage 2	-	-	-	-	770 -
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	-	-	821	-	124 391
Stage 1	-	-	-	-	448 -
Stage 2	-	-	-	-	457 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	821	-	123 391
Mov Cap-2 Maneuver	-	-	-	-	123 -
Stage 1	-	-	-	-	448 -
Stage 2	-	-	-	-	452 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	27.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	174	-	-	821	-
HCM Lane V/C Ratio	0.069	-	-	0.006	-
HCM Control Delay (s)	27.2	-	-	9.4	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings
17: Crompond Road & Arlo Lane

2021 MOD Zoning Mitigation
Weekday AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (vph)	17	703	610	22	4	32
Future Volume (vph)	17	703	610	22	4	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995		0.881	
Flt Protected		0.999			0.994	
Satd. Flow (prot)	0	1764	1757	0	1686	0
Flt Permitted		0.999			0.994	
Satd. Flow (perm)	0	1764	1757	0	1686	0
Link Speed (mph)		40	40		30	
Link Distance (ft)		398	1145		795	
Travel Time (s)		6.8	19.5		18.1	
Peak Hour Factor	0.95	0.95	0.90	0.90	0.72	0.72
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	18	740	678	24	6	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	758	702	0	50	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		13	13		13	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.96	0.96
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	60.7%
Analysis Period (min)	15
	ICU Level of Service B

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↕	
Traffic Vol, veh/h	17	703	610	22	4	32
Future Vol, veh/h	17	703	610	22	4	32
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	18	740	678	24	6	44

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	702	0	-	0	1466 690
Stage 1	-	-	-	-	690 -
Stage 2	-	-	-	-	776 -
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	886	-	-	-	141 445
Stage 1	-	-	-	-	498 -
Stage 2	-	-	-	-	454 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	886	-	-	-	136 445
Mov Cap-2 Maneuver	-	-	-	-	136 -
Stage 1	-	-	-	-	481 -
Stage 2	-	-	-	-	454 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	886	-	-	-	355
HCM Lane V/C Ratio	0.02	-	-	-	0.141
HCM Control Delay (s)	9.1	0	-	-	16.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

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

2021 MOD Zoning Mitigation
Weekday AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Lane Configurations	↖	↗	↗	↖	↖	↖				
Traffic Volume (vph)	32	675	618	475	786	14				
Future Volume (vph)	32	675	618	475	786	14				
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 _t				0.850	0.998					
Fl _t Protected	0.950				0.953					
Satd. Flow (prot)	1829	1888	1827	1583	1831	0				
Fl _t Permitted	0.176				0.953					
Satd. Flow (perm)	339	1888	1827	1583	1831	0				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				315	1					
Link Speed (mph)		45	45		45					
Link Distance (ft)		1145	382		990					
Travel Time (s)		17.3	5.8		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	718	651	500	873	16				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	34	718	651	500	889	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	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

2021 MOD Zoning Mitigation
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	0.0								
Total Lost Time (s)	5.0	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	55.0	90.0	90.0	55.0					
Actuated g/C Ratio	0.35	0.35	0.58	0.58	0.35					
v/c Ratio	0.28	1.07	0.61	0.48	1.37					
Control Delay	44.0	102.9	19.6	8.9	213.7					
Queue Delay	0.0	0.0	4.9	0.6	3.7					
Total Delay	44.0	102.9	24.4	9.5	217.4					
LOS	D	F	C	A	F					
Approach Delay		100.2	17.9		217.4					
Approach LOS		F	B		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:	2.09
Intersection Signal Delay:	103.6
Intersection LOS:	F
Intersection Capacity Utilization:	88.3%
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

2021 MOD Zoning Mitigation
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	1160	255	147	806	17	196	35	110	37	127	91
Future Volume (vph)	46	1160	255	147	806	17	196	35	110	37	127	91
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			0.886			0.952	
Flt Protected	0.950			0.950			0.950				0.993	
Satd. Flow (prot)	1678	1766	1501	1678	1761	0	1752	1525	0	0	1761	0
Flt Permitted	0.169			0.040			0.281				0.827	
Satd. Flow (perm)	298	1766	1501	71	1761	0	518	1525	0	0	1467	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57		1			91			16	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		283			3717			466			589	
Travel Time (s)		4.3			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)	51	1275	280	160	876	18	209	37	117	43	146	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	1275	280	160	894	0	209	154	0	0	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)		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

2021 MOD Zoning Mitigation
 Weekday AM

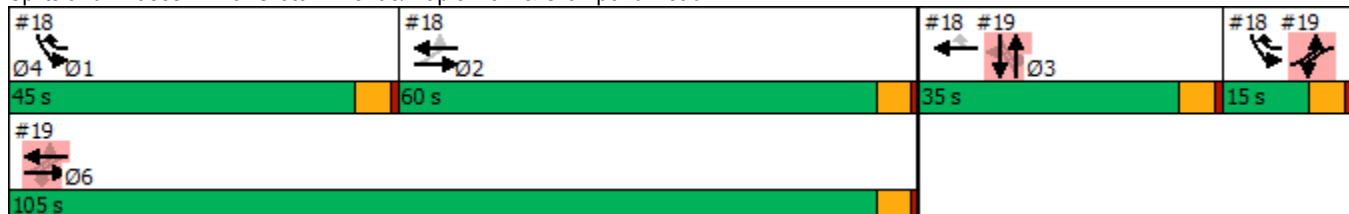


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	6		4	6			3			3	
Permitted Phases	6		6	6			3			3		
Detector Phase	4	6	6	4	6		3	3		3	3	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	8.0	8.0	8.0	8.0	8.0		21.0	21.0		21.0	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	0.17	1.12	0.28	1.04	0.79		2.09	0.42			0.99	
Control Delay	3.2	70.5	2.3	124.6	26.2		552.1	26.7			108.4	
Queue Delay	0.0	0.6	0.0	0.0	0.2		0.0	0.0			0.0	
Total Delay	3.2	71.1	2.3	124.6	26.4		552.1	26.7			108.4	
LOS	A	E	A	F	C		F	C			F	
Approach Delay		56.9			41.3			329.2			108.4	
Approach LOS		E			D			F			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:	2.09
Intersection Signal Delay:	86.3
Intersection LOS:	F
Intersection Capacity Utilization:	111.0%
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

2021 MOD Zoning Mitigation
Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	1135	61	17	858	98	31	7	1	170	27	91
Future Volume (vph)	57	1135	61	17	858	98	31	7	1	170	27	91
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				0.884
Flt Protected	0.950			0.950				0.962		0.950		
Satd. Flow (prot)	1678	1689	0	1678	1766	1501	0	1965	0	1752	1592	0
Flt Permitted	0.122			0.064				0.721		0.777		
Satd. Flow (perm)	215	1689	0	113	1766	1501	0	1473	0	1433	1592	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				110		1			101	
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)	63	1261	68	19	964	110	40	9	1	189	30	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	1329	0	19	964	110	0	50	0	189	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	2	0		2	0	0	2	1		2	2	
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	-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			40	40	
Detector 2 Size(ft)				40			40			40	40	
Detector 2 Type				Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	

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

2021 MOD Zoning Mitigation
Weekday AM

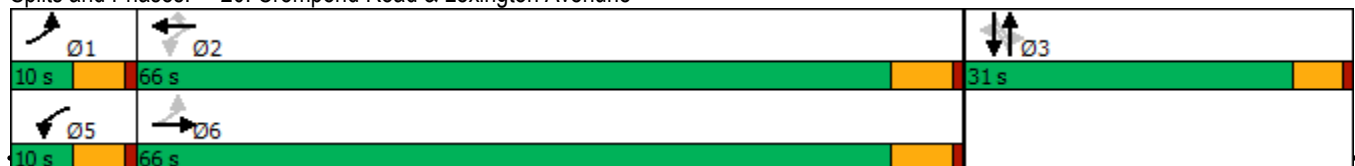


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			3				3
Permitted Phases	6			2		2	3			3		
Detector Phase	1	6		5	2	2	3	3		3		3
Switch 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)	10.0	66.0		10.0	66.0	66.0	31.0	31.0		31.0	31.0	
Total Split (%)	9.3%	61.7%		9.3%	61.7%	61.7%	29.0%	29.0%		29.0%	29.0%	
Maximum Green (s)	5.0	60.0		5.0	60.0	60.0	26.0	26.0		26.0	26.0	
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)	67.4	64.6		65.4	60.6	60.6		17.9		17.9	17.9	
Actuated g/C Ratio	0.69	0.66		0.67	0.62	0.62		0.18		0.18	0.18	
v/c Ratio	0.28	1.18		0.12	0.88	0.11		0.18		0.72	0.35	
Control Delay	8.6	112.5		7.2	28.9	2.4		34.5		53.3	13.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	8.6	112.5		7.2	28.9	2.4		34.5		53.3	13.5	
LOS	A	F		A	C	A		C		D	B	
Approach Delay		107.8			25.8			34.5			37.0	
Approach LOS		F			C			C			D	

Intersection Summary

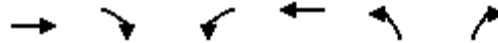
Area Type:	Other
Cycle Length:	107
Actuated Cycle Length:	97.3
Natural Cycle:	150
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.18
Intersection Signal Delay:	67.2
Intersection LOS:	E
Intersection Capacity Utilization:	85.0%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 20: Crompond Road & Lexington Avenue



Lanes, Volumes, Timings
 21: Locust Avenue & Bear Mountain Parkway

2021 MOD Zoning Mitigation
 Weekday AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	538	57	4	405	5	7
Future Volume (vph)	538	57	4	405	5	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.987				0.865	
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1716	0	1652	1739	0	1504
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1716	0	1652	1739	0	1504
Link Speed (mph)	45			45	30	
Link Distance (ft)	777			1983	85	
Travel Time (s)	11.8			30.0	1.9	
Peak Hour Factor	0.92	0.92	0.94	0.94	0.56	0.56
Adj. Flow (vph)	585	62	4	431	9	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	647	0	4	431	9	13
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	20			20	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9		15		15	
Sign Control	Free		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔		↔
Traffic Vol, veh/h	538	57	4	405	5	7
Future Vol, veh/h	538	57	4	405	5	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	585	62	4	431	9	13

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	647	0	1055 616
Stage 1	-	-	-	-	616 -
Stage 2	-	-	-	-	439 -
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	-	-	939	-	250 491
Stage 1	-	-	-	-	539 -
Stage 2	-	-	-	-	650 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	939	-	249 491
Mov Cap-2 Maneuver	-	-	-	-	249 -
Stage 1	-	-	-	-	539 -
Stage 2	-	-	-	-	647 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	491	-	-	939	-
HCM Lane V/C Ratio	0.025	-	-	0.005	-
HCM Control Delay (s)	12.5	-	-	8.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
 22: Arlo Lane & Bear Mountain Parkway/Bear Montain Parkway

2021 MOD Zoning Mitigation
 Weekday AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	783	11	1	503	3	31	1	1	16	5	16
Future Volume (vph)	11	783	11	1	503	3	31	1	1	16	5	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Storage Length (ft)	130		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	0		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
Frt		0.998			0.999			0.995			0.942	
Flt Protected	0.950			0.950				0.956			0.979	
Satd. Flow (prot)	1652	1735	0	1652	1737	0	0	1654	0	0	1603	0
Flt Permitted	0.950			0.950				0.956			0.979	
Satd. Flow (perm)	1652	1735	0	1652	1737	0	0	1654	0	0	1603	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1983			990			795			596	
Travel Time (s)		30.0			15.0			18.1			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.59	0.59	0.59	0.65	0.65	0.65
Adj. Flow (vph)	12	851	12	1	547	3	53	2	2	25	8	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	863	0	1	550	0	0	57	0	0	58	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)		10			10			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	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.1%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	11	783	11	1	503	3	31	1	1	16	5	16
Future Vol, veh/h	11	783	11	1	503	3	31	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	12	851	12	1	547	3	53	2	2	25	8	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	550	0	0	863	0	0	1448	1433	857	1434	1438	549
Stage 1	-	-	-	-	-	-	881	881	-	551	551	-
Stage 2	-	-	-	-	-	-	567	552	-	883	887	-
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	1020	-	-	779	-	-	109	134	357	112	133	535
Stage 1	-	-	-	-	-	-	341	365	-	519	515	-
Stage 2	-	-	-	-	-	-	508	515	-	340	362	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1020	-	-	779	-	-	98	132	357	109	131	535
Mov Cap-2 Maneuver	-	-	-	-	-	-	98	132	-	109	131	-
Stage 1	-	-	-	-	-	-	337	361	-	513	514	-
Stage 2	-	-	-	-	-	-	477	514	-	333	358	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			77.9			36		
HCM LOS							F			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	101	1020	-	-	779	-	-	172
HCM Lane V/C Ratio	0.554	0.012	-	-	0.001	-	-	0.331
HCM Control Delay (s)	77.9	8.6	-	-	9.6	-	-	36
HCM Lane LOS	F	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	2.6	0	-	-	0	-	-	1.4

Lanes, Volumes, Timings
 23: Locust Avenue & Old Locust Avenue




2021 MOD Zoning Mitigation
 Weekday AM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	4	8	0	4	57
Future Volume (vph)	5	4	8	0	4	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.944					
Flt Protected	0.972					0.997
Satd. Flow (prot)	1652	0	1739	0	0	1795
Flt Permitted	0.972					0.997
Satd. Flow (perm)	1652	0	1739	0	0	1795
Link Speed (mph)	30		30			30
Link Distance (ft)	401		1312			85
Travel Time (s)	9.1		29.8			1.9
Peak Hour Factor	0.75	0.75	0.92	0.92	0.64	0.64
Adj. Flow (vph)	7	5	9	0	6	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	9	0	0	95
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.09	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	16.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	4	8	0	4	57
Future Vol, veh/h	5	4	8	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	9	0	6	89

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	110	9	0	0	9
Stage 1	9	-	-	-	-
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	887	1073	-	-	1611
Stage 1	1014	-	-	-	-
Stage 2	923	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	883	1073	-	-	1611
Mov Cap-2 Maneuver	883	-	-	-	-
Stage 1	1014	-	-	-	-
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)	-	-	958	1611
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

Lanes, Volumes, Timings
26: Crompond Road & Cortlandt Pitch Driveway

2021 MOD Zoning Mitigation
Weekday AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↗		↗
Traffic Volume (vph)	0	1461	1093	0	0	0
Future Volume (vph)	0	1461	1093	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			125	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1827	1827	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1827	1827	1863	0	1863
Link Speed (mph)		45	45		10	
Link Distance (ft)		382	283		470	
Travel Time (s)		5.8	4.3		32.0	
Peak Hour Factor	0.91	0.91	0.90	0.92	0.56	0.56
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	0	1605	1214	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1605	1214	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	80.2%			ICU Level of Service D		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↑		↑
Traffic Vol, veh/h	0	1461	1093	0	0	0
Future Vol, veh/h	0	1461	1093	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	125	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	90	92	56	56
Heavy Vehicles, %	4	4	4	2	2	2
Mvmt Flow	0	1605	1214	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 1214
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.318
Pot Cap-1 Maneuver	0	-	- 0 0 221
Stage 1	0	-	- 0 0 -
Stage 2	0	-	- 0 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 221
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

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

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

Lanes, Volumes, Timings
61: Lafayette Avenue & Ridge Road

2021 MOD Zoning Mitigation
Weekday AM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	33	106	81	11	103
Future Volume (vph)	3	33	106	81	11	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	15	12	12	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.875		0.941			
Flt Protected	0.996					0.995
Satd. Flow (prot)	1677	0	1928	0	0	1915
Flt Permitted	0.996					0.995
Satd. Flow (perm)	1677	0	1928	0	0	1915
Link Speed (mph)	30		30			30
Link Distance (ft)	934		613			1478
Travel Time (s)	21.2		13.9			33.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	36	115	88	12	112
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	203	0	0	124
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	13		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	1.00	0.88	1.00	1.00	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	24.6%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	33	104	6	11	103
Future Vol, veh/h	3	33	104	6	11	103
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	36	113	7	12	112

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	253	117	0	0	120
Stage 1	117	-	-	-	-
Stage 2	136	-	-	-	-
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	736	935	-	-	1468
Stage 1	908	-	-	-	-
Stage 2	890	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	729	935	-	-	1468
Mov Cap-2 Maneuver	729	-	-	-	-
Stage 1	908	-	-	-	-
Stage 2	882	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	913	1468
HCM Lane V/C Ratio	-	-	0.043	0.008
HCM Control Delay (s)	-	-	9.1	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

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

2021 MOD Zoning Mitigation
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	591	189	149	464	32	352	1	55	28	1	43
Future Volume (vph)	44	591	189	149	464	32	352	1	55	28	1	43
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 _t		0.964			0.990			0.853				0.850
Fl _t Protected	0.950			0.950			0.950				0.954	
Satd. Flow (prot)	1711	3250	0	1711	3326	0	1711	1589	0	0	1659	1478
Fl _t Permitted	0.466			0.215			0.738				0.779	
Satd. Flow (perm)	839	3250	0	387	3326	0	1329	1589	0	0	1354	1478
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		50			8							
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)	45	603	193	152	473	33	371	1	58	29	1	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	796	0	152	506	0	371	59	0	0	30	45
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

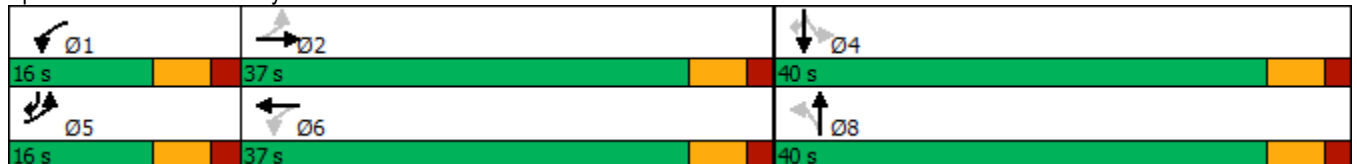
2021 MOD Zoning Mitigation
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		8.0	8.0		8.0	8.0	5.0
Minimum Split (s)	11.0	37.0		11.0	37.0		26.0	26.0		29.0	29.0	11.0
Total Split (s)	16.0	37.0		16.0	37.0		40.0	40.0		40.0	40.0	16.0
Total Split (%)	17.2%	39.8%		17.2%	39.8%		43.0%	43.0%		43.0%	43.0%	17.2%
Maximum Green (s)	10.0	31.0		10.0	31.0		34.0	34.0		34.0	34.0	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)	38.2	31.2		43.2	35.9		27.9	27.9			27.9	40.8
Actuated g/C Ratio	0.44	0.36		0.50	0.42		0.32	0.32			0.32	0.47
v/c Ratio	0.10	0.66		0.46	0.36		0.86	0.12			0.07	0.06
Control Delay	12.2	25.8		16.4	20.3		48.2	20.5			20.0	11.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	12.2	25.8		16.4	20.3		48.2	20.5			20.0	11.9
LOS	B	C		B	C		D	C			B	B
Approach Delay		25.1			19.4			44.4			15.1	
Approach LOS		C			B			D			B	

Intersection Summary

Area Type:	Other
Cycle Length:	93
Actuated Cycle Length:	86.1
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.86
Intersection Signal Delay:	27.0
Intersection LOS:	C
Intersection Capacity Utilization	71.8%
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

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	562	40	231	533	9	24	10	311	17	9	24
Future Volume (vph)	9	562	40	231	533	9	24	10	311	17	9	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		0.990			0.997				0.850		0.935	
Flt Protected	0.950			0.950				0.966			0.983	
Satd. Flow (prot)	1652	3380	0	1652	3398	0	0	1799	1583	0	1712	0
Flt Permitted	0.428			0.367				0.826			0.869	
Satd. Flow (perm)	744	3380	0	638	3398	0	0	1539	1583	0	1514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			2				370			28
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1740			689			1948			260	
Travel Time (s)		39.5			15.7			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)	10	653	47	251	579	10	29	12	370	20	10	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	700	0	251	589	0	0	41	370	0	58	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

2021 MOD Zoning Mitigation
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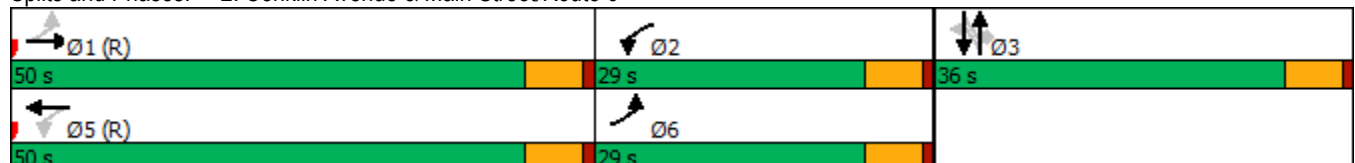


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	6	1		2	5			3				3
Permitted Phases	1			5			3		3	3		
Detector Phase	6	1		2	5		3	3	3	3		3
Switch Phase												
Minimum Initial (s)	2.0	10.0		5.0	10.0		2.0	2.0	2.0	2.0		2.0
Minimum Split (s)	8.0	16.0		11.0	16.0		36.0	36.0	36.0	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)	87.7	81.2		91.8	89.4			9.5	9.5			9.5
Actuated g/C Ratio	0.76	0.71		0.80	0.78			0.08	0.08			0.08
v/c Ratio	0.02	0.29		0.45	0.22			0.33	0.79			0.39
Control Delay	4.0	7.5		7.4	5.5			54.2	17.6			35.6
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	4.0	7.5		7.4	5.5			54.2	17.6			35.6
LOS	A	A		A	A			D	B			D
Approach Delay		7.4			6.0			21.2				35.6
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: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 10.5
 Intersection LOS: B
 Intersection Capacity Utilization 54.4%
 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

2021 MOD Zoning Mitigation
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	752	281	80	912	69	238	130	143	77	98	167
Future Volume (vph)	182	752	281	80	912	69	238	130	143	77	98	167
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		0.959			0.989			0.922			0.905	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1732	0	1752	1776	0	1752	1701	0	1752	1669	0
Flt Permitted	0.047			0.050			0.165			0.326		
Satd. Flow (perm)	87	1732	0	92	1776	0	304	1701	0	601	1669	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		16			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)	192	792	296	83	950	72	243	133	146	85	108	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	192	1088	0	83	1022	0	243	279	0	85	292	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

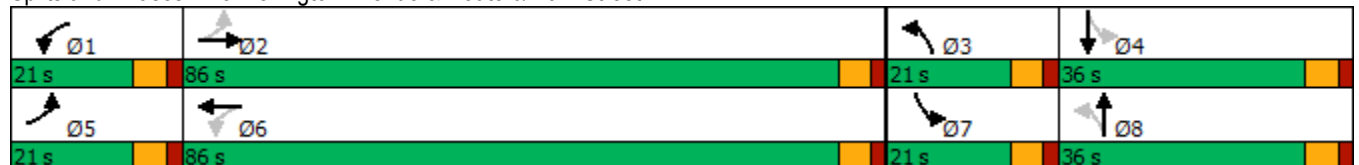
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		6		8		4					
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	35.0		9.0	40.0		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)	99.8	86.0		88.8	80.0		48.6	34.1		40.0	29.6	
Actuated g/C Ratio	0.61	0.53		0.54	0.49		0.30	0.21		0.24	0.18	
v/c Ratio	0.95	1.18		0.60	1.17		1.09	0.79		0.39	0.97	
Control Delay	95.8	128.6		44.6	127.9		130.1	77.7		46.7	109.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	95.8	128.6		44.6	127.9		130.1	77.7		46.7	109.5	
LOS	F	F		D	F		F	E		D	F	
Approach Delay		123.7			121.6			102.1			95.4	
Approach LOS		F			F			F			F	

Intersection Summary










Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 163.4
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.18
 Intersection Signal Delay: 116.3 Intersection LOS: F
 Intersection Capacity Utilization 110.9% ICU Level of Service H
 Analysis Period (min) 15

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



Lanes, Volumes, Timings
4: Dayton Lane & North Driveway

2021 MOD Zoning Mitigation
Weekday PM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	41	85	323	62	63	276
Future Volume (vph)	41	85	323	62	63	276
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.909		0.978			
Flt Protected	0.984					0.991
Satd. Flow (prot)	1666	0	2065	0	0	2092
Flt Permitted	0.984					0.991
Satd. Flow (perm)	1666	0	2065	0	0	2092
Link Speed (mph)	30		30			30
Link Distance (ft)	238		247			256
Travel Time (s)	5.4		5.6			5.8
Peak Hour Factor	0.93	0.93	0.78	0.78	0.97	0.97
Adj. Flow (vph)	44	91	414	79	65	285
Shared Lane Traffic (%)						
Lane Group Flow (vph)	135	0	493	0	0	350
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.85	0.85	0.85	0.85
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	56.3%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	41	85	323	62	63	276
Future Vol, veh/h	41	85	323	62	63	276
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	91	414	79	65	285










Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	869	454	0	0	493
Stage 1	454	-	-	-	-
Stage 2	415	-	-	-	-
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	322	606	-	-	1071
Stage 1	640	-	-	-	-
Stage 2	666	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	299	606	-	-	1071
Mov Cap-2 Maneuver	299	-	-	-	-
Stage 1	640	-	-	-	-
Stage 2	618	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.3	0	1.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	454	1071
HCM Lane V/C Ratio	-	-	0.298	0.061
HCM Control Delay (s)	-	-	16.3	8.6
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.2	0.2

Lanes, Volumes, Timings
5: Dayton Lane & South Driveway

2021 MOD Zoning Mitigation
Weekday PM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	169	77	347	194	105	211
Future Volume (vph)	169	77	347	194	105	211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.958		0.952			
Flt Protected	0.967					0.984
Satd. Flow (prot)	1726	0	2010	0	0	2077
Flt Permitted	0.967					0.984
Satd. Flow (perm)	1726	0	2010	0	0	2077
Link Speed (mph)	30		30			30
Link Distance (ft)	280		887			247
Travel Time (s)	6.4		20.2			5.6
Peak Hour Factor	0.91	0.91	0.78	0.78	0.79	0.79
Adj. Flow (vph)	186	85	445	249	133	267
Shared Lane Traffic (%)						
Lane Group Flow (vph)	271	0	694	0	0	400
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.85	0.85	0.85	0.85
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	71.1%			ICU Level of Service C		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	28.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	169	77	347	194	105	211
Future Vol, veh/h	169	77	347	194	105	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	91	91	78	78	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	186	85	445	249	133	267

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1103	570	0	0	694
Stage 1	570	-	-	-	-
Stage 2	533	-	-	-	-
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	234	521	-	-	901
Stage 1	566	-	-	-	-
Stage 2	588	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	194	521	-	-	901
Mov Cap-2 Maneuver	194	-	-	-	-
Stage 1	566	-	-	-	-
Stage 2	486	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	138.4	0	3.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	241	901
HCM Lane V/C Ratio	-	-	1.122	0.148
HCM Control Delay (s)	-	-	138.4	9.7
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	12.1	0.5

Lanes, Volumes, Timings
6: Crompond Road & Dayton Lane

2021 MOD Zoning Mitigation
Weekday PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	132	579	631	393	216	180
Future Volume (vph)	132	579	631	393	216	180
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			0.948			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1678	1888	1847	0	2006	1794
Flt Permitted	0.140				0.950	
Satd. Flow (perm)	247	1888	1847	0	2006	1794
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			66			183
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)	140	616	678	423	223	186
Shared Lane Traffic (%)						
Lane Group Flow (vph)	140	616	1101	0	223	186
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

2021 MOD Zoning 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)	77.2	77.2	77.2		16.8	16.8
Actuated g/C Ratio	0.74	0.74	0.74		0.16	0.16
v/c Ratio	0.77	0.44	0.80		0.69	0.42
Control Delay	42.5	7.3	7.9		52.7	8.7
Queue Delay	0.0	0.0	0.2		0.0	0.0
Total Delay	42.5	7.3	8.1		52.7	8.7
LOS	D	A	A		D	A
Approach Delay		13.8	8.1		32.7	
Approach LOS		B	A		C	

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 16 (15%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 14.5
 Intersection LOS: B
 Intersection Capacity Utilization 90.6%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 6: Crompond Road & Dayton Lane



Lanes, Volumes, Timings
7: Buttonwood Avenue & Crompond Road

2021 MOD Zoning Mitigation
Weekday PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	788	5	2	1018	1	2
Future Volume (vph)	788	5	2	1018	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Storage Length (ft)		0	50		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
Frt	0.999				0.899	
Flt Protected			0.950		0.988	
Satd. Flow (prot)	1825	0	1736	1827	1820	0
Flt Permitted			0.950		0.988	
Satd. Flow (perm)	1825	0	1736	1827	1820	0
Link Speed (mph)	40			40	25	
Link Distance (ft)	734			198	355	
Travel Time (s)	12.5			3.4	9.7	
Peak Hour Factor	0.97	0.97	0.92	0.92	0.75	0.75
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	812	5	2	1107	1	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	817	0	2	1107	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

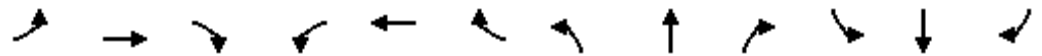
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	63.6%
ICU Level of Service	B
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	788	5	2	1018	1	2
Future Vol, veh/h	788	5	2	1018	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	812	5	2	1107	1	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	817	0	1926
Stage 1	-	-	-	-	815
Stage 2	-	-	-	-	1111
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	-	-	802	-	73
Stage 1	-	-	-	-	435
Stage 2	-	-	-	-	315
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	802	-	73
Mov Cap-2 Maneuver	-	-	-	-	73
Stage 1	-	-	-	-	435
Stage 2	-	-	-	-	314

Approach	EB	WB	NB
HCM Control Delay, s	0	0	28.4
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	158	-	-	802	-
HCM Lane V/C Ratio	0.025	-	-	0.003	-
HCM Control Delay (s)	28.4	-	-	9.5	-
HCM Lane LOS	D	-	-	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)	94	621	75	118	919	157	101	5	174	0	0	0
Future Volume (vph)	94	621	75	118	919	157	101	5	174	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		0.984			0.978				0.850			
Flt Protected	0.950			0.950				0.954				
Satd. Flow (prot)	1736	1790	0	1736	1781	0	0	1777	1583	0	0	0
Flt Permitted	0.135			0.342				0.954				
Satd. Flow (perm)	247	1790	0	622	1781	0	0	1738	1516	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			19				183			
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)	96	634	77	127	988	169	106	5	183	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	711	0	127	1157	0	0	111	183	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				

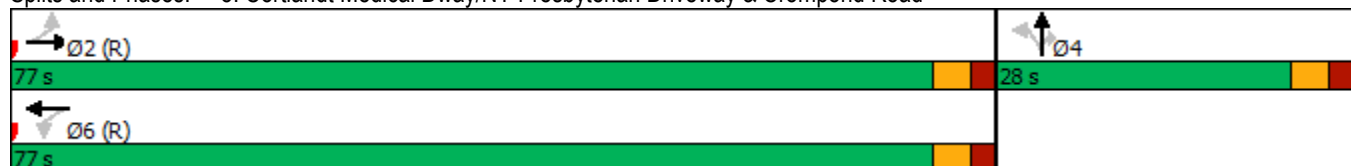


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm			
Protected Phases		2			6			4				
Permitted Phases	2			6			4		4			
Detector Phase	2	2		6	6		4	4	4			
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0			
Minimum Split (s)	32.0	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	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)	80.7	80.7		80.7	80.7		14.3	14.3	14.3			
Actuated g/C Ratio	0.77	0.77		0.77	0.77		0.14	0.14	0.14			
v/c Ratio	0.51	0.52		0.27	0.84		0.47	0.50	0.50			
Control Delay	14.5	4.8		2.8	8.5		46.9	10.5	10.5			
Queue Delay	0.0	0.6		0.0	0.2		0.0	0.1	0.1			
Total Delay	14.5	5.4		2.8	8.7		46.9	10.7	10.7			
LOS	B	A		A	A		D	B	B			
Approach Delay		6.5			8.1		24.4					
Approach LOS		A			A		C					

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 104 (99%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 9.5
 Intersection Capacity Utilization 85.4%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service E

Splits and Phases: 8: Cortlandt Medical Dway/NY Presbyterian Driveway & Crompond Road



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

2021 MOD Zoning Mitigation
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	734	61	118	908	0	89	0	100	275	29	197
Future Volume (vph)	0	734	61	118	908	0	89	0	100	275	29	197
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	100		0	0		0
Storage Lanes	0		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
Ped Bike Factor		1.00										
Frt		0.990						0.850			0.870	
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	1803	0	1736	1827	0	1652	1478	0	1770	1621	0
Flt Permitted				0.069			0.488			0.339		
Satd. Flow (perm)	0	1803	0	126	1827	0	848	1478	0	631	1621	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6						213			204	
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	798	66	128	987	0	116	0	130	299	32	214
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	864	0	128	987	0	116	130	0	299	246	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

2021 MOD Zoning Mitigation
 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	
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)		53.2		66.8	65.8		19.6	8.2		26.2	11.8	
Actuated g/C Ratio		0.51		0.64	0.63		0.19	0.08		0.25	0.11	
v/c Ratio		0.94		0.65	0.86		0.47	0.42		0.94	0.68	
Control Delay		37.5		37.0	10.4		37.0	4.3		72.7	21.0	
Queue Delay		0.5		0.0	1.2		0.0	0.0		0.0	0.2	
Total Delay		38.0		37.0	11.6		37.0	4.3		72.7	21.2	
LOS		D		D	B		D	A		E	C	
Approach Delay		38.0			14.5			19.7			49.4	
Approach LOS		D			B			B			D	

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 12 (11%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 29.2
 Intersection LOS: C
 Intersection Capacity Utilization 87.9%
 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

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	762	65	73	793	58	64	18	71	74	18	174
Future Volume (vph)	282	762	65	73	793	58	64	18	71	74	18	174
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	75		0	0		0	0		125
Storage Lanes	1		0	1		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		0.988			0.990			0.881				0.863
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1678	1808	0	1770	1809	0	1770	1641	0	1711	1608	0
Flt Permitted	0.064			0.259			0.283			0.687		
Satd. Flow (perm)	113	1808	0	482	1809	0	527	1641	0	1237	1608	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			5			77				205
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)	297	802	71	79	881	64	70	20	77	87	20	205
Shared Lane Traffic (%)												
Lane Group Flow (vph)	297	873	0	79	945	0	70	97	0	87	225	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		pm+pt	NA		Perm	NA		Perm	NA	

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

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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
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	5.0	10.0		4.0	10.0		10.0	10.0		10.0		10.0
Minimum Split (s)	10.0	16.0		9.0	16.0		15.0	15.0		15.0		15.0
Total Split (s)	24.0	75.0		10.0	61.0		20.0	20.0		20.0		20.0
Total Split (%)	22.9%	71.4%		9.5%	58.1%		19.0%	19.0%		19.0%		19.0%
Maximum Green (s)	19.0	69.0		5.0	55.0		15.0	15.0		15.0		15.0
Yellow Time (s)	3.0	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		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)	5.0	6.0		5.0	6.0		5.0	5.0		5.0		5.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0		3.0
Recall Mode	None	C-Max		None	C-Max		None	None		None		None
Act Effct Green (s)	80.4	71.4		63.5	57.3		14.6	14.6		14.6		14.6
Actuated g/C Ratio	0.77	0.68		0.60	0.55		0.14	0.14		0.14		0.14
v/c Ratio	0.87	0.71		0.22	0.96		0.96	0.33		0.51		0.56
Control Delay	35.4	15.9		6.7	44.2		141.3	16.6		52.8		13.7
Queue Delay	0.0	0.3		0.0	5.2		0.0	0.0		0.0		0.0
Total Delay	35.4	16.2		6.7	49.3		141.3	16.6		52.8		13.8
LOS	D	B		A	D		F	B		D		B
Approach Delay		21.1			46.0			68.9				24.7
Approach LOS		C			D			E				C

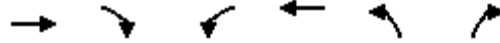
Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 101 (96%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 34.1
 Intersection LOS: C
 Intersection Capacity Utilization 98.4%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 10: Crompond Road & Conklin Avenue



Lanes, Volumes, Timings
11: Tamarack Drive & Crompond Road



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	900	14	28	928	9	11
Future Volume (vph)	900	14	28	928	9	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998				0.926	
Flt Protected				0.999	0.978	
Satd. Flow (prot)	1762	0	0	1764	1799	0
Flt Permitted				0.999	0.978	
Satd. Flow (perm)	1762	0	0	1764	1799	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	962			840	649	
Travel Time (s)	16.4			14.3	14.8	
Peak Hour Factor	0.95	0.95	0.92	0.92	0.67	0.67
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	947	15	30	1009	13	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	962	0	0	1039	29	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	81.4%
Analysis Period (min)	15
	ICU Level of Service D

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	900	14	28	928	9	11
Future Vol, veh/h	900	14	28	928	9	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	947	15	30	1009	13	16

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	962	0	2024
Stage 1	-	-	-	-	955
Stage 2	-	-	-	-	1069
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	-	-	707	-	64
Stage 1	-	-	-	-	374
Stage 2	-	-	-	-	330
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	707	-	58
Mov Cap-2 Maneuver	-	-	-	-	58
Stage 1	-	-	-	-	374
Stage 2	-	-	-	-	298

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	52.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	105	-	-	707	-
HCM Lane V/C Ratio	0.284	-	-	0.043	-
HCM Control Delay (s)	52.4	-	-	10.3	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	1.1	-	-	0.1	-

Lanes, Volumes, Timings
12: Crompond Road & Shipley Drive

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	11	815	9	23	915	0	31	0	89	0	0	0
Future Volume (vph)	11	815	9	23	915	0	31	0	89	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	14	14	14	16	16	16
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		0.998						0.900				
Flt Protected		0.999			0.999			0.987				
Satd. Flow (prot)	0	1761	0	0	1825	0	0	1765	0	0	2111	0
Flt Permitted		0.999			0.999			0.987				
Satd. Flow (perm)	0	1761	0	0	1825	0	0	1765	0	0	2111	0
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		840			665			264			586	
Travel Time (s)		14.3			11.3			6.0			13.3	
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.91	0.91	0.91	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	12	867	10	25	984	0	34	0	98	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	889	0	0	1009	0	0	132	0	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	75.4%
ICU Level of Service	D
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	10											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	815	9	23	915	0	31	0	89	0	0	0
Future Vol, veh/h	11	815	9	23	915	0	31	0	89	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	867	10	25	984	0	34	0	98	0	0	0

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	984	0	0	877	0	0	1930	1930	872	1979	1935	984
Stage 1	-	-	-	-	-	-	896	896	-	1034	1034	-
Stage 2	-	-	-	-	-	-	1034	1034	-	945	901	-
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	694	-	-	762	-	-	50	66	350	46	66	301
Stage 1	-	-	-	-	-	-	335	359	-	280	309	-
Stage 2	-	-	-	-	-	-	280	309	-	314	357	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	694	-	-	762	-	-	46	59	350	30	59	301
Mov Cap-2 Maneuver	-	-	-	-	-	-	46	59	-	30	59	-
Stage 1	-	-	-	-	-	-	324	347	-	270	287	-
Stage 2	-	-	-	-	-	-	260	287	-	219	345	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0.1		0.2		151.3		0	
HCM LOS					F		A	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	129	694	-	-	762	-	-	-
HCM Lane V/C Ratio	1.022	0.017	-	-	0.032	-	-	-
HCM Control Delay (s)	151.3	10.3	0	-	9.9	0	-	0
HCM Lane LOS	F	B	A	-	A	A	-	A
HCM 95th %tile Q(veh)	7.2	0.1	-	-	0.1	-	-	-

Lanes, Volumes, Timings
13: Crompond Road & Locust Avenue

2021 MOD Zoning Mitigation
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	30	870	0	0	884	2	0	0	0	1	0	35
Future Volume (vph)	30	870	0	0	884	2	0	0	0	1	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	12	12	12	11	11	11
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												0.868
Flt Protected		0.998										0.999
Satd. Flow (prot)	0	1762	0	0	1827	0	0	1863	0	0	1561	0
Flt Permitted		0.998										0.999
Satd. Flow (perm)	0	1762	0	0	1827	0	0	1863	0	0	1561	0
Link Speed (mph)		40			40			10			30	
Link Distance (ft)		665			435			148			1312	
Travel Time (s)		11.3			7.4			10.1			29.8	
Peak Hour Factor	0.93	0.93	0.93	0.97	0.97	0.97	0.92	0.92	0.92	0.86	0.86	0.86
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	32	935	0	0	911	2	0	0	0	1	0	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	967	0	0	913	0	0	0	0	0	42	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	80.0%
Analysis Period (min)	15
	ICU Level of Service D

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	870	0	0	884	2	0	0	0	1	0	35
Future Vol, veh/h	30	870	0	0	884	2	0	0	0	1	0	35
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	935	0	0	911	2	0	0	0	1	0	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	913	0	0	935	0	0	1932	1912	935	1911	1911	912
Stage 1	-	-	-	-	-	-	999	999	-	912	912	-
Stage 2	-	-	-	-	-	-	933	913	-	999	999	-
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	738	-	-	724	-	-	50	68	322	52	68	332
Stage 1	-	-	-	-	-	-	293	321	-	328	353	-
Stage 2	-	-	-	-	-	-	319	352	-	293	321	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	738	-	-	724	-	-	41	62	322	48	62	332
Mov Cap-2 Maneuver	-	-	-	-	-	-	41	62	-	48	62	-
Stage 1	-	-	-	-	-	-	267	292	-	298	353	-
Stage 2	-	-	-	-	-	-	280	352	-	267	292	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0			0			19.8		
HCM LOS							A			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	738	-	-	724	-	-	285
HCM Lane V/C Ratio	-	0.044	-	-	-	-	-	0.147
HCM Control Delay (s)	0	10.1	0	-	0	-	-	19.8
HCM Lane LOS	A	B	A	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.5

Lanes, Volumes, Timings
14: Cresview Avenue & Crompond Road

2021 MOD Zoning Mitigation
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	866	5	2	885	0	1	0	3	0	0	0
Future Volume (vph)	0	866	5	2	885	0	1	0	3	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12	12	12
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		0.999						0.899				
Flt Protected								0.988				
Satd. Flow (prot)	0	1764	0	0	1827	0	0	1655	0	0	1863	0
Flt Permitted								0.988				
Satd. Flow (perm)	0	1764	0	0	1827	0	0	1655	0	0	1863	0
Link Speed (mph)		40			40			30			10	
Link Distance (ft)		435			345			517			63	
Travel Time (s)		7.4			5.9			11.8			4.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.50	0.50	0.50	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	902	5	2	922	0	2	0	6	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	907	0	0	924	0	0	8	0	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	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
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	58.2%
ICU Level of Service	B
Analysis Period (min)	15

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	866	5	2	885	0	1	0	3	0	0	0
Future Vol, veh/h	0	866	5	2	885	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	902	5	2	922	0	2	0	6	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	922	0	0	907	0	0	1831	1831	905	1834	1833	922
Stage 1	-	-	-	-	-	-	905	905	-	926	926	-
Stage 2	-	-	-	-	-	-	926	926	-	908	907	-
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	732	-	-	742	-	-	59	76	335	59	76	327
Stage 1	-	-	-	-	-	-	331	355	-	322	347	-
Stage 2	-	-	-	-	-	-	322	347	-	330	355	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	732	-	-	742	-	-	59	76	335	58	76	327
Mov Cap-2 Maneuver	-	-	-	-	-	-	59	76	-	58	76	-
Stage 1	-	-	-	-	-	-	331	355	-	322	345	-
Stage 2	-	-	-	-	-	-	320	345	-	324	355	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			29.7			0		
HCM LOS							D			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	154	732	-	-	742	-	-	-
HCM Lane V/C Ratio	0.052	-	-	-	0.003	-	-	-
HCM Control Delay (s)	29.7	0	-	-	9.9	0	-	0
HCM Lane LOS	D	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-

Lanes, Volumes, Timings
15: Forest Avenue & Crompond Road

2021 MOD Zoning Mitigation
Weekday PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	866	3	6	884	3	5
Future Volume (vph)	866	3	6	884	3	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.916	
Flt Protected					0.982	
Satd. Flow (prot)	1827	0	0	1827	1787	0
Flt Permitted					0.982	
Satd. Flow (perm)	1827	0	0	1827	1787	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	345			501	905	
Travel Time (s)	5.9			8.5	20.6	
Peak Hour Factor	0.91	0.91	0.93	0.93	0.50	0.50
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	952	3	6	951	6	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	955	0	0	957	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	61.3%
Analysis Period (min)	15
	ICU Level of Service B

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	866	3	6	884	3	5
Future Vol, veh/h	866	3	6	884	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	952	3	6	951	6	10

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	955	0	1917
Stage 1	-	-	-	-	954
Stage 2	-	-	-	-	963
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	-	-	712	-	74
Stage 1	-	-	-	-	374
Stage 2	-	-	-	-	370
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	712	-	73
Mov Cap-2 Maneuver	-	-	-	-	73
Stage 1	-	-	-	-	374
Stage 2	-	-	-	-	363

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	34
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	140	-	-	712	-
HCM Lane V/C Ratio	0.114	-	-	0.009	-
HCM Control Delay (s)	34	-	-	10.1	0
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Lanes, Volumes, Timings
16: Rick Lane & Crompond Road



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	867	4	7	887	3	5
Future Volume (vph)	867	4	7	887	3	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.914		
Flt Protected				0.982		
Satd. Flow (prot)	1825	0	0	1827	1728	0
Flt Permitted				0.982		
Satd. Flow (perm)	1825	0	0	1827	1728	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	501			398	707	
Travel Time (s)	8.5			6.8	16.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.67	0.67
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	942	4	8	964	4	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	946	0	0	972	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.96	0.96
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	62.3%
Analysis Period (min)	15
	ICU Level of Service B

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	867	4	7	887	3	5
Future Vol, veh/h	867	4	7	887	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	942	4	8	964	4	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	946	0	1924
Stage 1	-	-	-	-	944
Stage 2	-	-	-	-	980
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	-	-	717	-	73
Stage 1	-	-	-	-	378
Stage 2	-	-	-	-	364
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	717	-	71
Mov Cap-2 Maneuver	-	-	-	-	71
Stage 1	-	-	-	-	378
Stage 2	-	-	-	-	355

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	33.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	138	-	-	717	-
HCM Lane V/C Ratio	0.087	-	-	0.011	-
HCM Control Delay (s)	33.5	-	-	10.1	0
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lanes, Volumes, Timings
17: Crompond Road & Arlo Lane



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↕	
Traffic Volume (vph)	44	828	874	5	3	20
Future Volume (vph)	44	828	874	5	3	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.884	
Flt Protected		0.997			0.993	
Satd. Flow (prot)	0	1761	1764	0	1690	0
Flt Permitted		0.997			0.993	
Satd. Flow (perm)	0	1761	1764	0	1690	0
Link Speed (mph)		40	40		30	
Link Distance (ft)		398	1145		795	
Travel Time (s)		6.8	19.5		18.1	
Peak Hour Factor	0.88	0.88	0.92	0.92	0.65	0.65
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	50	941	950	5	5	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	991	955	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		13	13		13	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.96	0.96
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	89.5%
Analysis Period (min)	15
	ICU Level of Service E

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↕	
Traffic Vol, veh/h	44	828	874	5	3	20
Future Vol, veh/h	44	828	874	5	3	20
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	50	941	950	5	5	31

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	955	0	-	0	1994 953
Stage 1	-	-	-	-	953 -
Stage 2	-	-	-	-	1041 -
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	712	-	-	-	66 314
Stage 1	-	-	-	-	375 -
Stage 2	-	-	-	-	340 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	712	-	-	-	56 314
Mov Cap-2 Maneuver	-	-	-	-	56 -
Stage 1	-	-	-	-	320 -
Stage 2	-	-	-	-	340 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	27.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	712	-	-	-	196
HCM Lane V/C Ratio	0.07	-	-	-	0.181
HCM Control Delay (s)	10.4	0	-	-	27.4
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6

Lanes, Volumes, Timings
 18: Crompond Road & Bear Mountain Parkway

2021 MOD Zoning Mitigation
 Weekday PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Lane Configurations										
Traffic Volume (vph)	38	793	846	767	619	33				
Future Volume (vph)	38	793	846	767	619	33				
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				
Frt				0.850	0.993					
Flt Protected	0.950				0.955					
Satd. Flow (prot)	1829	1888	1827	1583	1825	0				
Flt Permitted	0.073				0.955					
Satd. Flow (perm)	141	1888	1827	1583	1825	0				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				371	2					
Link Speed (mph)		45	45		45					
Link Distance (ft)		1145	370		990					
Travel Time (s)		17.3	5.6		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)	40	835	855	775	632	34				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	40	835	855	775	666	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	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

2021 MOD Zoning Mitigation
 Weekday PM

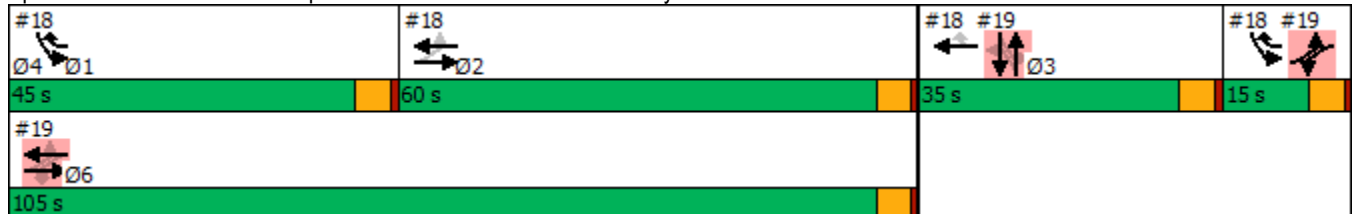


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4	Ø6
Protected Phases		2	2 3	1 4	1 4		1	3	4	6
Permitted Phases	2			3						
Detector Phase	2	2	2 3	1 4	1 4					
Switch Phase										
Minimum Initial (s)	3.0	3.0					3.0	3.0	3.0	3.0
Minimum Split (s)	8.0	8.0					13.0	21.0	8.0	8.0
Total Split (s)	60.0	60.0					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	0.0								
Total Lost Time (s)	5.0	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	55.0	90.0	90.0	55.0					
Actuated g/C Ratio	0.35	0.35	0.58	0.58	0.35					
v/c Ratio	0.80	1.25	0.81	0.72	1.03					
Control Delay	126.7	165.4	20.3	18.7	90.8					
Queue Delay	0.0	0.0	49.9	4.7	27.7					
Total Delay	126.7	165.4	70.2	23.4	118.5					
LOS	F	F	E	C	F					
Approach Delay		163.7	47.9		118.5					
Approach LOS		F	D		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:	1.26
Intersection Signal Delay:	94.7
Intersection LOS:	F
Intersection Capacity Utilization:	89.2%
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

2021 MOD Zoning Mitigation
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	1156	197	128	1340	65	219	46	92	53	42	54
Future Volume (vph)	49	1156	197	128	1340	65	219	46	92	53	42	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
Fr _t			0.850		0.993			0.900			0.951	
Fl _t Protected	0.950			0.950			0.950				0.983	
Satd. Flow (prot)	1678	1766	1501	1678	1754	0	1752	1550	0	0	1741	0
Fl _t Permitted	0.040			0.040			0.520				0.685	
Satd. Flow (perm)	71	1766	1501	71	1754	0	959	1550	0	0	1213	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			49		3			58			16	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		294			3721			466			589	
Travel Time (s)		4.5			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)	51	1204	205	129	1354	66	233	49	98	64	51	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	1204	205	129	1420	0	233	147	0	0	180	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

2021 MOD Zoning Mitigation
 Weekday PM

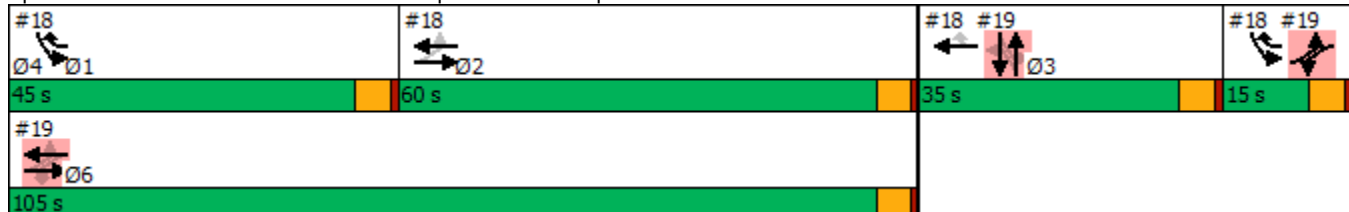


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	6		4	6			3			3	
Permitted Phases	6		6	6			3			3		
Detector Phase	4	6	6	4	6		3	3		3	3	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	8.0	8.0	8.0	8.0	8.0		21.0	21.0		21.0	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	0.33	1.06	0.21	0.84	1.25		1.26	0.42			0.73	
Control Delay	24.7	42.6	3.2	77.3	149.0		201.6	37.0			71.2	
Queue Delay	0.0	17.7	0.0	0.0	0.8		0.6	0.0			1.2	
Total Delay	24.7	60.3	3.2	77.3	149.7		202.2	37.0			72.4	
LOS	C	E	A	E	F		F	D			E	
Approach Delay		51.0			143.7			138.3			72.4	
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:	1.26
Intersection Signal Delay:	101.6
Intersection LOS:	F
Intersection Capacity Utilization:	115.0%
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

2021 MOD Zoning Mitigation
Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	1160	56	29	1364	237	34	15	2	209	25	104
Future Volume (vph)	135	1160	56	29	1364	237	34	15	2	209	25	104
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				0.879
Flt Protected	0.950			0.950				0.968		0.950		
Satd. Flow (prot)	1678	1691	0	1678	1766	1501	0	1972	0	1752	1581	0
Flt Permitted	0.062			0.067				0.744		0.741		
Satd. Flow (perm)	109	1691	0	118	1766	1501	0	1515	0	1367	1581	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				216		2			113	
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)	152	1303	63	33	1533	266	48	21	3	227	27	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	1366	0	33	1533	266	0	72	0	227	140	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

2021 MOD Zoning Mitigation
Weekday PM

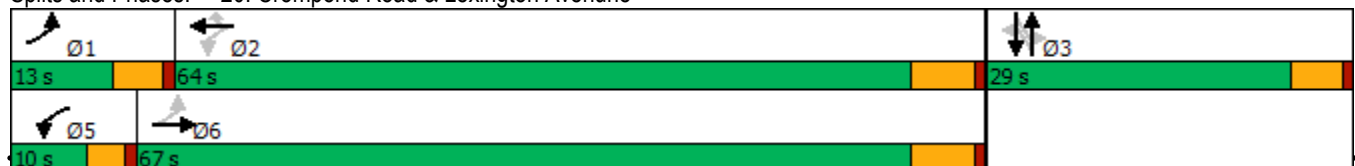


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			3				3
Permitted Phases	6			2		2	3			3		
Detector Phase	1	6		5	2	2	3	3		3		3
Switch Phase												
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		6.0	58.0	58.0	24.0	24.0		24.0	24.0	
Yellow Time (s)	4.0	5.0		3.0	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		4.0	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)	70.8	65.2		65.5	58.2	58.2		20.2		20.2	20.2	
Actuated g/C Ratio	0.69	0.64		0.64	0.57	0.57		0.20		0.20	0.20	
v/c Ratio	0.79	1.26		0.21	1.52	0.28		0.24		0.84	0.35	
Control Delay	49.2	147.6		8.7	263.3	3.7		35.2		65.8	12.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	49.2	147.6		8.7	263.3	3.7		35.2		65.8	12.4	
LOS	D	F		A	F	A		D		E	B	
Approach Delay		137.8			221.0			35.2			45.4	
Approach LOS		F			F			D			D	

Intersection Summary

Area Type:	Other
Cycle Length:	106
Actuated Cycle Length:	102
Natural Cycle:	150
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.52
Intersection Signal Delay:	167.1
Intersection LOS:	F
Intersection Capacity Utilization	113.8%
ICU Level of Service	H
Analysis Period (min)	15

Splits and Phases: 20: Crompond Road & Lexington Avenue



Lanes, Volumes, Timings
21: Locust Avenue & Bear Mountain Parkway

2021 MOD Zoning Mitigation
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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	663	35	3	750	6	6
Future Volume (vph)	663	35	3	750	6	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.865	
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1726	0	1652	1739	0	1504
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1726	0	1652	1739	0	1504
Link Speed (mph)	45			45	30	
Link Distance (ft)	777			1983	85	
Travel Time (s)	11.8			30.0	1.9	
Peak Hour Factor	0.91	0.91	0.94	0.94	0.88	0.88
Adj. Flow (vph)	729	38	3	798	7	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	767	0	3	798	7	7
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	20			20	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9		15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑		↔
Traffic Vol, veh/h	663	35	3	750	6	6
Future Vol, veh/h	663	35	3	750	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	729	38	3	798	7	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	767	0	1552 748
Stage 1	-	-	-	-	748 -
Stage 2	-	-	-	-	804 -
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	-	-	847	-	125 412
Stage 1	-	-	-	-	468 -
Stage 2	-	-	-	-	440 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	847	-	125 412
Mov Cap-2 Maneuver	-	-	-	-	125 -
Stage 1	-	-	-	-	468 -
Stage 2	-	-	-	-	438 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	412	-	-	847	-
HCM Lane V/C Ratio	0.017	-	-	0.004	-
HCM Control Delay (s)	13.9	-	-	9.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
22: Arlo Lane & Bear Mountain Parkway

2021 MOD Zoning Mitigation
Weekday PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	650	34	0	801	4	52	1	0	2	0	11
Future Volume (vph)	5	650	34	0	801	4	52	1	0	2	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Storage Length (ft)	130		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	0		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 _t		0.993			0.999							0.886
Fl _t Protected	0.950							0.953				0.992
Satd. Flow (prot)	1652	1726	0	1739	1737	0	0	1657	0	0	1528	0
Fl _t Permitted	0.950							0.953				0.992
Satd. Flow (perm)	1652	1726	0	1739	1737	0	0	1657	0	0	1528	0
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1983			990			795				596
Travel Time (s)		30.0			15.0			18.1				13.5
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.63	0.63	0.63	0.41	0.41	0.41
Adj. Flow (vph)	5	714	37	0	852	4	83	2	0	5	0	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	751	0	0	856	0	0	85	0	0	32	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)		10			10			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	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	58.7%						ICU Level of Service B					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	11.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	5	650	34	0	801	4	52	1	0	2	0	11
Future Vol, veh/h	5	650	34	0	801	4	52	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	714	37	0	852	4	83	2	0	5	0	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	856	0	0	751	0	0	1611	1599	733	1598	1615	854
Stage 1	-	-	-	-	-	-	743	743	-	854	854	-
Stage 2	-	-	-	-	-	-	868	856	-	744	761	-
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	784	-	-	858	-	-	84	106	421	86	104	358
Stage 1	-	-	-	-	-	-	407	422	-	353	375	-
Stage 2	-	-	-	-	-	-	347	374	-	407	414	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	784	-	-	858	-	-	~ 77	105	421	85	103	358
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 77	105	-	85	103	-
Stage 1	-	-	-	-	-	-	405	419	-	351	375	-
Stage 2	-	-	-	-	-	-	321	374	-	403	412	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			225.6			22.3		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	77	784	-	-	858	-	-	240
HCM Lane V/C Ratio	1.093	0.007	-	-	-	-	-	0.132
HCM Control Delay (s)	225.6	9.6	-	-	0	-	-	22.3
HCM Lane LOS	F	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	6.1	0	-	-	0	-	-	0.4

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

Lanes, Volumes, Timings
 23: Locust Avenue & Old Locust Avenue

2021 MOD Zoning Mitigation
 Weekday PM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	3	9	1	4	34
Future Volume (vph)	3	3	9	1	4	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.988			
Flt Protected	0.976					0.995
Satd. Flow (prot)	1638	0	1718	0	0	1792
Flt Permitted	0.976					0.995
Satd. Flow (perm)	1638	0	1718	0	0	1792
Link Speed (mph)	30		30			30
Link Distance (ft)	401		1312			85
Travel Time (s)	9.1		29.8			1.9
Peak Hour Factor	0.75	0.75	0.88	0.88	0.83	0.83
Adj. Flow (vph)	4	4	10	1	5	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	11	0	0	46
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.09	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	15.1%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	3	9	1	4	34
Future Vol, veh/h	3	3	9	1	4	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	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	41

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	62	11	0	0	11	0
Stage 1	11	-	-	-	-	-
Stage 2	51	-	-	-	-	-
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	944	1070	-	-	1608	-
Stage 1	1012	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	941	1070	-	-	1608	-
Mov Cap-2 Maneuver	941	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	968	-	-	-	-	-

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)	-	-	1001	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

Lanes, Volumes, Timings
 26: Crompond Road & Cortlandt Pitch Driveway

2021 MOD Zoning Mitigation
 Weekday PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↗		↗
Traffic Volume (vph)	0	1412	1568	45	0	45
Future Volume (vph)	0	1412	1568	45	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			125	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	1827	1827	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	1827	1827	1583	0	1611
Link Speed (mph)		45	45		10	
Link Distance (ft)		370	294		478	
Travel Time (s)		5.6	4.5		32.6	
Peak Hour Factor	0.95	0.95	0.99	0.99	0.60	0.60
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	0	1486	1584	45	0	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1486	1584	45	0	75
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	92.5%			ICU Level of Service F		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↑		↑
Traffic Vol, veh/h	0	1412	1568	45	0	45
Future Vol, veh/h	0	1412	1568	45	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	125	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	99	99	60	60
Heavy Vehicles, %	4	4	4	2	2	2
Mvmt Flow	0	1486	1584	45	0	75

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 1584
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.318
Pot Cap-1 Maneuver	0	-	- 0 0 134
Stage 1	0	-	- 0 0 -
Stage 2	0	-	- 0 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 134
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	61.6
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	134
HCM Lane V/C Ratio	-	-	0.56
HCM Control Delay (s)	-	-	61.6
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	2.8

Lanes, Volumes, Timings
63: Lafayette Avenue & Rige Road

2021 MOD Zoning Mitigation
Weekday PM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	37	157	231	58	169
Future Volume (vph)	7	37	157	231	58	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	15	12	12	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.887		0.920			
Flt Protected	0.992					0.987
Satd. Flow (prot)	1694	0	1885	0	0	1900
Flt Permitted	0.992					0.987
Satd. Flow (perm)	1694	0	1885	0	0	1900
Link Speed (mph)	30		30			30
Link Distance (ft)	933		536			1474
Travel Time (s)	21.2		12.2			33.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	40	171	251	63	184
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	422	0	0	247
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	13		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	1.00	0.88	1.00	1.00	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.9%
	ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	37	152	11	39	169
Future Vol, veh/h	7	37	152	11	39	169
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	40	165	12	42	184

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	439	171	0	0	177
Stage 1	171	-	-	-	-
Stage 2	268	-	-	-	-
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	873	-	-	1399
Stage 1	859	-	-	-	-
Stage 2	777	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	556	873	-	-	1399
Mov Cap-2 Maneuver	556	-	-	-	-
Stage 1	859	-	-	-	-
Stage 2	751	-	-	-	-

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)	-	-	800	1399
HCM Lane V/C Ratio	-	-	0.06	0.03
HCM Control Delay (s)	-	-	9.8	7.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

MOD Development Plan Queue Table

2021 No Action, With Action and Mitigation Conditions Analysis - MOD Development Plan

Intersection	Weekday AM												Weekday PM														
	2021 No Action			2021 With Action			2021 Mitigation			2021 Mitigation - Net Zero			2021 No Action			2021 With Action			2021 Mitigation			2021 Mitigation - Net Zero					
	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)	Lane Group	Storage Length (ft)	Queue Length (ft)	Lane Group	Storage Length (ft)	Queue Length (ft)			
Signalized Intersections																											
Dayton Lane and Main Street/Route 6																											
Eastbound	L	100	13	L	100	13	L	100	13	L	100	13	L	100	27	L	100	27	L	100	27	L	100	27	L	100	27
	TR	550	110	TR	550	113	TR	550	113	TR	550	113	TR	550	234	TR	550	244	TR	550	244	TR	550	244	TR	550	244
Westbound	L	210	26	L	210	27	L	210	27	L	210	27	L	210	73	L	210	73	L	210	73	L	210	73	L	210	73
	TR	665	70	TR	665	71	TR	665	71	TR	665	71	TR	665	149	TR	665	149	TR	665	149	TR	665	149	TR	665	149
Northbound	L	85	70	L	85	87	L	85	87	L	85	87	L	85	266	L	85	330	L	85	330	L	85	330	L	85	330
	TR	440	53	TR	440	53	TR	440	53	TR	440	53	TR	440	53	TR	440	53	TR	440	53	TR	440	53	TR	440	53
Southbound	LT	145	73	LT	145	73	LT	145	73	LT	145	73	LT	145	32	LT	145	32	LT	145	32	LT	145	32	LT	145	32
	R	80	58	R	80	58	R	80	58	R	80	58	R	80	33	R	80	33	R	80	33	R	80	33	R	80	33
Conklin Avenue and Main Street/Route 6																											
Eastbound	L	110	4	L	110	4	L	110	4	L	110	4	L	110	5	L	110	6	L	110	6	L	110	6	L	110	6
	TR	385	77	TR	385	78	TR	385	78	TR	385	78	TR	385	125	TR	385	148	TR	385	148	TR	385	148	TR	385	148
Westbound	L	210	46	L	210	55	L	210	55	L	210	55	L	210	52	L	210	69	L	210	69	L	210	69	L	210	69
	TR	590	74	TR	590	76	TR	590	76	TR	590	76	TR	590	117	TR	590	140	TR	590	140	TR	590	140	TR	590	140
Northbound	LT	1125	41	LT	1125	41	LT	1125	41	LT	1125	41	LT	1125	58	LT	1125	56	LT	1125	56	LT	1125	56	LT	1125	56
	R	50	72	R	50	76	R	50	76	R	50	76	R	50	58	R	50	59	R	50	59	R	50	59	R	50	59
Southbound	LTR	230	24	LTR	230	24	LTR	230	24	LTR	230	24	LTR	230	56	LTR	230	55	LTR	230	55	LTR	230	55	LTR	230	55
	Lexington Avenue and Main Street/Route 6 ¹																										
Eastbound	L	1155	57	L	1155	57	L	1155	57	L	1155	57	L	1155	323	L	1155	324	L	1155	324	L	1155	324	L	1155	324
	TR	1155	880	TR	1155	892	TR	1155	892	TR	1155	892	TR	1155	1683	TR	1155	1702	TR	1155	1702	TR	1155	1702	TR	1155	1702
Westbound	L	590	66	L	590	67	L	590	67	L	590	67	L	590	90	L	590	94	L	590	94	L	590	94	L	590	94
	TR	590	693	TR	590	693	TR	590	693	TR	590	693	TR	590	1578	TR	590	1578	TR	590	1578	TR	590	1578	TR	590	1578
Northbound	L	350	140	L	350	143	L	350	143	L	350	143	L	350	392	L	350	412	L	350	412	L	350	412	L	350	412
	TR	245	609	TR	245	625	TR	245	625	TR	245	625	TR	245	420	TR	245	446	TR	245	446	TR	245	446	TR	245	446
Southbound	L	225	156	L	225	156	L	225	156	L	225	156	L	225	113	L	225	113	L	225	113	L	225	113	L	225	113
	TR	2000	411	TR	2000	420	TR	2000	420	TR	2000	420	TR	2000	493	TR	2000	505	TR	2000	505	TR	2000	505	TR	2000	505
Crompond Road and Dayton Lane																											
Eastbound							L	125	54	L	125	54							L	125	126	L	125	126	L	125	126
Westbound	Intersection Unsignalized in No Build Condition			Intersection Unsignalized in Build Condition			T	550	273	T	550	273	Intersection Unsignalized in No Build Condition			Intersection Unsignalized in Build Condition			T	550	212	T	550	212	T	550	212
							TR	645	87	TR	645	93							TR	645	78	TR	645	78	TR	645	78
Southbound							L	840	183	L	840	183							L	840	197	L	840	197	L	840	197
							R	100	30	R	100	30							R	100	56	R	100	56	R	100	56
Cortlandt Medical Driveway/NY Presbyterian Driveway and Crompond Road																											
Eastbound				L	50	54	L	50	41	L	50	38							L	50	23	L	50	m15	L	50	m15
Westbound	Intersection Unsignalized in No Build Condition			TR ¹	140	315	TR ¹	140	242	TR ¹	140	249	Intersection Unsignalized in No Build Condition			Intersection Unsignalized in Build Condition			TR ¹	140	304	TR ¹	140	137	TR ¹	140	137
				L	125	m7	L	125	16	L	125	15							L	125	m10	L	125	m18	L	125	m18
Northbound				TR	330	29	TR	325	70	TR	330	66							TR	330	789	TR	330	142	TR	330	142
				LT	-	58	LT	-	58	LT	-	58							LT	-	109	LT	-	109	LT	-	109
Southbound				R	100	26	R	100	26	R	100	26							R	100	55	R	100	55	R	100	55
				Lafayette Avenue/NY Presbyterian Driveway and Crompond Road																							
Eastbound	TR	325	473	TR	325	690	TR	325	111	TR	325	115	TR	325	585	TR	325	901	TR	325	805	TR	325	781	TR	325	781
Westbound	L	200	m51	L	200	m37	L	200	m11	L	200	m10	L	200	m89	L	200	m64	L	200	m29	L	200	m42	L	200	m42
	T	660	573	T	660	678	T	660	143	T	660	166	T	660	622	T	660	m682	T	660	m127	T	660	140	T	660	140
Northbound	LTR	1395	60	LTR	1395	66	L	1395	82	L	1395	82	LTR	1395	107	LTR	1395	131	L	1395	105	L	1395	86	L	1395	86
							TR	100	15	TR	100	15							TR	100	31	TR	100	31	TR	100	31
Southbound	LT	85	129	LT	85	129	L	85	77	L	85	77	LT	85	313	LT	85	312	L	85	145	L	85	145	L	85	145
	R	85	0	R	85	0	TR	85	51	TR	85	51	R	85	45	R	85	45	TR	85	78	TR	85	78	TR	85	78

Intersection	Weekday AM												Weekday PM											
	2021 No Action			2021 With Action			2021 Mitigation			2021 Mitigation - Net Zero			2021 No Action			2021 With Action			2021 Mitigation			2021 Mitigation - Net Zero		
	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)	Lane Group	Storage Length (ft)	Queue Length (ft)	Lane Group	Storage Length (ft)	Queue Length (ft)
Crompond Road and Conklin Avenue																								
Eastbound	L	125	m6	L	125	m7	L	200	66	L	200	115	L	125	m13	L	125	m9	L	200	m118	L	200	m153
	TR	670	17	TR	670	22	TR	670	220	TR	670	226	T	670	m28	TR	670	m29	TR	670	m360	TR	670	m365
Westbound	TR	200	349	LTR	200	504	LTR	200	410	L	75	24	TR	200	704	LTR	200	1042	LTR	200	911	L	75	23
										TR	200	438										TR	200	702
Northbound				L	200	77	L	200	62	L	200	60				L	200	83	L	200	72	L	200	76
				TR	-	46	TR	-	51	TR	-	50				TR	-	51	TR	-	58	TR	-	60
Southbound	L	190	94	L	190	92	L	190	90	L	190	86	L	190	96	L	190	92	L	190	88	L	190	92
	R	125	77	TR	125	80	TR	125	95	TR	125	90	R	125	54	TR	125	70	TR	125	82	TR	125	98
Crompond Road and Bear Mountain Parkway																								
Eastbound	LT ²	1110	876	LT ²	1110	1198	L	50	55	L	50	55	LT ²	1110	1067	LT ²	1110	1348	L	50	111	L	50	111
							T	1110	948	T	1110	948							T	1110	1072	T	1110	1072
Westbound	T	560	m333	T	560	m385	T	560	m385	T	560	m385	T	560	m347	T	560	m412	T	560	m412	T	560	m412
	R	160	m76	R	160	m128	R	160	m128	R	160	m128	R	160	m267	R	160	m263	R	160	m263	R	160	m263
Southbound	LR	935	1433	LR	935	1446	LR	935	1446	LR	935	1446	LR	935	956	LR	935	962	LR	935	962	LR	935	962
Croton Avenue/Maple Row and Crompond Road																								
Eastbound	L	125	m333	L	125	m3	L	125	m4	L	125	m4	L	125	m0	L	125	m3	L	125	m0	L	125	m0
	T	555	m710	T	555	m364	T	555	m733	T	555	m733	T	555	m258	T	555	m154	T	555	m507	T	555	m507
	R	75	m6	R	75	m8	R	75	m8	R	75	m8	R	75	m347	R	75	m412	R	75	m7	R	75	m7
Westbound	L	100	282	L	100	282	L	225	282	L	225	282	L	100	67	L	100	204	L	225	204	L	225	204
	TR	920	600	TR	920	723	TR	920	723	TR	920	723	TR	920	1741	TR	920	1953	TR	920	1953	TR	920	1953
Northbound	L	175	400	L	175	459	L	175	459	L	175	459	L	175	345	L	175	428	L	175	428	L	175	428
	TR	865	128	TR	865	128	TR	865	128	TR	865	128	TR	865	152	TR	865	152	TR	865	152	TR	865	152
Southbound	LTR	810	462	LTR	810	462	LTR	810	462	LTR	810	462	LTR	810	226	LTR	810	226	LTR	810	226	LTR	810	226
Crompond Road and Lexington Avenue																								
Eastbound	L	75	23	L	75	26	L	75	28	L	75	28	L	75	82	L	75	98	L	75	137	L	75	137
	TR	115	1288	TR	115	1386	TR	115	1447	TR	115	1447	TR	115	1235	TR	115	1403	TR	115	1383	TR	115	1383
Westbound	L	70	11	L	70	11	L	70	12	L	70	12	L	70	17	L	70	17	L	70	16	L	70	16
	T	1130	737	T	1130	833	T	1130	869	T	1130	869	T	1130	1566	T	1130	1719	T	1130	1652	T	1130	1652
	R	390	25	R	390	25	R	390	25	R	390	25	R	390	64	R	390	73	R	390	50	R	390	50
Northbound	LTR	50	40	LTR	50	44	LTR	50	46	LTR	50	46	LTR	50	50	LTR	50	58	LTR	50	58	LTR	50	58
Southbound	LT	240	204	LT	240	204	L	240	184	L	240	184	LT	240	277	LT	240	286	L	240	252	L	240	252
	R	50	39	R	50	45	TR	50	61	TR	50	61	R	50	44	R	50	56	TR	50	64	TR	50	64
Unsignalized Intersections																								
Dayton Lane and North Driveway																								
Westbound	LR	125	12	LR	125	12	LR	125	12	LR	125	12	LR	125	20	LR	125	22	LR	125	22	LR	125	22
Southbound	L	200	2	L	200	2	L	200	2	L	200	2	L	200	4	L	200	4	L	200	4	L	200	4
Dayton Lane and South Driveway																								
Westbound	LR	400	6	LR	400	6	LR	400	6	LR	400	6	LR	400	176	LR	400	214	LR	400	214	LR	400	214
Southbound	L	180	2	L	180	2	L	180	2	L	180	2	L	180	10	L	180	10	L	180	10	L	180	10
Crompond Road and Dayton Lane																								
Eastbound	L	50	8	L	50	10	Intersection Signalized in Mitigation Condition				Intersection Signalized in Mitigation Condition				L	50	14	L	50	16	Intersection Signalized in Mitigation Condition			
Southbound	LR	575	288	LR	575	424									LR	575	506	LR	575	714				

Intersection	Weekday AM												Weekday PM														
	2021 No Action			2021 With Action			2021 Mitigation			2021 Mitigation - Net Zero			2021 No Action			2021 With Action			2021 Mitigation			2021 Mitigation - Net Zero					
	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)	Lane Group	Storage Length (ft)	Queue Length (ft)	Lane Group	Storage Length (ft)	Queue Length (ft)			
Buttonwood Avenue and Crompond Road																											
Westbound	L	50	0	L	50	0	L	50	0	L	50	0	L	50	0	L	50	0	L	50	0	L	50	0	L	50	0
Northbound	LR	1765	12	LR	1765	16	LR	1765	16	LR	1765	16	LR	1765	0	LR	1765	2	LR	1765	2	LR	1765	2	LR	1765	2
Cortlandt Medical Driveway/NY Presbyterian Driveway and Crompond Road																											
Eastbound	L	50	8	Intersection Signalized in Build Condition			Intersection Signalized in Build Condition			Intersection Signalized in Build Condition			L	50	4	Intersection Signalized in Build Condition			Intersection Signalized in Build Condition			Intersection Signalized in Build Condition					
Westbound	L	125	2	Intersection Signalized in Build Condition			Intersection Signalized in Build Condition			Intersection Signalized in Build Condition			L	125	0	Intersection Signalized in Build Condition			Intersection Signalized in Build Condition			Intersection Signalized in Build Condition					
Northbound	LTR	125	2	Intersection Signalized in Build Condition			Intersection Signalized in Build Condition			Intersection Signalized in Build Condition			LTR	125	10	Intersection Signalized in Build Condition			Intersection Signalized in Build Condition			Intersection Signalized in Build Condition					
Tamarack Drive and Crompond Road																											
Westbound	L	160	8	L	160	0	L	160	0	L	160	0	L	160	2	L	160	2	L	160	2	L	160	2	L	160	2
Northbound	LR	385	0	LR	385	14	LR	385	14	LR	385	14	LR	385	6	LR	385	14	LR	385	14	LR	385	14	LR	385	14
Crompond Road and Shipley Drive																											
Eastbound	L	330	0	L	330	0	L	330	0	L	330	0	L	330	0	L	330	0	L	330	0	L	330	0	L	330	0
Westbound	L	340	0	L	340	0	L	340	0	L	340	0	L	340	2	L	340	2	L	340	2	L	340	2	L	340	2
Northbound	LTR	490	2	LTR	490	2	LTR	490	10	LTR	490	10	LTR	490	50	LTR	490	98	LTR	490	98	LTR	490	98	LTR	490	98
Southbound	LTR	2200	8	LTR	2200	10	LTR	2200	2	LTR	2200	2	LTR	2200	0	LTR	2200	0	LTR	2200	0	LTR	2200	0	LTR	2200	0
Crompond Road and Locust Avenue																											
Eastbound	L	220	0	L	220	0	L	220	0	L	220	0	L	220	2	L	220	2	L	220	2	L	220	2	L	220	2
Westbound	L	400	0	L	400	0	L	400	0	L	400	0	L	400	0	L	400	0	L	400	0	L	400	0	L	400	0
Southbound	LTR	1265	38	LTR	1265	60	LTR	1265	60	LTR	1265	60	LTR	1265	6	LTR	1265	8	LTR	1265	8	LTR	1265	8	LTR	1265	8
Crestview Avenue and Crompond Road																											
Eastbound	L	400	0	L	400	0	L	400	0	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	L	105	0	L	105	0	L	105	0
Northbound	LTR	460	6	LTR	460	8	LTR	460	8	LTR	460	8	LTR	460	2	LTR	460	2	LTR	460	2	LTR	460	2	LTR	460	2
Forest Avenue and Crompond Road																											
Westbound	L	450	0	L	450	0	L	450	0	L	450	0	L	450	0	L	450	0	L	450	0	L	450	0	L	450	0
Northbound	LR	1450	2	LR	1450	4	LR	1450	4	LR	1450	4	LR	1450	4	LR	1450	6	LR	1450	6	LR	1450	6	LR	1450	6
Rick Lane and Crompond Road																											
Westbound	L	360	0	L	360	0	L	360	0	L	360	0	L	360	0	L	360	0	L	360	0	L	360	0	L	360	0
Northbound	LR	1450	2	LR	1450	4	LR	1450	4	LR	1450	4	LR	1450	2	LR	1450	4	LR	1450	4	LR	1450	4	LR	1450	4
Crompond Road and Arlo Lane																											
Eastbound	L	355	0	L	355	2	L	355	2	L	355	2	L	355	2	L	355	4	L	355	4	L	355	4	L	355	4
Southbound	LR	720	6	LR	720	8	LR	720	8	LR	720	8	LR	720	4	LR	720	8	LR	720	8	LR	720	8	LR	720	8
Locust Avenue and Bear Mountain Parkway																											
Westbound	L	160	0	L	160	0	L	160	0	L	160	0	L	160	0	L	160	0	L	160	0	L	160	0	L	160	0
Northbound	R	40	2	R	40	2	R	40	2	R	40	2	R	40	0	R	40	2	R	40	2	R	40	2	R	40	2
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	L	130	0	L	130	0	L	130	0
Westbound	L	120	0	L	120	0	L	120	0	L	120	0	L	120	0	L	120	0	L	120	0	L	120	0	L	120	0
Northbound	LTR	720	38	LTR	720	46	LTR	720	46	LTR	720	46	LTR	720	80	LTR	720	104	LTR	720	104	LTR	720	104	LTR	720	104
Southbound	LTR	1190	28	LTR	1190	28	LTR	1190	28	LTR	1190	28	LTR	1190	8	LTR	1190	8	LTR	1190	8	LTR	1190	8	LTR	1190	8
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	LR	1250	0	LR	1250	0	LR	1250	0
Southbound	L	1260	0	L	1260	0	L	1260	0	L	1260	0	L	1260	0	L	1260	0	L	1260	0	L	1260	0	L	1260	0
Lafayette Avenue and Ridge Road																											
Westbound	LR	2175	2	LR	2175	2	LR	2175	2	LR	2175	2	LR	2175	4	LR	2175	4	LR	2175	4	LR	2175	4	LR	2175	4
Southbound	L	485	0	L	485	0	L	485	0	L	485	0	L	485	4	L	485	4	L	485	4	L	485	4	L	485	4

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
= 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

Proposed Zoning Action Queue Table

Queue Table
2021 No Action, With Action and Mitigation Conditions Analysis - Proposed Zoning Action

Intersection	Weekday AM									Weekday PM								
	2021 No Action			2021 With Action			2021 Mitigation			2021 No Action			2021 With Action			2021 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)
Signalized Intersections																		
Dayton Lane and Main Street/Route 6																		
Eastbound	L	100	13	L	100	14	L	100	14	L	100	27	L	100	27	L	100	30
	TR	550	110	TR	550	118	TR	550	118	TR	550	234	TR	550	249	TR	550	270
Westbound	L	210	26	L	210	29	L	210	29	L	210	73	L	210	73	L	210	81
	TR	665	70	TR	665	74	TR	665	74	TR	665	149	TR	665	149	TR	665	162
Northbound	L	85	70	L	85	95	L	100	95	L	85	266	L	85	367	L	85	332
	TR	440	53	TR	440	53	TR	440	53	TR	440	53	TR	440	53	TR	440	50
Southbound	LT	145	73	LT	145	73	LT	145	73	LT	145	32	LT	145	32	LT	145	30
	R	80	58	R	80	56	R	80	57	R	80	33	R	80	33	R	80	30
Conklin Avenue and Main Street/Route 6																		
Eastbound	L	110	4	L	110	5	L	110	4	L	110	5	L	110	6	L	110	6
	TR	385	77	TR	385	80	TR	385	78	TR	385	125	TR	385	163	TR	385	163
Westbound	L	210	46	L	210	61	L	210	55	L	210	52	L	210	78	L	210	78
	TR	590	74	TR	590	77	TR	590	76	TR	590	117	TR	590	153	TR	590	153
Northbound	LT	1125	41	LT	1125	40	LT	1125	41	LT	1125	58	LT	1125	56	LT	1125	56
	R	50	72	R	50	77	R	50	76	R	50	58	R	50	59	R	50	59
Southbound	LTR	230	24	LTR	230	24	LTR	230	24	LTR	230	56	LTR	230	55	LTR	230	55
Lexington Avenue and Main Street/Route 6 ¹																		
Eastbound	L	1155	57	L	1155	57	L	1155	57	L	1155	323	L	1155	324	L	1155	324
	TR	1155	880	TR	1155	912	TR	1155	912	TR	1155	1683	TR	1155	1716	TR	1155	1716
Westbound	L	590	66	L	590	68	L	590	68	L	590	90	L	590	95	L	590	95
	TR	590	693	TR	590	693	TR	590	693	TR	590	1578	TR	590	1578	TR	590	1578
Northbound	L	350	140	L	350	147	L	350	147	L	350	392	L	350	425	L	350	425
	TR	245	609	TR	245	634	TR	245	634	TR	245	420	TR	245	464	TR	245	464
Southbound	L	225	156	L	225	156	L	225	156	L	225	113	L	225	113	L	225	113
	TR	2000	411	TR	2000	420	TR	2000	420	TR	2000	493	TR	2000	510	TR	2000	510
Crompond Road and Dayton Lane																		
Eastbound	Intersection Unsignalized in No Build Condition			Intersection Unsignalized in Build Condition			L	50	58	Intersection Unsignalized in No Build Condition			Intersection Unsignalized in Build Condition			L	125	203
	Intersection Unsignalized in No Build Condition			Intersection Unsignalized in Build Condition			T	550	320	Intersection Unsignalized in No Build Condition			Intersection Unsignalized in Build Condition			T	550	248
Westbound	Intersection Unsignalized in No Build Condition			Intersection Unsignalized in Build Condition			TR	645	139	Intersection Unsignalized in No Build Condition			Intersection Unsignalized in Build Condition			TR	645	84
Southbound	Intersection Unsignalized in No Build Condition			Intersection Unsignalized in Build Condition			L	840	196	Intersection Unsignalized in No Build Condition			Intersection Unsignalized in Build Condition			L	840	210
	Intersection Unsignalized in No Build Condition			Intersection Unsignalized in Build Condition			R	100	32	Intersection Unsignalized in No Build Condition			Intersection Unsignalized in Build Condition			R	100	58

Intersection	Weekday AM									Weekday PM								
	2021 No Action			2021 With Action			2021 Mitigation			2021 No Action			2021 With Action			2021 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	103	L	50	68				L	50	108	L	50	119
				TR ¹	140	328	TR ¹	140	233				TR ¹	140	313	TR ¹	140	139
Westbound				L	125	m7	L	125	m16				L	125	m10	L	125	m17
				TR	330	748	TR	325	80				TR	330	m895	TR	330	1004
Northbound				LT	-	64	LT	-	64				LT	-	113	LT	-	113
				R	100	26	R	100	26				R	100	56	R	100	56
Lafayette Avenue/NY Presbyterian Driveway and Crompond Road																		
Eastbound	TR	325	473	TR	325	724	TR	325	122	TR	325	585	TR	325	925	TR	325	814
Westbound	L	200	m51	L	200	m33	L	200	m10	L	200	m89	L	200	m55	L	200	m58
	T	660	573	T	660	m745	T	660	174	T	660	622	T	660	m674	T	660	m145
Northbound	LTR	1395	60	LTR	1395	71	L	1395	75	LTR	1395	107	LTR	1395	153	L	1395	90
							TR	100	0							TR	100	0
Southbound	LT	85	129	LT	85	222	L	85	119	LT	85	313	LT	85	545	L	85	324
	R	85	0	R	85	3	TR	85	61	R	85	45	R	85	105	TR	85	129
Crompond Road and Conklin Avenue																		
Eastbound	L	125	m6	L	125	m15	L	200	151	L	125	m13	L	125	m7	L	200	m149
	TR	670	17	TR	670	m192	TR	670	271	T	670	m28	TR	670	m22	TR	670	m439
Westbound	TR	200	349	LTR	200	734	L	75	27	TR	200	704	LTR	200	1225	L	75	21
							TR	200	517							TR	200	904
Northbound				L	200	97	L	200	69				L	200	113	L	200	138
				TR	-	47	TR	-	54				TR	-	55	TR	-	60
Southbound	L	190	94	L	190	89	L	190	86	L	190	96	L	190	92	L	190	100
	R	125	77	TR	125	81	TR	125	96	TR	125	54	TR	125	75	TR	125	83
Crompond Road and Bear Mountain Parkway																		
Eastbound	LT ²	1110	876	LT ²	1110	1382	L	50	60	LT ²	1110	1067	LT ²	1110	1807	L	50	117
							T	1110	1053							T	1110	1307
Westbound	T	560	m333	T	560	m418	T	560	m418	T	560	m347	T	560	m449	T	560	m449
	R	160	m76	R	160	m150	R	160	m150	R	160	m267	R	160	m257	R	160	m257
Southbound	LR	935	1433	LR	935	1452	LR	935	1452	LR	935	956	LR	935	966	LR	935	966
Croton Avenue/Maple Row and Crompond Road																		
Eastbound	L	125	m333	L	125	m3	L	125	m4	L	125	m0	L	125	m3	L	125	m0
	T	555	m710	T	555	m261	T	555	m716	T	555	m258	T	555	m119	T	555	m415
	R	75	m6	R	75	m6	R	75	m8	R	75	m347	R	75	m4	R	75	m8
Westbound	L	100	282	L	100	282	L	225	282	L	100	67	L	100	204	L	225	204
	TR	920	600	TR	920	820	TR	920	820	TR	920	1741	TR	920	2068	TR	920	2068
Northbound	L	175	400	L	175	507	L	175	507	L	175	345	L	175	475	L	175	475
	TR	865	128	TR	865	128	TR	865	128	TR	865	152	TR	865	152	TR	865	152
Southbound	LTR	810	462	LTR	810	462	LTR	810	462	LTR	810	226	LTR	810	226	LTR	810	226

Intersection	Weekday AM									Weekday PM								
	2021 No Action			2021 With Action			2021 Mitigation			2021 No Action			2021 With Action			2021 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	23	L	75	30	L	75	28	L	75	82	L	75	109	L	75	160
	TR	115	1288	TR	115	1433	TR	115	1495	TR	115	1235	TR	115	1520	TR	115	1493
Westbound	L	70	11	L	70	11	L	70	12	L	70	17	L	70	17	L	70	15
	T	1130	737	T	1130	898	T	1130	896	T	1130	1566	T	1130	1813	T	1130	1722
	R	390	25	R	390	25	R	390	23	R	390	64	R	390	78	R	390	52
Northbound	LTR	50	40	LTR	50	47	LTR	50	50	LTR	50	50	LTR	50	62	LTR	50	61
Southbound	LT	240	204	LT	240	205	L	240	188	LT	240	277	LT	240	292	L	240	254
	R	50	39	R	50	49	TR	50	65	R	50	44	R	50	63	TR	50	66
Unsignalized Intersections																		
Dayton Lane and North Driveway																		
Westbound	LR	125	12	LR	125	12	LR	125	12	LR	125	20	LR	125	24	LR	125	24
Southbound	L	200	2	L	200	2	L	200	2	L	200	4	L	200	4	L	200	4
Dayton Lane and South Driveway																		
Westbound	LR	400	6	LR	400	6	LR	400	6	LR	400	176	LR	400	242	LR	400	242
Southbound	L	180	2	L	180	2	L	180	2	L	180	10	L	180	10	L	180	10
Crompond Road and Dayton Lane																		
Eastbound	L	50	8	L	50	10	Intersection Signalized in Mitigation Condition			L	50	14	L	50	18	Intersection Signalized in Mitigation Condition		
Southbound	LR	575	288	LR	575	516				LR	575	506	LR	575	820			
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	12	LR	1765	20	LR	1765	20	LR	1765	0	LR	1765	2	LR	1765	2
Cortlandt Medical Driveway/NY Presbyterian Driveway and Crompond Road																		
Eastbound	L	50	8	Intersection Signalized in Build Condition			Intersection Signalized in Build Condition			L	50	4	Intersection Signalized in Build Condition			Intersection Signalized in Build Condition		
Westbound	L	125	2							L	125	0						
Northbound	LTR	125	2							LTR	125	10						
Tamarack Drive and Crompond Road																		
Westbound	L	160	8	L	160	0	L	160	0	L	160	2	L	160	2	L	160	2
Northbound	LR	385	0	LR	385	18	LR	385	18	LR	385	6	LR	385	18	LR	385	22
Crompond Road and Shipley Drive																		
Eastbound	L	330	0	L	330	0	L	330	0	L	330	0	L	330	2	L	330	2
Westbound	L	340	0	L	340	0	L	340	0	L	340	2	L	340	2	L	340	2
Northbound	LTR	490	2	LTR	490	2	LTR	490	12	LTR	490	50	LTR	490	144	LTR	490	144
Southbound	LTR	2200	8	LTR	2200	12	LTR	2200	2	LTR	2200	0	LTR	2200	0	LTR	2200	0
Crompond Road and Locust Avenue																		
Eastbound	L	220	0	L	220	0	L	220	0	L	220	2	L	220	2	L	220	2
Westbound	L	400	0	L	400	0	L	400	0	L	400	0	L	400	0	L	400	0
Southbound	LTR	1265	38	LTR	1265	82	LTR	1265	82	LTR	1265	6	LTR	1265	10	LTR	1265	10
Crestview Avenue and Crompond Road																		

Intersection	Weekday AM									Weekday PM								
	2021 No Action			2021 With Action			2021 Mitigation			2021 No Action			2021 With Action			2021 Mitigation		
	Lane	Storage	Queue	Lane	Storage	Queue	Lane	Storage	Queue	Lane	Storage	Queue	Lane	Storage	Queue	Lane	Storage	Queue
	Group	Length (ft)	Length (ft)	Group	Length (ft)	Length (ft)	Group	Length (ft)	Length (ft)	Group	Length (ft)	Length (ft)	Group	Length (ft)	Length (ft)	Group	Length (ft)	Length (ft)
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	6	LTR	460	10	LTR	460	10	LTR	460	2	LTR	460	4	LTR	460	4
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	2	LR	1450	4	LR	1450	4	LR	1450	4	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	2	LR	1450	4	LR	1450	4	LR	1450	2	LR	1450	6	LR	1450	6
Crompond Road and Arlo Lane																		
Eastbound	L	355	0	L	355	2	L	355	2	L	355	2	L	355	4	L	355	4
Southbound	LR	720	6	LR	720	10	LR	720	10	LR	720	4	LR	720	12	LR	720	12
Locust Avenue and Bear Mountain Parkway																		
Westbound	L	160	0	L	160	0	L	160	0	L	160	0	L	160	0	L	160	0
Northbound	R	40	2	R	40	2	R	40	2	R	40	0	R	40	2	R	40	2
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
Westbound	L	120	0	L	120	0	L	120	0	L	120	0	L	120	0	L	120	0
Northbound	LTR	720	38	LTR	720	52	LTR	720	52	LTR	720	80	LTR	720	122	LTR	720	122
Southbound	LTR	1190	28	LTR	1190	28	LTR	1190	28	LTR	1190	8	LTR	1190	8	LTR	1190	8
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
Southbound	L	1260	0	L	1260	0	L	1260	0	L	1260	0	L	1260	0	L	1260	0
0																		
Westbound	LR	2175	2	LR	2175	2	LR	2175	2	LR	2175	4	LR	2175	4	LR	2175	4
Southbound	L	485	0	L	485	0	L	485	0	L	485	4	L	485	2	L	485	2

Notes:

(1) Storage length measures to nearest public street (Buttonwood Avenue) however over 900 feet to the nearest signalized intersection available for queueing

(2) Storage length measures to nearest public street (Arlo Lane) however it is approximately 1 mile to the nearest signalized intersection available for queueing

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 – Proposed Zoning Action

Evergreen - Full Build Out

Summary - # of Parked Cars							
Hour Beginning	Assisted Living	Hotel	Restaurant	Retail	Medical/Dental	Residential	Total
12:00 AM	0	71	0	0	0	214	285
1:00 AM	0	71	0	0	0	214	285
2:00 AM	0	71	0	0	0	214	285
3:00 AM	0	71	0	0	0	214	285
4:00 AM	0	71	0	0	0	214	285
5:00 AM	0	69	0	0	0	201	270
6:00 AM	0	67	7	0	0	178	252
7:00 AM	24	66	17	0	5	152	264
8:00 AM	29	67	45	22	19	131	313
9:00 AM	37	74	48	47	40	118	364
10:00 AM	39	73	51	80	45	116	404
11:00 AM	44	66	55	105	45	113	428
12:00 PM	45	63	66	147	37	107	465
1:00 PM	47	56	60	148	33	105	449
2:00 PM	45	60	37	133	42	105	422
3:00 PM	40	52	28	123	42	107	392
4:00 PM	35	55	28	120	39	124	401
5:00 PM	32	48	42	124	24	137	407
6:00 PM	29	54	57	127	0	143	410
7:00 PM	0	58	52	118	0	150	378
8:00 PM	0	69	43	93	0	163	368
9:00 PM	0	71	28	62	0	178	339
10:00 PM	0	70	14	22	0	193	299
11:00 PM	0	70	0	0	0	199	269

Gyrodyne - Full Build Out

Summary - # of Parked Cars					
Hour Beginning	Residential	Medical Office	Eatery	Retail	Total
12:00 AM	259	0	0	0	259
1:00 AM	259	0	0	0	259
2:00 AM	259	0	0	0	259
3:00 AM	259	0	0	0	259
4:00 AM	259	0	0	0	259
5:00 AM	243	0	0	0	243
6:00 AM	215	0	4	0	219
7:00 AM	184	27	10	0	221
8:00 AM	158	98	26	19	301
9:00 AM	142	202	27	40	411
10:00 AM	140	227	29	68	464
11:00 AM	137	229	32	89	487
12:00 PM	130	190	38	125	483
1:00 PM	127	169	35	126	457
2:00 PM	127	215	21	113	476
3:00 PM	130	213	16	105	464
4:00 PM	150	197	16	102	465
5:00 PM	166	124	24	106	420
6:00 PM	174	0	33	108	315
7:00 PM	181	0	30	101	312
8:00 PM	197	0	25	79	301
9:00 PM	215	0	16	53	284
10:00 PM	233	0	8	19	260
11:00 PM	241	0	0	0	241

NYPH Full Build Out

Summary - # of Parked Cars				
Hour Beginning	Residential	Medical Office	Eatery	Total
12:00 AM	0	0	0	0
1:00 AM	0	0	0	0
2:00 AM	0	0	0	0
3:00 AM	0	0	0	0
4:00 AM	0	0	0	0
5:00 AM	0	0	0	0
6:00 AM	0	0	0	0
7:00 AM	0	33	0	33
8:00 AM	0	120	0	120
9:00 AM	0	246	0	246
10:00 AM	0	276	0	276
11:00 AM	0	279	0	279
12:00 PM	0	232	0	232
1:00 PM	0	206	0	206
2:00 PM	0	262	0	262
3:00 PM	0	259	0	259
4:00 PM	0	240	0	240
5:00 PM	0	151	0	151
6:00 PM	0	0	0	0
7:00 PM	0	0	0	0
8:00 PM	0	0	0	0
9:00 PM	0	0	0	0
10:00 PM	0	0	0	0
11:00 PM	0	0	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

12/1/2015	Tue 13:39 PM	Persons Killed: 0	Persons Injured: 1	Extent of Injuries: C	Case: 2015-35990958
	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

12/2/2015	Wed 10:14 AM	Persons Killed: 0	Persons Injured: 0	Extent of Injuries:	Case: 2015-35997366
	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

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
 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 :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 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: 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: Cortlandt(T) Ref. Marker: 35 87012010 Street: CROMPOND RD
13 Meters West of Forest Ave

7/15/2016	Fri 06:50 AM	Persons Killed: 0	Persons Injured: 0	Extent of Injuries:	Case: 2016-36384173
	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

9/15/2016	Thu 15:55 PM	Persons Killed: 0	Persons Injured: 1	Extent of Injuries: C	Case: 2016-36384871
	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
 Action of Ped/Bicycle: NOT APPLICABLE

Weather: RAIN
 Light Condition: DAYLIGHT

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

11/29/2016	Tue 13:00 PM	Persons Killed: 0	Persons Injured: 0	Extent of Injuries:	Case: 2016-36512526
	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

12/12/2016	Mon 19:45 PM	Persons Killed: 0	Persons Injured: 0	Extent of Injuries:	Case: 2016-36520404
	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

11/29/2016	Tue 12:20 PM	Persons Killed: 0	Persons Injured: 0	Extent of Injuries:	Case: 2016-36520417
	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

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) Light Condition: DAYLIGHT
 Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL 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) Light Condition: DAYLIGHT
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL 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

Weather: CLOUDY

Light Condition: DAWN

Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: 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: Cortland(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: Cortland(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

Traffic Control: NO PASSING ZONE
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: 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

Num of Veh: 2
 Traffic Control: NONE
 Weather: CLEAR
 Light Condition: DAYLIGHT

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: 85 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

Num of Veh: 2
 Traffic Control: NONE
 Weather: CLOUDY
 Light Condition: DAYLIGHT

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 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/ 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: 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 Num of Veh: 1
 Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: RAIN
 Road Surface Condition: WET 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: 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