

# WESTERN NEW YORK NATIONAL CEMETERY TRAFFIC ANALYSIS AND SAFETY STUDY

TOWN OF PEMBROKE  
GENESEE COUNTY, NEW YORK



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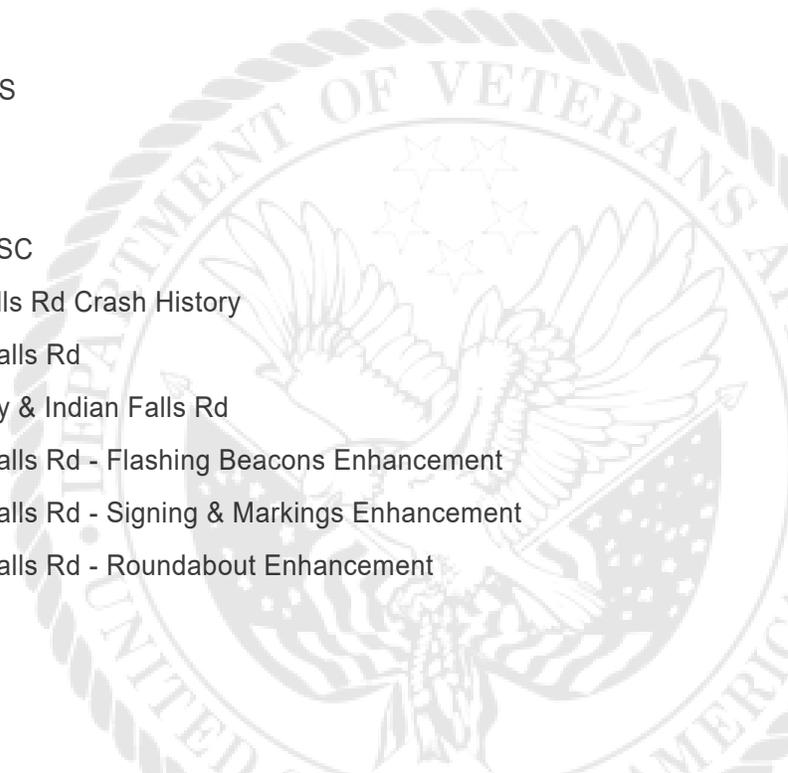
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# EXECUTIVE SUMMARY

[ 1 ]



# EXECUTIVE SUMMARY



## Traffic Analysis and Safety Study

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

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

### **The study area included the following intersections:**

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

### **Study Overview**

The analysis included weekday morning peak, weekday evening peak, and weekend peak volume counts at the Rt. 77 & Indian Falls Rd and Indian Falls Rd & WNYNC Driveway intersections. Counts occurred during a typical week in March 2022.

The existing and future operations were analyzed using Synchro 10 analysis. The WNYNC's visitor demographic, visitor mindset, and the rural setting / environment were also included as part of the study's potential considerations.

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

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

### **Potential Enhancements**

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

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

**Comparison to Previous Studies**

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

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

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

*Table 1 Previous Considered Enhancements*

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

**All-Way Stop**

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

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

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

### Traffic Signal

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

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

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

### Installing the NB Right Turn Lane

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

### Roundabout

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

# INTRODUCTION [ 2 ]



## INTRODUCTION

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

**The purpose of the study was to consider:**

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

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

## PROCESS OVERVIEW

The following steps were followed for this study:

**1. Data collection** happened early in the project to attain an understanding of the existing conditions. 24-hour, Automatic Traffic Recorder (ATR) counts were conducted at both intersections to identify the peak hours and turning movement counts (TMCs) at both intersections.

**2. Analysis** was then performed on the data collected:

- Future volumes for 2024 and 2032 were calculated using a linear growth rate of 1.5%
- Synchro 10 was used to model the two intersections to calculate the Level of Service (LOS) and queue length at each approach for both intersections
- Analysis for potential enhancements, such as an All-Way stop and traffic signal warrant analysis, was completed
- 10-year crash data was received through the NYSDOT Freedom of Information Law (FOIL) which helped describe the type of crashes occurring at this intersection; HSM was utilized to estimate the safety performance
- Sight distance was measured in the field

**3. Findings** utilized the analysis to identify potential safety enhancements at the study intersections.

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

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

Figure 1 Study Context



Figure 2 Study Locations



# DATA COLLECTION

# 3



# TRAFFIC DATA COLLECTION

## Traffic & Speed Data Collection

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

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

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

- AM Peak Hour: 7:00 - 8:00 AM
- PM Peak Hour 4:00 - 5:00 PM
- Saturday Peak Hour: 11:45 AM - 12:45 PM

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

Table 2 **ATR Data**

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

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

## DEFINITIONS



### ATRs

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



### ADT

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



### 85% Speed

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

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

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



### Turning Movement Counts

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

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



## EXISTING CONDITIONS

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

### A. Description of Transportation Network

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



*Figure 4: Rt. 77 Northbound*

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



*Figure 5: Indian Falls Rd Westbound*

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



*Figure 6: Rt. 77 & Indian Falls Rd Intersection*

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



*Figure 7: Indian Falls Rd & WNYNC Driveway Intersection*

# ANALYSIS

# 4



# PROCESS

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

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

# TRAFFIC DATA ANALYSIS

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

## Future Traffic Projection

### *Traffic Projections*

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

### *2024 Traffic Conditions*

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

### *2032 Traffic Conditions*

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

## Cemetery Traffic

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

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

# Analysis

Figure 8 Rt. 77 & Indian Falls Rd TMC



# Analysis

Figure 9 WNYNC Driveway & Indian Falls Rd TMC



# B. Assessment Criteria

## Highway Capacity Analyses

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

### Level of Service (LOS) Requirements

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

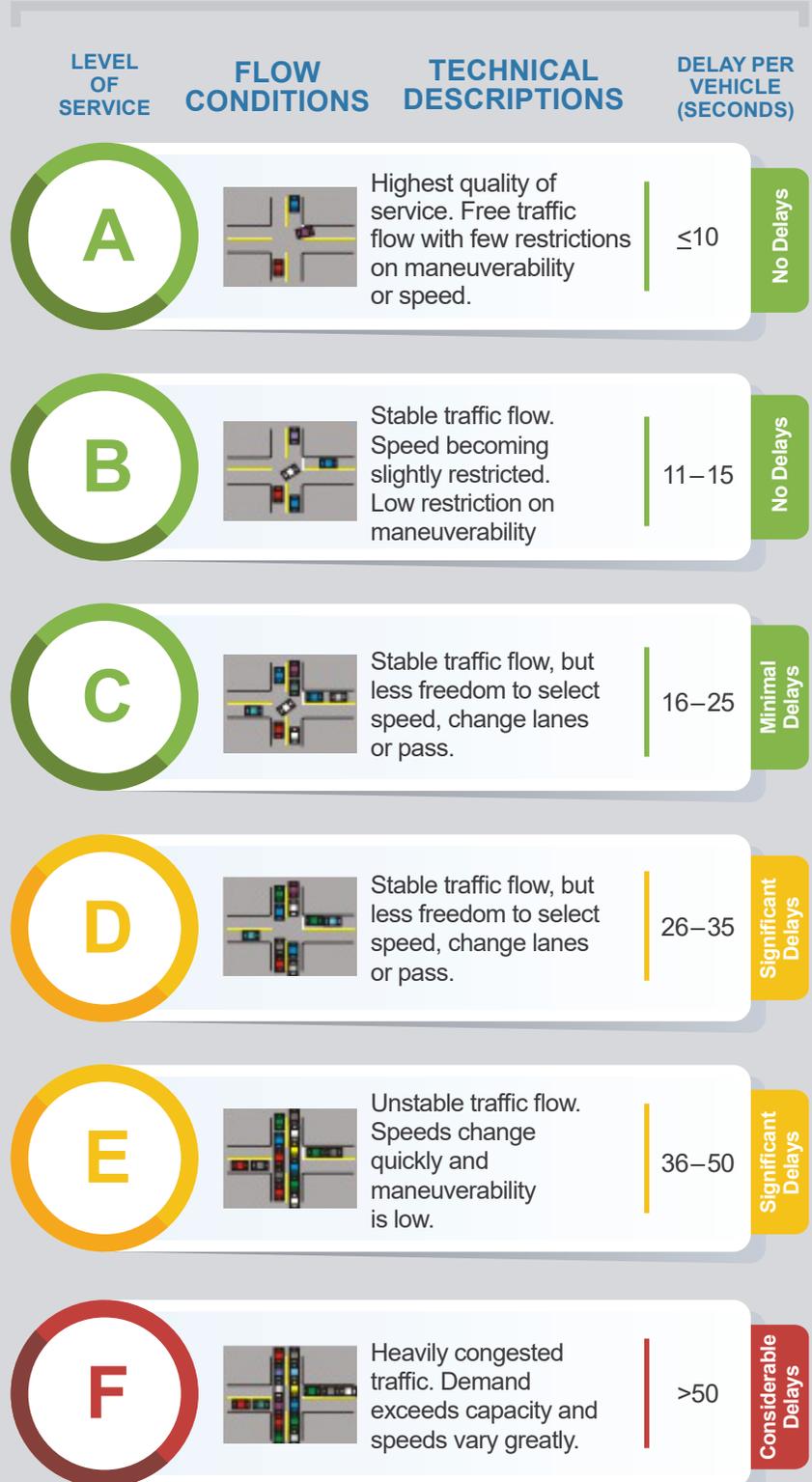
### Site Operation

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

Specific operational details include:

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

Figure 10: LOS Description Diagram



# LEVEL OF SERVICE ANALYSIS

Table 3 AM Peak LOS

Lane Group	Approach	Eastbound			Westbound			Northbound			Southbound		
		2022	2024	2032	2022	2024	2032	2022	2024	2032	2022	2024	2032
1: Rt. 77 & Indian Falls Rd	Delay	11.4	11.5	12	12.4	12.6	13.4	0.4	0.2	0.3	0.4	0.4	0.4
	LOS	B	B	B	B	B	B	A	A	A	A	A	A
2: Indian Falls Rd & WNYNC Driveway	Delay	0	0	0	0.9	0.9	1	0	0	0	—	—	—
	LOS	A	A	A	A	A	A	A	A	A	—	—	—
Roundabout	Approach		2024	2032		2024	2032		2024	2032		2024	2032
1: Rt. 77 & Indian Falls Rd	Delay		4.3	4.5		3.5	3.6		4.4	4.7		5.0	5.3
	LOS		A	A		A	A		A	A		A	A

Table 4 PM Peak LOS

Lane Group	Approach	Eastbound			Westbound			Northbound			Southbound		
		2022	2024	2032	2022	2024	2032	2022	2024	2032	2022	2024	2032
1: Rt. 77 & Indian Falls Rd	Delay	13.8	14	15.3	13.2	13.4	14.7	0.1	0.1	0.1	0.6	0.6	0.6
	LOS	B	B	C	B	B	B	A	A	A	A	A	A
2: Indian Falls Rd & WNYNC Driveway	Delay	0	0	0	0	0	0	9.1	9.1	9.2	—	—	—
	LOS	A	A	A	A	A	A	A	A	A	—	—	—
Roundabout	Approach		2024	2032		2024	2032		2024	2032		2024	2032
1: Rt. 77 & Indian Falls Rd	Delay		5.1	5.4		4.3	4.5		5.0	5.4		5.7	6.1
	LOS		A	A		A	A		A	A		A	A

Table 5 Saturday Peak LOS

Lane Group	Approach	Eastbound			Westbound			Northbound			Southbound		
		2022	2024	2032	2022	2024	2032	2022	2024	2032	2022	2024	2032
1: Rt. 77 & Indian Falls Rd	Delay	12.4	12.6	13.3	12.4	12.6	13.5	0.1	0.1	0	0.6	0.6	0.6
	LOS	B	B	B	B	B	B	A	A	A	A	A	A
2: Indian Falls Rd & WNYNC Driveway	Delay	0	0	0	0	0	0	8.9	8.9	9	—	—	—
	LOS	A	A	A	A	A	A	A	A	A	—	—	—
Roundabout	Approach		2024	2032		2024	2032		2024	2032		2024	2032
1: Rt. 77 & Indian Falls Rd	Delay		5.1	4.0		4.3	4.3		5.0	5.2		5.7	5.2
	LOS		A	A		A	A		A	A		A	A

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

# ANALYSIS OF CRITERIA FOR POTENTIAL ENHANCEMENTS

## All-Way Stop

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

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

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

## Traffic Signal

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

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

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

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

## Roundabout

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

# EXISTING CONDITIONS ANALYSIS

## Queue Length Analysis

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

Figure 11 Queue Length Analysis

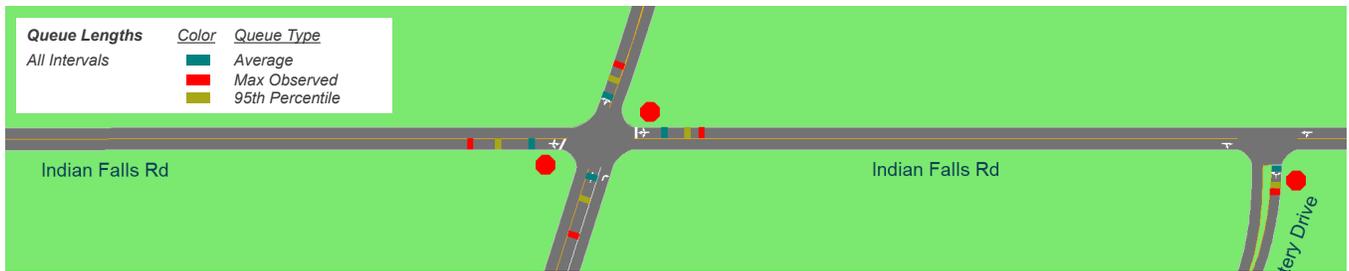


Table 6 AM LOS Two Way Stop Control

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

Table 7 PM LOS Two Way Stop Control

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

Table 8 Saturday LOS Two Way Stop Control

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

### Sight Distance

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

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

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

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

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

#### *Rt. 77 & Indian Falls Rd*

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

#### *Indian Falls Rd. & WNYNC Driveway*

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

**Crash Data Analysis**

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

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

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

**Table 9 Rt. 77 & Indian Falls Rd Crash History**

Rt. 77 and Indian Falls Rd											
Year	2012	2013	2014	2015	2016	2017	2018	2019	2020*	2021	Grand Total
Injury Fatal	1 0	4 0	2 0	1 0	1 0	0 0	0 0	0 0	1 0	0 1	10 1
Property Damage Only	2	2	0	3	0	2	2	2	1	0	14
TOTAL	3	6	2	4	1	2	2	2	2	1	25

\*Cemetery opened in 2020.

Figure 12 Collision Diagram

TE 56

DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM			
MUNICIPALITY	TOWN OF PEMBROKE	COUNTY	GENESEE
INTERSECTION	ROUTE 77 @ INDIAN FALLS RD		
PERIOD	10 YR 3 MO	FROM	01 / 01 / 2012 TO 04 / 03 / 2022
		FILE	NYS DOT Crash Analysis Toolbox
		BY	LNS DATE 04 / 08 / 2022



SYMBOLS		MANNER OF COLLISION	
←	MOVING VEHICLE	← ←	REAR-END
← M	MOTORCYCLE	← ↗	HEAD-ON
← B	BICYCLE	← ↘	LEFT-TURN
↔	BACKING VEHICLE	← ↓	RIGHT-ANGLE
← ●	STOPPED VEHICLE	← ↺	SKIDDING
◻	PARKED VEHICLE	← ↻	OVERTURNED
- - -	PEDESTRIAN	← ↻	OUT OF CONTROL
◻	FIXED OBJECT		
○	PERSONAL INJURY		
●	FATAL INJURY		

### AASHTO Highway Safety Manual (HSM) - Existing Analysis

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

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

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

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

Table 10 Rt. 77 and Indian Falls Rd

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

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

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

Table 11 WNYNC Driveway and Indian Falls Rd

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

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

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

**HSM Analysis**

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

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

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

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

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

• **Safety Measure: Flashing Beacon Signals**

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

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

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

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

• **Safety Measure: Signing and Pavement Markings Upgrade**

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

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

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

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

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

- **Safety Enhancement: Roundabout**

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

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

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

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

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

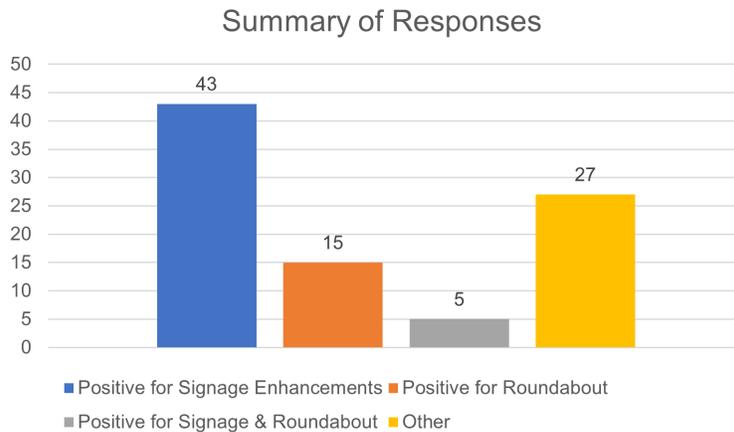
# PUBLIC COMMENT & RESPONSE

[ 5 ]



## COMMENTS & RESPONSE SUMMARIES

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



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

### Positive Responses for Signage Enhancements

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

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

### Positive Responses for Roundabout

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

## COMMENTS & RESPONSE SUMMARIES (CONT.)

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

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

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

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

### **Other Public Comment Responses**

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

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

# FINDINGS

# [ 6 ]



# TRAFFIC DATA FINDINGS

## Vehicle Speed

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

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

## Level of Service

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

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

## Queue Length Analysis

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

## Sight Distance

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

## All-Way Stop & Addition of a Traffic Signal

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

## Crash Data

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

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

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

## HSM Analysis

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

### Public Insight

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

## POTENTIAL ENHANCEMENTS

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

### *Potential Enhancements*

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

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

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

Figure 13 Existing Enhancements



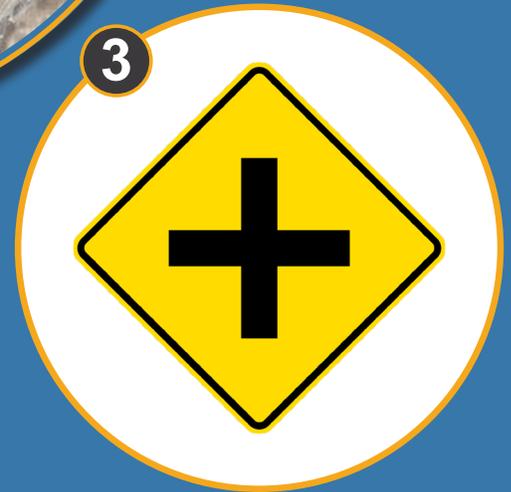
Existing Stop Sign



Existing Stop Ahead Sign



Existing Stop Bar

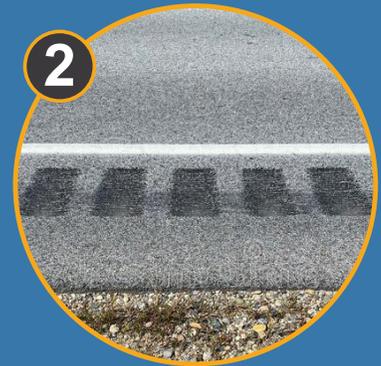


Existing Intersection Ahead Sign

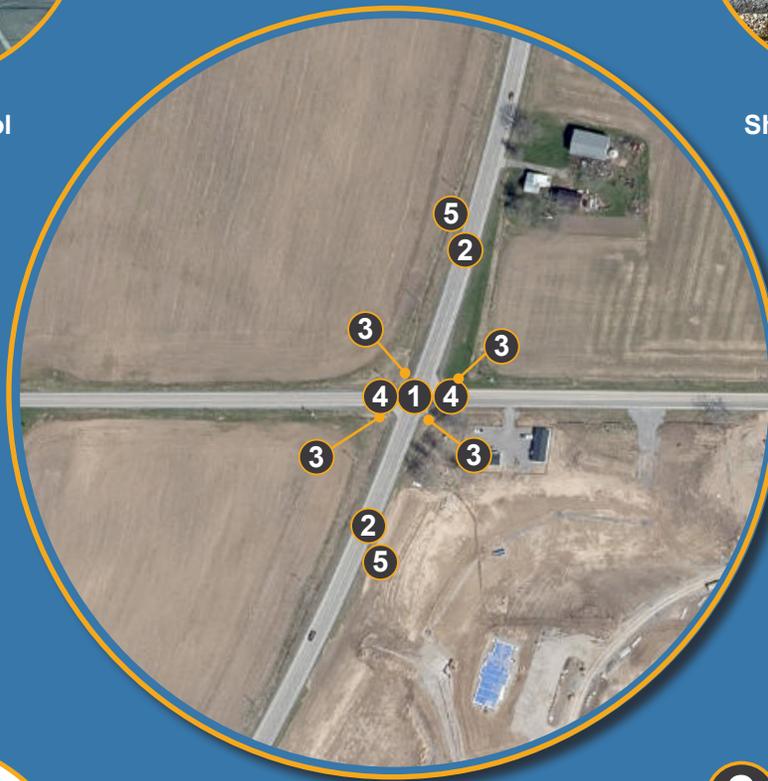
Figure 14 Potential Enhancements



1  
Flashing Control Beacon



2  
Shoulder / Centerline Rumble Strips



5  
Sign Mounted Flashing Warning Devices



4  
Stop (With Stop Bar) Pavement Marking



3  
Flashing Stop Signs

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

## ROUNDBABOUT SAFETY ENHANCEMENT

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

### HSM Findings

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

### Key Features

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

Figure 15 Roundabout Concept Rendering

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



# APPENDICES

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# TRAFFIC VOLUME WORKSHEETS

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**TRAFFIC COUNT SUMMARY PERFORMED BY LARSON DESIGN GROUP**

<b>Municipality:</b>	Pembroke	<b>Factors</b>
<b>Intersection:</b>	Cemetery Entrance	<b>Season</b>
<b>Date:</b>	Thu 3/17/22	Northbound 1.000
<b>Job No:</b>		Southbound 1.000
<b>Client Code:</b>		Eastbound 1.000
<b>Counted by:</b>	LDG	Westbound 1.000

<b>Year</b>	
Base	2022
Opening	2024 2
Design	2032 10



**Passenger Cars and Heavy Vehicles**

Street Orientation		Cemetery Hills Driveway Northbound					- Southbound					Indian Falls Road Eastbound					Indian Falls Road Westbound					Totals		
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	8	8	-
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	0	12	0	0	12	18	26	PEAK
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	6	2	0	8	2	4	0	0	6	14	40	PEAK
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	9	3	0	12	2	9	0	0	11	23	63	PEAK
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	7	0	0	7	20	75	PEAK
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6	63	-
8:30	8:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	6	0	0	6	8	57	-
8:45	9:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	7	41	-
9:00	9:15	1	0	0	0	1	0	0	0	0	0	0	6	1	0	7	1	5	0	0	6	14	35	-
9:15	9:30	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	6	35	-
9:30	9:45	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	0	6	0	0	6	12	39	-
9:45	10:00	1	0	1	0	2	0	0	0	0	0	0	8	2	0	10	2	7	0	0	9	21	53	-
<b>Totals</b>		<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>9</b>	<b>0</b>	<b>77</b>	<b>7</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>157</b>	<b>75</b>	

**Heavy Vehicles Only**

Street Orientation		Cemetery Hills Driveway Northbound					- Southbound					Indian Falls Road Eastbound					Indian Falls Road Westbound					Totals		
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	-
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	PEAK
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	PEAK	
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	6	7	PEAK
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	PEAK	
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	7	-
8:30	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	-	
8:45	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	-	
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	3	5	-
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	6	-
9:30	9:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	-
9:45	10:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	8	-
<b>Totals</b>		<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>17</b>	<b>8</b>	

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

Year			
Base	2022		
Opening	2024	2	
Design	2032	10	



INTERSECTION PEAK HOUR																							
Time		Cemetery Hills Driveway					-					Indian Falls Road					Indian Falls Road					Totals	
Begin	End	Northbound					Southbound					Eastbound					Westbound					Peds	Hour
7:15	8:15	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total		
Volume		0	0	0	0	0	0	0	0	0	0	0	33	6	0	39	4	32	0	0	36	0	75
HV Volume		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	0	6
Adjusted		0	0	0	0	0	0	0	0	0	0	0	33	6	0	39	4	32	0	0	36	0	75
PHF		---	---	---	---	---	---	---	---	---	---	---	0.63	0.50	---	0.75	0.50	0.67	---	---	0.75	---	0.82
HV%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	---	5%	0%	13%	0%	---	11%	---	---

NETWORK PEAK HOUR																							
Time		Cemetery Hills Driveway					-					Indian Falls Road					Indian Falls Road					Totals	
Begin	End	Northbound					Southbound					Eastbound					Westbound					Peds	Hour
7:00	8:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total		
Volume		0	0	0	0	0	0	0	0	0	0	0	24	6	0	30	4	29	0	0	33	0	63
HV Volume		0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	0	7
Adjusted		0	0	0	0	0	0	0	0	0	0	0	24	6	0	30	4	29	0	0	33	0	63
PHF		---	---	---	---	---	---	---	---	---	---	---	0.67	0.50	---	0.63	0.50	0.60	---	---	0.69	---	0.68
HV%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	---	10%	0%	14%	0%	---	12%	---	---

2024 INTERSECTION PEAK HOUR																							
Time		Cemetery Hills Driveway					-					Indian Falls Road					Indian Falls Road					Totals	
Begin	End	Northbound					Southbound					Eastbound					Westbound					Peds	Hour
7:00	8:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total		
Volume		0	0	0	0	0	0	0	0	0	0	0	25	6	0	31	4	30	0	0	34	0	65
HV Volume		0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	0	7
Adjusted		0	0	0	0	0	0	0	0	0	0	0	25	6	0	31	4	30	0	0	34	0	65

2032 INTERSECTION PEAK HOUR																							
Time		Cemetery Hills Driveway					-					Indian Falls Road					Indian Falls Road					Totals	
Begin	End	Northbound					Southbound					Eastbound					Westbound					Peds	Hour
7:00	8:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total		
Volume		0	0	0	0	0	0	0	0	0	0	0	28	7	0	35	5	33	0	0	38	0	72
HV Volume		0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	0	8
Adjusted		0	0	0	0	0	0	0	0	0	0	0	28	7	0	35	5	33	0	0	38	0	72



INTERSECTION PEAK HOUR																							
Time		Allegheny Road (NY 77)					Allegheny Road (NY 77)					Gabbey Road					Indian Falls Road					Totals	
Begin	End	Northbound					Southbound					Eastbound					Westbound					Peds	Hour
7:00	8:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volume		4	135	12	0	151	15	250	1	0	266	2	8	14	0	24	18	7	7	0	32	0	473
HV Volume		3	22	1	0	26	1	13	1	0	15	1	1	0	0	2	1	0	0	0	1	0	44
Adjusted		4	135	12	0	151	15	250	1	0	266	2	8	14	0	24	18	7	7	0	32	0	473
PHF		0.33	0.80	0.75	---	0.86	0.47	0.81	0.25	---	0.84	0.25	0.50	0.70	---	0.86	0.56	0.35	0.44	---	0.57	---	0.90
HV%		75%	16%	8%		17%	7%	5%	100%		6%	50%	13%	0%		8%	6%	0%	0%		3%	---	

NETWORK PEAK HOUR																							
Time		Allegheny Road (NY 77)					Allegheny Road (NY 77)					Gabbey Road					Indian Falls Road					Totals	
Begin	End	Northbound					Southbound					Eastbound					Westbound					Peds	Hour
7:00	8:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volume		4	135	12	0	151	15	250	1	0	266	2	8	14	0	24	18	7	7	0	32	0	473
HV Volume		3	22	1	0	26	1	13	1	0	15	1	1	0	0	2	1	0	0	0	1	0	44
Adjusted		4	135	12	0	151	15	250	1	0	266	2	8	14	0	24	18	7	7	0	32	0	473
PHF		0.33	0.80	0.75	---	0.86	0.47	0.81	0.25	---	0.84	0.25	0.50	0.70	---	0.86	0.56	0.35	0.44	---	0.57	---	0.90
HV%		75%	16%	8%		17%	7%	5%	100%		6%	50%	13%	0%		8%	6%	0%	0%		3%	---	

2024 INTERSECTION PEAK HOUR																							
Time		Allegheny Road (NY 77)					Allegheny Road (NY 77)					Gabbey Road					Indian Falls Road					Totals	
Begin	End	Northbound					Southbound					Eastbound					Westbound					Peds	Hour
7:00	8:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volume		4	139	12	0	156	15	258	1	0	274	2	8	14	0	25	19	7	7	0	33	0	487
HV Volume		3	23	1	0	27	1	13	1	0	15	1	1	0	0	2	1	0	0	0	1	0	45
Adjusted		4	139	12	0	156	15	258	1	0	274	2	8	14	0	25	19	7	7	0	33	0	487

2032 INTERSECTION PEAK HOUR																							
Time		Allegheny Road (NY 77)					Allegheny Road (NY 77)					Gabbey Road					Indian Falls Road					Totals	
Begin	End	Northbound					Southbound					Eastbound					Westbound					Peds	Hour
7:00	8:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volume		5	155	14	0	174	17	288	1	0	306	2	9	16	0	28	21	8	8	0	37	0	544
HV Volume		3	25	1	0	30	1	15	1	0	17	1	1	0	0	2	1	0	0	0	1	0	51
Adjusted		5	155	14	0	174	17	288	1	0	306	2	9	16	0	28	21	8	8	0	37	0	544

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

Year		
Base	2022	
Opening	2024	2
Design	2032	10



**Passenger Cars and Heavy Vehicles**

Street Orientation		Cemetery Hills Driveway Northbound					- Southbound					Indian Falls Road Eastbound					Indian Falls Road Westbound					Totals		
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
16:00	16:15	1	0	2	0	3	0	0	0	0	0	0	20	0	0	20	0	16	0	0	16	39	39	PEAK
16:15	16:30	0	0	0	0	0	0	0	0	0	0	0	18	1	0	19	0	14	0	0	14	33	72	PEAK
16:30	16:45	5	0	1	0	6	0	0	0	0	0	0	12	0	0	12	0	12	0	0	12	30	102	PEAK
16:45	17:00	0	0	0	0	0	0	0	0	0	0	0	15	1	0	16	0	16	0	0	16	32	134	PEAK
17:00	17:15	1	0	0	0	1	0	0	0	0	0	0	8	0	0	8	0	12	0	0	12	21	116	-
17:15	17:30	0	0	0	0	0	0	0	0	0	0	0	15	1	0	16	0	4	0	0	4	20	103	-
17:30	17:45	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	14	0	0	14	32	105	-
17:45	18:00	3	0	0	0	3	0	0	0	0	0	0	9	2	0	11	0	10	0	0	10	24	97	-
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	4	0	0	4	19	95	-
18:15	18:30	1	0	0	0	1	0	0	0	0	0	0	5	1	0	6	0	10	0	0	10	17	92	-
18:30	18:45	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	6	0	0	6	13	73	-
18:45	19:00	1	0	0	0	1	0	0	0	0	0	0	7	0	0	7	0	13	0	0	13	21	70	-
<b>Totals</b>		<b>12</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>148</b>	<b>7</b>	<b>0</b>	<b>155</b>	<b>0</b>	<b>131</b>	<b>0</b>	<b>0</b>	<b>131</b>	<b>301</b>	<b>134</b>	

**Heavy Vehicles Only**

Street Orientation		Cemetery Hills Driveway Northbound					- Southbound					Indian Falls Road Eastbound					Indian Falls Road Westbound					Totals		
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
16:00	16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	2	PEAK
16:15	16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	4	PEAK
16:30	16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	5	PEAK
16:45	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	PEAK
17:00	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	-
17:15	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-
17:30	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	-
17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	-
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-
18:15	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-
18:30	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-
18:45	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	-
<b>Totals</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>8</b>	<b>5</b>	

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

Year		
Base	2022	
Opening	2024	2
Design	2032	10



INTERSECTION PEAK HOUR																							
Time		Cemetery Hills Driveway					-					Indian Falls Road					Indian Falls Road					Totals	
Begin	End	Northbound					Southbound					Eastbound					Westbound					Peds	Hour
16:00	17:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total		
Volume		6	0	3	0	9	0	0	0	0	0	0	65	2	0	67	0	58	0	0	58	0	134
HV Volume		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	0	5
Adjusted		6	0	3	0	9	0	0	0	0	0	0	65	2	0	67	0	58	0	0	58	0	134
PHF		0.30	---	0.38	---	0.38	---	---	---	---	---	---	0.81	0.50	---	0.84	---	0.91	---	---	0.91	---	0.86
HV%		0%	0%	0%		0%	0%	0%		0%	0%	0%	3%	0%		3%	0%	5%	0%		5%	---	

NETWORK PEAK HOUR																							
Time		Cemetery Hills Driveway					-					Indian Falls Road					Indian Falls Road					Totals	
Begin	End	Northbound					Southbound					Eastbound					Westbound					Peds	Hour
16:00	17:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total		
Volume		6	0	3	0	9	0	0	0	0	0	0	65	2	0	67	0	58	0	0	58	0	134
HV Volume		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	0	5
Adjusted		6	0	3	0	9	0	0	0	0	0	0	65	2	0	67	0	58	0	0	58	0	134
PHF		0.30	---	0.38	---	0.38	---	---	---	---	---	---	0.81	0.50	---	0.84	---	0.91	---	---	0.91	---	0.86
HV%		0%	0%	0%		0%	0%	0%		0%	0%	0%	3%	0%		3%	0%	5%	0%		5%	---	

2024 INTERSECTION PEAK HOUR																							
Time		Cemetery Hills Driveway					-					Indian Falls Road					Indian Falls Road					Totals	
Begin	End	Northbound					Southbound					Eastbound					Westbound					Peds	Hour
16:00	17:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total		
Volume		6	0	3	0	9	0	0	0	0	0	0	67	2	0	69	0	60	0	0	60	0	138
HV Volume		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	0	5
Adjusted		6	0	3	0	9	0	0	0	0	0	0	67	2	0	69	0	60	0	0	60	0	138

2032 INTERSECTION PEAK HOUR																							
Time		Cemetery Hills Driveway					-					Indian Falls Road					Indian Falls Road					Totals	
Begin	End	Northbound					Southbound					Eastbound					Westbound					Peds	Hour
16:00	17:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total		
Volume		7	0	3	0	10	0	0	0	0	0	0	75	2	0	77	0	67	0	0	67	0	154
HV Volume		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	0	6
Adjusted		7	0	3	0	10	0	0	0	0	0	0	75	2	0	77	0	67	0	0	67	0	154

**TRAFFIC COUNT SUMMARY PERFORMED BY LARSON DESIGN GROUP**

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

<b>Year</b>	
Base	2022
Opening	2024 2
Design	2032 10



**Passenger Cars and Heavy Vehicles**

Street Orientation		Allegheny Road (NY 77) Northbound					Allegheny Road (NY 77) Southbound					Gabbey Road Eastbound					Indian Falls Road Westbound					Totals		
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
16:00	16:15	0	69	6	0	75	10	79	0	0	89	1	4	2	0	7	6	1	9	0	16	187	187	PEAK
16:15	16:30	1	70	9	0	80	3	70	0	0	73	1	5	6	0	12	2	3	9	0	14	179	366	PEAK
16:30	16:45	2	64	4	0	70	6	79	4	0	89	2	2	2	0	6	6	3	9	0	18	183	549	PEAK
16:45	17:00	2	61	2	0	65	8	83	1	0	92	0	4	6	0	10	4	0	8	0	12	179	728	PEAK
17:00	17:15	1	54	5	0	60	4	70	1	0	75	0	2	2	0	4	2	1	11	0	14	153	694	-
17:15	17:30	3	52	7	0	62	6	63	0	0	69	0	1	2	0	3	0	2	2	0	4	138	653	-
17:30	17:45	0	54	6	0	60	7	89	1	0	97	0	4	0	0	4	2	6	6	0	14	175	645	-
17:45	18:00	2	43	2	0	47	9	96	0	0	105	0	3	1	0	4	5	0	6	0	11	167	633	-
18:00	18:15	1	46	4	0	51	6	57	1	0	64	0	5	2	0	7	2	1	1	0	4	126	606	-
18:15	18:30	0	45	1	0	46	2	54	0	0	56	0	0	4	0	4	3	3	6	0	12	118	586	-
18:30	18:45	1	41	5	0	47	1	46	1	0	48	0	2	1	0	3	2	2	3	0	7	105	516	-
18:45	19:00	3	38	1	0	42	5	36	0	0	41	1	2	5	0	8	6	1	6	0	13	104	453	-
<b>Totals</b>		<b>16</b>	<b>637</b>	<b>52</b>	<b>0</b>	<b>705</b>	<b>67</b>	<b>822</b>	<b>9</b>	<b>0</b>	<b>898</b>	<b>5</b>	<b>34</b>	<b>33</b>	<b>0</b>	<b>72</b>	<b>40</b>	<b>23</b>	<b>76</b>	<b>0</b>	<b>139</b>	<b>1814</b>	<b>728</b>	

**Heavy Vehicles Only**

Street Orientation		Allegheny Road (NY 77) Northbound					Allegheny Road (NY 77) Southbound					Gabbey Road Eastbound					Indian Falls Road Westbound					Totals		
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
16:00	16:15	0	7	0	0	7	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	12	12	PEAK
16:15	16:30	0	2	0	0	2	0	9	0	0	9	0	0	2	0	2	0	0	1	0	1	14	26	PEAK
16:30	16:45	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	0	1	0	1	10	36	PEAK
16:45	17:00	0	3	0	0	3	0	9	0	0	9	0	0	3	0	3	0	0	0	0	0	15	51	PEAK
17:00	17:15	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	43	-
17:15	17:30	1	2	0	0	3	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	7	36	-
17:30	17:45	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	7	33	-
17:45	18:00	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2	20	-
18:00	18:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	19	-
18:15	18:30	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	14	-
18:30	18:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	10	-
18:45	19:00	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	4	12	-
<b>Totals</b>		<b>1</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>51</b>	

INTERSECTION PEAK HOUR																							
Time		Allegheny Road (NY 77)					Allegheny Road (NY 77)					Gabbey Road					Indian Falls Road					Totals	
Begin	End	Northbound					Southbound					Eastbound					Westbound						
16:00	17:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volume		5	264	21	0	290	27	311	5	0	343	4	15	16	0	35	18	7	35	0	60	0	728
HV Volume		0	12	0	0	12	0	30	0	0	30	0	0	6	0	6	1	0	2	0	3	0	51
Adjusted		5	264	21	0	290	27	311	5	0	343	4	15	16	0	35	18	7	35	0	60	0	728
PHF		0.63	0.94	0.58	---	0.91	0.68	0.94	0.31	---	0.93	0.50	0.75	0.67	---	0.73	0.75	0.58	0.97	---	0.83	---	0.97
HV%		0%	5%	0%		4%	0%	10%	0%		9%	0%	0%	38%		17%	6%	0%	6%		5%	---	---

NETWORK PEAK HOUR																							
Time		Allegheny Road (NY 77)					Allegheny Road (NY 77)					Gabbey Road					Indian Falls Road					Totals	
Begin	End	Northbound					Southbound					Eastbound					Westbound						
16:00	17:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volume		5	264	21	0	290	27	311	5	0	343	4	15	16	0	35	18	7	35	0	60	0	728
HV Volume		0	12	0	0	12	0	30	0	0	30	0	0	6	0	6	1	0	2	0	3	0	51
Adjusted		5	264	21	0	290	27	311	5	0	343	4	15	16	0	35	18	7	35	0	60	0	728
PHF		0.63	0.94	0.58	---	0.91	0.68	0.94	0.31	---	0.93	0.50	0.75	0.67	---	0.73	0.75	0.58	0.97	---	0.83	---	0.97
HV%		0%	5%	0%		4%	0%	10%	0%		9%	0%	0%	38%		17%	6%	0%	6%		5%	---	---

2024 INTERSECTION PEAK HOUR																							
Time		Allegheny Road (NY 77)					Allegheny Road (NY 77)					Gabbey Road					Indian Falls Road					Totals	
Begin	End	Northbound					Southbound					Eastbound					Westbound						
16:00	17:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volume		5	272	22	0	299	28	320	5	0	353	4	15	16	0	36	19	7	36	0	62	0	750
HV Volume		0	12	0	0	12	0	31	0	0	31	0	0	6	0	6	1	0	2	0	3	0	53
Adjusted		5	272	22	0	299	28	320	5	0	353	4	15	16	0	36	19	7	36	0	62	0	750

2032 INTERSECTION PEAK HOUR																							
Time		Allegheny Road (NY 77)					Allegheny Road (NY 77)					Gabbey Road					Indian Falls Road					Totals	
Begin	End	Northbound					Southbound					Eastbound					Westbound						
16:00	17:00	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volume		6	304	24	0	334	31	358	6	0	394	5	17	18	0	40	21	8	40	0	69	0	837
HV Volume		0	14	0	0	14	0	35	0	0	35	0	0	7	0	7	1	0	2	0	3	0	59
Adjusted		6	304	24	0	334	31	358	6	0	394	5	17	18	0	40	21	8	40	0	69	0	837

**TRAFFIC COUNT SUMMARY PERFORMED BY LARSON DESIGN GROUP**

<b>Municipality:</b>	Pembroke	<b>Factors</b>
<b>Intersection:</b>	Cemetery Entrance	<b>Season</b>
<b>Date:</b>	Sat 3/19/22	Northbound 1.000
<b>Job No:</b>		Southbound 1.000
<b>Client Code:</b>		Eastbound 1.000
<b>Counted by:</b>	LDG	Westbound 1.000

<b>Year</b>	2022
<b>Base</b>	2024
<b>Opening</b>	2
<b>Design</b>	2032
	10



**Passenger Cars and Heavy Vehicles**

Street Orientation		Cemetery Hills Driveway Northbound					- Southbound					Indian Falls Road Eastbound					Indian Falls Road Westbound					Totals		
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
10:00	10:15	0	0	1	0	1	0	0	0	0	0	0	5	0	0	5	0	8	0	0	8	14	14	-
10:15	10:30	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	1	7	0	0	8	13	27	-
10:30	10:45	2	0	0	0	2	0	0	0	0	0	0	9	2	0	11	0	9	0	0	9	22	49	-
10:45	11:00	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	11	0	0	11	19	68	-
11:00	11:15	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	10	0	0	10	18	72	-
11:15	11:30	1	0	0	0	1	0	0	0	0	0	0	14	1	0	15	0	5	0	0	5	21	80	-
11:30	11:45	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	12	0	0	12	20	78	-
11:45	12:00	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	10	0	0	10	19	78	-
12:00	12:15	3	0	0	0	3	0	0	0	0	0	0	6	3	0	9	0	7	0	0	7	19	79	-
12:15	12:30	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	12	0	0	12	19	77	-
12:30	12:45	1	0	0	0	1	0	0	0	0	0	0	10	1	0	11	0	10	0	0	10	22	79	PEAK
12:45	13:00	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	6	0	0	6	14	74	PEAK
13:00	13:15	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	16	0	0	16	24	79	PEAK
13:15	13:30	1	0	2	0	3	0	0	0	0	0	0	10	4	0	14	0	6	0	0	6	23	83	PEAK
13:30	13:45	1	0	0	0	1	0	0	0	0	0	0	9	0	0	9	0	8	0	0	8	18	79	-
13:45	14:00	0	0	0	0	0	0	0	0	0	0	0	5	2	0	7	0	10	0	0	10	17	82	-
<b>Totals</b>		<b>10</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>128</b>	<b>13</b>	<b>0</b>	<b>141</b>	<b>1</b>	<b>147</b>	<b>0</b>	<b>0</b>	<b>148</b>	<b>302</b>	<b>83</b>	

**Heavy Vehicles Only**

Street Orientation		Cemetery Hills Driveway Northbound					- Southbound					Indian Falls Road Eastbound					Indian Falls Road Westbound					Totals			
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak	
10:00	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
10:15	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	-
10:30	10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	-
10:45	11:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	3	3	-
11:00	11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	-
11:15	11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	-
11:30	11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	-
11:45	12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
12:00	12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
12:15	12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	-
12:30	12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	PEAK
12:45	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	PEAK
13:00	13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	PEAK
13:15	13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	PEAK
13:30	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	-
13:45	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	-
<b>Totals</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>3</b>		

INTERSECTION PEAK HOUR																							
Time		Cemetery Hills Driveway					-					Indian Falls Road					Indian Falls Road					Totals	
Begin	End	Northbound					Southbound					Eastbound					Westbound					Peds	Hour
12:30	13:30	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volume		2	0	2	0	4	0	0	0	0	0	0	36	5	0	41	0	38	0	0	38	0	83
HV Volume		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1
Adjusted		2	0	2	0	4	0	0	0	0	0	0	36	5	0	41	0	38	0	0	38	0	83
PHF		0.50	---	0.25	---	0.33	---	---	---	---	---	---	0.90	0.31	---	0.73	---	0.59	---	---	0.59	---	0.86
HV%		0%	0%	0%	---	0%	0%	0%	---	0%	0%	0%	0%	0%	---	0%	0%	3%	0%	---	3%	---	---

NETWORK PEAK HOUR																							
Time		Cemetery Hills Driveway					-					Indian Falls Road					Indian Falls Road					Totals	
Begin	End	Northbound					Southbound					Eastbound					Westbound					Peds	Hour
11:45	12:45	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volume		4	0	0	0	4	0	0	0	0	0	0	32	4	0	36	0	39	0	0	39	0	79
HV Volume		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1
Adjusted		4	0	0	0	4	0	0	0	0	0	0	32	4	0	36	0	39	0	0	39	0	79
PHF		0.33	---	---	---	0.33	---	---	---	---	---	---	0.80	0.33	---	0.82	---	0.81	---	---	0.81	---	0.90
HV%		0%	0%	0%	---	0%	0%	0%	---	0%	0%	0%	0%	0%	---	0%	0%	3%	0%	---	3%	---	---

2024 INTERSECTION PEAK HOUR																							
Time		Cemetery Hills Driveway					-					Indian Falls Road					Indian Falls Road					Totals	
Begin	End	Northbound					Southbound					Eastbound					Westbound					Peds	Hour
11:45	12:45	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volume		4	0	0	0	4	0	0	0	0	0	0	33	4	0	37	0	40	0	0	40	0	81
HV Volume		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1
Adjusted		4	0	0	0	4	0	0	0	0	0	0	33	4	0	37	0	40	0	0	40	0	81

2032 INTERSECTION PEAK HOUR																							
Time		Cemetery Hills Driveway					-					Indian Falls Road					Indian Falls Road					Totals	
Begin	End	Northbound					Southbound					Eastbound					Westbound					Peds	Hour
11:45	12:45	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volume		5	0	0	0	5	0	0	0	0	0	0	37	5	0	41	0	45	0	0	45	0	91
HV Volume		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1
Adjusted		5	0	0	0	5	0	0	0	0	0	0	37	5	0	41	0	45	0	0	45	0	91

TRAFFIC COUNT SUMMARY PERFORMED BY LARSON DESIGN GROUP				
Municipality:	Pembroke			Factors
Intersection:	NY 77 @ Indian Falls Rd			Season
Date:	Sat 3/19/22	Northbound		1.000
Job No:		Southbound		1.000
Client Code:		Eastbound		1.000
Counted by:	LDG	Westbound		1.000

Year	2022	
Base	2024	2
Opening	2032	10
Design		



Passenger Cars and Heavy Vehicles

Street Orientation		Allegheny Road (NY 77) Northbound					Allegheny Road (NY 77) Southbound					Gabbey Road Eastbound					Indian Falls Road Westbound					Totals		
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
10:00	10:15	0	60	1	0	61	3	68	0	0	71	0	2	3	0	5	4	1	2	0	7	144	144	-
10:15	10:30	0	54	3	0	57	1	63	0	0	64	0	1	2	0	3	3	1	4	0	8	132	276	-
10:30	10:45	0	62	2	0	64	4	75	0	0	79	1	3	4	0	8	4	3	8	0	15	166	442	-
10:45	11:00	1	63	1	0	65	3	61	0	0	64	0	4	3	0	7	1	2	5	0	8	144	586	-
11:00	11:15	0	54	2	0	56	5	62	0	0	67	1	3	2	0	6	3	1	5	0	9	138	580	-
11:15	11:30	0	53	1	0	54	10	63	1	0	74	0	3	1	0	4	3	2	2	0	7	139	587	-
11:30	11:45	0	68	1	0	69	6	58	1	0	65	0	1	1	0	2	1	3	8	0	12	148	569	-
11:45	12:00	1	61	2	0	64	6	73	1	0	80	0	2	1	0	3	2	3	5	0	10	157	582	PEAK
12:00	12:15	0	75	2	0	77	7	71	0	0	78	0	1	3	0	4	2	2	6	0	10	169	613	PEAK
12:15	12:30	0	77	2	0	79	2	67	1	0	70	0	1	1	0	2	3	2	12	0	17	168	642	PEAK
12:30	12:45	1	75	3	0	79	8	74	0	0	82	0	3	2	0	5	1	2	4	0	7	173	667	PEAK
12:45	13:00	2	64	1	0	67	3	65	1	0	69	0	2	2	0	4	1	2	5	0	8	148	658	-
13:00	13:15	2	67	2	0	71	8	59	1	0	68	0	1	1	0	2	3	1	10	0	14	155	644	-
13:15	13:30	1	56	3	0	60	7	71	1	0	79	0	0	2	0	2	2	2	4	0	8	149	625	-
13:30	13:45	1	64	3	0	68	7	58	0	0	65	2	2	0	0	4	4	2	3	0	9	146	598	-
13:45	14:00	2	58	2	0	62	3	58	1	0	62	1	0	0	0	1	4	1	5	0	10	135	585	-
<b>Totals</b>		<b>11</b>	<b>1011</b>	<b>31</b>	<b>0</b>	<b>1053</b>	<b>83</b>	<b>1046</b>	<b>8</b>	<b>0</b>	<b>1137</b>	<b>5</b>	<b>29</b>	<b>28</b>	<b>0</b>	<b>62</b>	<b>41</b>	<b>30</b>	<b>88</b>	<b>0</b>	<b>159</b>	<b>2411</b>	<b>667</b>	

Heavy Vehicles Only

Street Orientation		Allegheny Road (NY 77) Northbound					Allegheny Road (NY 77) Southbound					Gabbey Road Eastbound					Indian Falls Road Westbound					Totals			
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak	
10:00	10:15	0	2	0	0	2	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	13	13	-
10:15	10:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2	15	-	
10:30	10:45	0	1	0	0	1	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	9	24	-	
10:45	11:00	0	2	0	0	2	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	7	31	-	
11:00	11:15	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	21	-	
11:15	11:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	20	-	
11:30	11:45	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	13	-	
11:45	12:00	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2	8	PEAK	
12:00	12:15	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	8	PEAK	
12:15	12:30	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	4	11	PEAK	
12:30	12:45	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4	13	PEAK	
12:45	13:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	-	
13:00	13:15	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4	13	-	
13:15	13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	10	-	
13:30	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	-	
13:45	14:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	7	-	
<b>Totals</b>		<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>35</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>58</b>	<b>31</b>		

INTERSECTION PEAK HOUR																								
Time		Allegheny Road (NY 77) Northbound					Allegheny Road (NY 77) Southbound					Gabbey Road Eastbound					Indian Falls Road Westbound					Totals		
Begin	End	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour	
11:45	12:45																							
<b>Volume</b>		2	288	9	0	299	23	285	2	0	310	0	7	7	0	14	8	9	27	0	44	0	667	
<b>HV Volume</b>		0	5	0	0	5	0	6	1	0	7	0	0	0	0	0	1	0	0	0	1	1	13	
<b>Adjusted</b>		2	288	9	0	299	23	285	2	0	310	0	7	7	0	14	8	9	27	0	44	0	667	
<b>PHF</b>		0.50	0.94	0.75	---	0.95	0.72	0.96	0.50	---	0.95	---	0.58	0.58	---	0.70	0.67	0.75	0.56	---	0.65	---	0.96	
<b>HV%</b>		0%	2%	0%		2%	0%	2%	50%		2%	0%	0%	0%		0%	13%	0%	0%		2%	---		

NETWORK PEAK HOUR																							
Time		Allegheny Road (NY 77)					Allegheny Road (NY 77)					Gabbey Road					Indian Falls Road					Totals	
Begin	End	Northbound					Southbound					Eastbound					Westbound					Peds	Hour
11:45	12:45	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volume		2	288	9	0	299	23	285	2	0	310	0	7	7	0	14	8	9	27	0	44	0	667
HV Volume		0	5	0	0	5	0	6	1	0	7	0	0	0	0	0	1	0	0	0	0	1	13
Adjusted		2	288	9	0	299	23	285	2	0	310	0	7	7	0	14	8	9	27	0	44	0	667
PHF		0.50	0.94	0.75	---	0.95	0.72	0.96	0.50	---	0.95	---	0.58	0.58	---	0.70	0.67	0.75	0.56	---	0.65	---	0.96
HV%		0%	2%	0%		2%	0%	2%	50%		2%	0%	0%	0%		0%	13%	0%	0%		2%	---	

2024 INTERSECTION PEAK HOUR																							
Time		Allegheny Road (NY 77)					Allegheny Road (NY 77)					Gabbey Road					Indian Falls Road					Totals	
Begin	End	Northbound					Southbound					Eastbound					Westbound					Peds	Hour
11:45	12:45	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volume		2	297	9	0	308	24	294	2	0	319	0	7	7	0	14	8	9	28	0	45	0	687
HV Volume		0	5	0	0	5	0	6	1	0	7	0	0	0	0	0	1	0	0	0	0	1	13
Adjusted		2	297	9	0	308	24	294	2	0	319	0	7	7	0	14	8	9	28	0	45	0	687

2032 INTERSECTION PEAK HOUR																							
Time		Allegheny Road (NY 77)					Allegheny Road (NY 77)					Gabbey Road					Indian Falls Road					Totals	
Begin	End	Northbound					Southbound					Eastbound					Westbound					Peds	Hour
11:45	12:45	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	LT	TH	RT	Ped	Total	Peds	Hour
Volume		2	331	10	0	344	26	328	2	0	357	0	8	8	0	16	9	10	31	0	51	0	767
HV Volume		0	6	0	0	6	0	7	1	0	8	0	0	0	0	0	1	0	0	0	0	1	15
Adjusted		2	331	10	0	344	26	328	2	0	357	0	8	8	0	16	9	10	31	0	51	0	767

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



**Passenger Cars and Heavy Vehicles**

Street Orientation		Northbound					Southbound					Eastbound					Westbound					Totals		
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
7:00	7:15	0	42	2	0	44	1	52	0	0	53	0	6	4	0	10	2	4	1	0	7	114	114	PEAK
7:15	7:30	0	31	2	0	33	2	77	0	0	79	0	6	6	0	12	8	14	4	0	26	150	264	PEAK
7:30	7:45	1	34	4	0	39	4	64	0	0	68	0	10	5	0	15	4	4	0	0	8	130	394	PEAK
7:45	8:00	3	28	4	0	35	8	57	1	0	66	2	10	5	0	17	8	14	2	0	24	142	536	PEAK
8:00	8:15	1	27	2	0	30	3	45	0	0	48	0	17	0	0	17	1	8	0	0	9	104	526	-
8:15	8:30	5	35	0	0	40	0	53	0	0	53	0	6	4	0	10	2	2	2	0	6	109	485	-
8:30	8:45	2	36	0	0	38	3	40	0	0	43	0	2	2	0	4	2	7	1	0	10	95	450	-
8:45	9:00	0	38	1	0	39	2	45	1	0	48	0	4	0	0	4	0	5	2	0	7	98	406	-
9:00	9:15	1	36	1	0	38	7	42	0	0	49	0	7	1	0	8	2	7	2	0	11	106	408	-
9:15	9:30	2	38	0	0	40	0	40	0	0	40	0	2	0	0	2	1	4	3	0	8	90	389	-
9:30	9:45	1	26	0	0	27	5	32	1	0	38	0	8	0	0	8	2	7	3	0	12	85	379	-
9:45	10:00	1	37	5	0	43	2	50	0	0	52	0	10	3	0	13	3	10	4	0	17	125	406	-
<b>Totals</b>		<b>17</b>	<b>408</b>	<b>21</b>	<b>0</b>	<b>446</b>	<b>37</b>	<b>597</b>	<b>3</b>	<b>0</b>	<b>637</b>	<b>2</b>	<b>88</b>	<b>30</b>	<b>0</b>	<b>120</b>	<b>35</b>	<b>86</b>	<b>24</b>	<b>0</b>	<b>145</b>	<b>1348</b>	<b>536</b>	

**Heavy Vehicles Only**

Street Orientation		0 Northbound					0 Southbound					0 Eastbound					0 Westbound					Totals		
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
7:00	7:15	0	10	0	0	10	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	12	12	PEAK
7:15	7:30	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	8	20	PEAK
7:30	7:45	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6	26	PEAK
7:45	8:00	3	7	1	0	11	1	3	1	0	5	1	3	0	0	4	1	4	0	0	5	25	51	PEAK
8:00	8:15	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8	47	-
8:15	8:30	5	11	0	0	16	0	9	0	0	9	0	2	0	0	2	1	0	0	0	1	28	67	-
8:30	8:45	1	2	0	0	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9	70	-
8:45	9:00	0	8	0	0	8	0	8	0	0	8	0	0	0	0	0	0	3	1	0	4	20	65	-
9:00	9:15	0	7	1	0	8	1	3	0	0	4	0	1	1	0	2	0	1	0	0	1	15	72	-
9:15	9:30	0	8	0	0	8	0	3	0	0	3	0	1	0	0	1	0	1	2	0	3	15	59	-
9:30	9:45	1	2	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7	57	-
9:45	10:00	1	3	0	0	4	0	4	0	0	4	0	0	0	0	0	2	0	0	0	2	10	47	-
<b>Totals</b>		<b>11</b>	<b>67</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>2</b>	<b>54</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>4</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>163</b>	<b>72</b>	

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



**Passenger Cars and Heavy Vehicles**

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

**Heavy Vehicles Only**

Street Orientation		0 Northbound					0 Southbound					0 Eastbound					0 Westbound					Totals		
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak
16:00	16:15	0	7	0	0	7	0	4	0	0	4	0	1	0	0	1	1	1	0	0	2	14	14	PEAK
16:15	16:30	0	2	0	0	2	0	9	0	0	9	0	1	2	0	3	0	1	1	0	2	16	30	PEAK
16:30	16:45	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	1	1	0	2	11	41	PEAK
16:45	17:00	0	3	0	0	3	0	9	0	0	9	0	0	3	0	3	0	0	0	0	0	15	56	PEAK
17:00	17:15	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	46	-
17:15	17:30	1	2	0	0	3	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	7	37	-
17:30	17:45	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	8	34	-
17:45	18:00	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3	22	-
18:00	18:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	21	-
18:15	18:30	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	16	-
18:30	18:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	11	-
18:45	19:00	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	5	13	-
<b>Totals</b>		<b>1</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>56</b>	

**TRAFFIC COUNT SUMMARY PERFORMED BY LARSON DESIGN GROUP**

Municipality:	Pembroke	Northbound Southbound Eastbound Westbound	Factors
Intersection:			Season
Date:	Sat 3/19/22		1.000
Job No:			1.000
Client Code:			1.000
Counted by:	LDG	1.000	



**Passenger Cars and Heavy Vehicles**

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

**Heavy Vehicles Only**

Street Orientation		0 Northbound					0 Southbound					0 Eastbound					0 Westbound					Totals			
Begin	End	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	LT	TH	RT	Peds	Total	15 Min	Hour	Peak	
10:00	10:15	0	2	0	0	2	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	13	13	-
10:15	10:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	0	2	3	16	-
10:30	10:45	0	1	0	0	1	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	9	25	-	
10:45	11:00	0	2	0	0	2	1	4	0	0	5	0	2	0	0	2	0	0	0	0	0	9	34	-	
11:00	11:15	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	24	-	
11:15	11:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	22	-	
11:30	11:45	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	15	-	
11:45	12:00	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2	8	PEAK	
12:00	12:15	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	8	PEAK	
12:15	12:30	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	5	12	PEAK	
12:30	12:45	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4	14	PEAK	
12:45	13:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13	-	
13:00	13:15	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4	14	-	
13:15	13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	11	-	
13:30	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	-	
13:45	14:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	8	-	
<b>Totals</b>		<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>35</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>34</b>		

# B

## TMC AND ATR SUMMARIES

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Larson Design Group  
 1000 Commerce Park Drive  
 Suite 201  
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Count Name: NY Cemetery TIS  
 Site Code:  
 Start Date: 03/17/2022  
 Page No: 1

### Turning Movement Data

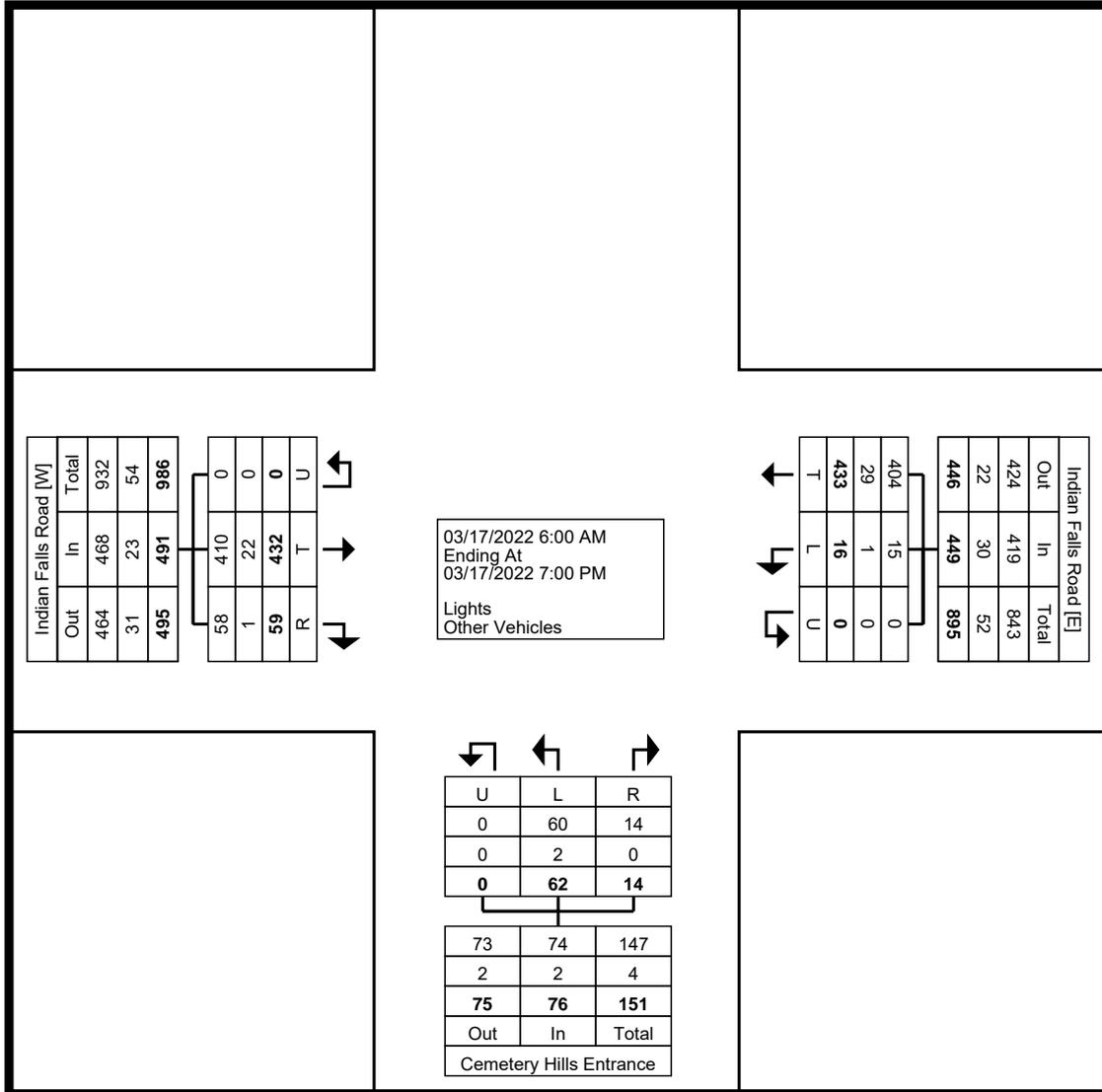
Start Time	Cemetery Hills Entrance				Indian Falls Road				Indian Falls Road				Int. Total
	Northbound			App. Total	Eastbound			App. Total	Westbound				
	Left	Right	U-Turn			Thru	Right		U-Turn		Left	Thru	U-Turn
6:00 AM	0	0	0	0	4	0	0	4	0	4	0	4	8
6:15 AM	0	0	0	0	2	0	0	2	0	3	0	3	5
6:30 AM	0	0	0	0	4	0	0	4	0	6	0	6	10
6:45 AM	0	0	0	0	8	0	0	8	0	6	0	6	14
Hourly Total	0	0	0	0	18	0	0	18	0	19	0	19	37
7:00 AM	0	0	0	0	4	0	0	4	0	4	0	4	8
7:15 AM	0	0	0	0	5	1	0	6	0	12	0	12	18
7:30 AM	0	0	0	0	6	2	0	8	2	4	0	6	14
7:45 AM	0	0	0	0	9	3	0	12	2	9	0	11	23
Hourly Total	0	0	0	0	24	6	0	30	4	29	0	33	63
8:00 AM	0	0	0	0	13	0	0	13	0	7	0	7	20
8:15 AM	0	0	0	0	4	0	0	4	0	2	0	2	6
8:30 AM	0	0	0	0	2	0	0	2	0	6	0	6	8
8:45 AM	0	0	0	0	4	0	0	4	0	3	0	3	7
Hourly Total	0	0	0	0	23	0	0	23	0	18	0	18	41
9:00 AM	1	0	0	1	6	1	0	7	1	5	0	6	14
9:15 AM	1	0	0	1	2	0	0	2	0	3	0	3	6
9:30 AM	1	0	0	1	5	0	0	5	0	6	0	6	12
9:45 AM	1	1	0	2	8	2	0	10	2	7	0	9	21
Hourly Total	4	1	0	5	21	3	0	24	3	21	0	24	53
10:00 AM	0	1	0	1	7	3	0	10	0	4	0	4	15
10:15 AM	0	0	0	0	4	6	0	10	0	5	0	5	15
10:30 AM	1	0	0	1	7	1	0	8	0	11	0	11	20
10:45 AM	0	1	0	1	6	1	0	7	4	11	0	15	23
Hourly Total	1	2	0	3	24	11	0	35	4	31	0	35	73
11:00 AM	0	1	0	1	8	0	0	8	0	3	0	3	12
11:15 AM	1	0	0	1	8	1	0	9	0	11	0	11	21
11:30 AM	7	1	0	8	10	1	0	11	0	5	0	5	24
11:45 AM	2	0	0	2	5	0	0	5	0	9	0	9	16
Hourly Total	10	2	0	12	31	2	0	33	0	28	0	28	73
12:00 PM	1	0	0	1	7	1	0	8	0	6	0	6	15
12:15 PM	2	0	0	2	11	0	0	11	0	12	0	12	25
12:30 PM	0	0	0	0	7	3	0	10	0	7	0	7	17
12:45 PM	2	0	0	2	6	5	0	11	0	8	0	8	21
Hourly Total	5	0	0	5	31	9	0	40	0	33	0	33	78
1:00 PM	1	1	0	2	7	1	0	8	0	6	0	6	16
1:15 PM	4	0	0	4	7	4	0	11	2	11	0	13	28
1:30 PM	1	1	0	2	7	2	0	9	1	11	0	12	23
1:45 PM	0	0	0	0	5	2	0	7	0	5	0	5	12
Hourly Total	6	2	0	8	26	9	0	35	3	33	0	36	79
2:00 PM	0	0	0	0	8	5	0	13	0	7	0	7	20
2:15 PM	0	1	0	1	5	3	0	8	0	12	0	12	21
2:30 PM	6	2	0	8	9	0	0	9	1	12	0	13	30
2:45 PM	4	0	0	4	13	2	0	15	0	6	0	6	25
Hourly Total	10	3	0	13	35	10	0	45	1	37	0	38	96
3:00 PM	4	0	0	4	9	0	0	9	0	14	0	14	27
3:15 PM	2	0	0	2	14	1	0	15	1	12	0	13	30
3:30 PM	1	1	0	2	10	1	0	11	0	15	0	15	28
3:45 PM	7	0	0	7	18	0	0	18	0	12	0	12	37
Hourly Total	14	1	0	15	51	2	0	53	1	53	0	54	122
4:00 PM	1	2	0	3	20	0	0	20	0	16	0	16	39
4:15 PM	0	0	0	0	18	1	0	19	0	14	0	14	33
4:30 PM	5	1	0	6	12	0	0	12	0	12	0	12	30
4:45 PM	0	0	0	0	15	1	0	16	0	16	0	16	32
Hourly Total	6	3	0	9	65	2	0	67	0	58	0	58	134
5:00 PM	1	0	0	1	8	0	0	8	0	12	0	12	21
5:15 PM	0	0	0	0	15	1	0	16	0	4	0	4	20
5:30 PM	0	0	0	0	18	0	0	18	0	14	0	14	32
5:45 PM	3	0	0	3	9	2	0	11	0	10	0	10	24
Hourly Total	4	0	0	4	50	3	0	53	0	40	0	40	97
6:00 PM	0	0	0	0	15	0	0	15	0	4	0	4	19

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



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Turning Movement Data Plot



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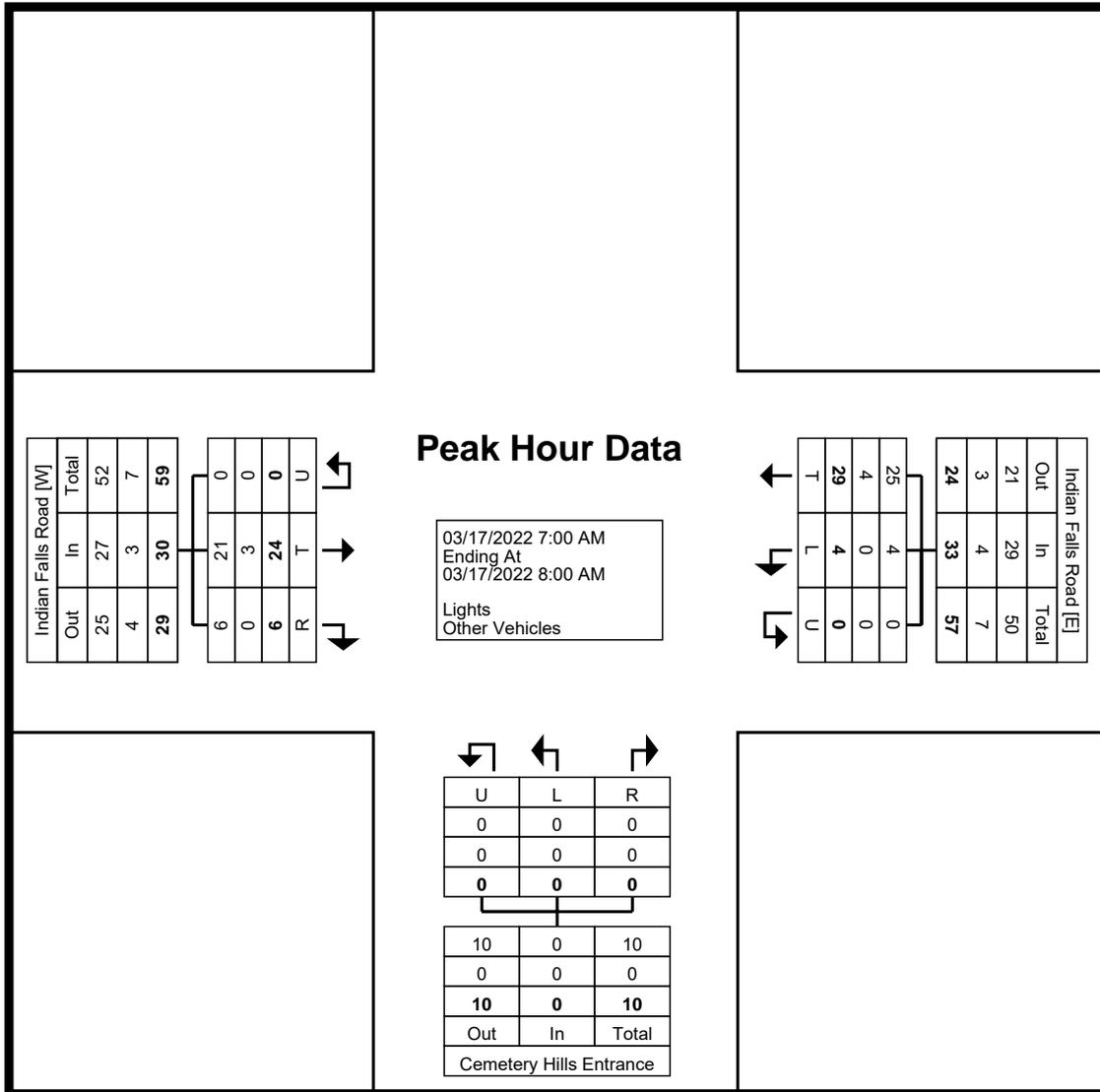
### Turning Movement Peak Hour Data (7:00 AM)

Start Time	Cemetery Hills Entrance				Indian Falls Road				Indian Falls Road				Int. Total
	Northbound				Eastbound				Westbound				
	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	
7:00 AM	0	0	0	0	4	0	0	4	0	4	0	4	8
7:15 AM	0	0	0	0	5	1	0	6	0	12	0	12	18
7:30 AM	0	0	0	0	6	2	0	8	2	4	0	6	14
7:45 AM	0	0	0	0	9	3	0	12	2	9	0	11	23
Total	0	0	0	0	24	6	0	30	4	29	0	33	63
Approach %	0.0	0.0	0.0	-	80.0	20.0	0.0	-	12.1	87.9	0.0	-	-
Total %	0.0	0.0	0.0	0.0	38.1	9.5	0.0	47.6	6.3	46.0	0.0	52.4	-
PHF	0.000	0.000	0.000	0.000	0.667	0.500	0.000	0.625	0.500	0.604	0.000	0.688	0.685
Lights	0	0	0	0	21	6	0	27	4	25	0	29	56
% Lights	-	-	-	-	87.5	100.0	-	90.0	100.0	86.2	-	87.9	88.9
Other Vehicles	0	0	0	0	3	0	0	3	0	4	0	4	7
% Other Vehicles	-	-	-	-	12.5	0.0	-	10.0	0.0	13.8	-	12.1	11.1



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



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



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

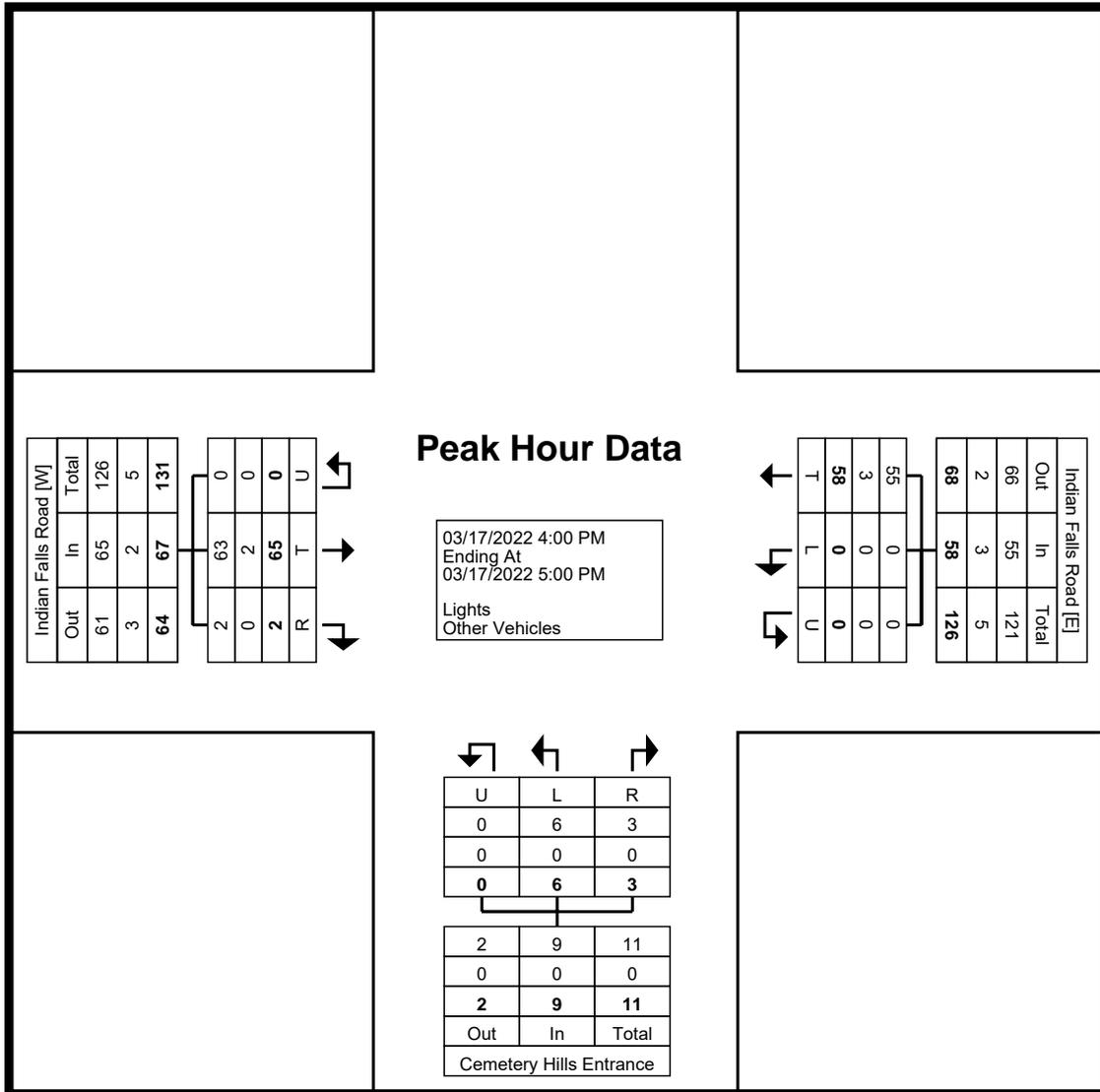
### Turning Movement Peak Hour Data (4:00 PM)

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



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



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



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

### Turning Movement Data

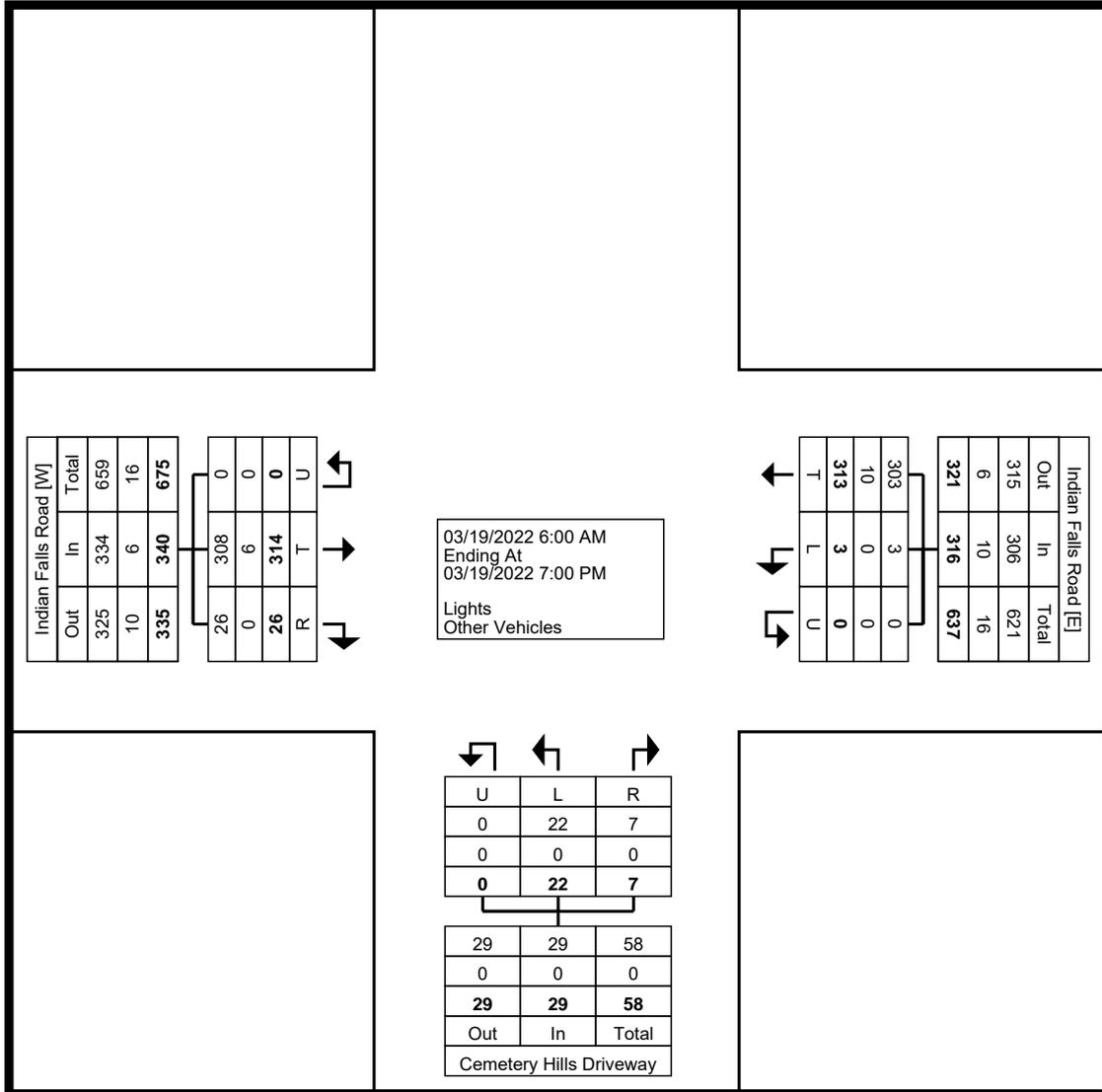
Start Time	Cemetery Hills Driveway				Indian Falls Road				Indian Falls Road				Int. Total
	Northbound			App. Total	Eastbound			App. Total	Westbound				
	Left	Right	U-Turn			Thru	Right		U-Turn		Left	Thru	U-Turn
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	4	0	0	4	0	1	0	1	5
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	3	0	0	3	0	2	0	2	5
Hourly Total	0	0	0	0	7	0	0	7	0	3	0	3	10
7:00 AM	0	0	0	0	1	0	0	1	0	1	0	1	2
7:15 AM	0	0	0	0	1	0	0	1	0	1	0	1	2
7:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	1	0	0	1	0	2	0	2	3
Hourly Total	0	0	0	0	4	0	0	4	0	4	0	4	8
8:00 AM	0	0	0	0	4	0	0	4	0	3	0	3	7
8:15 AM	0	0	0	0	2	0	0	2	0	8	0	8	10
8:30 AM	0	0	0	0	4	0	0	4	0	6	0	6	10
8:45 AM	0	0	0	0	5	1	0	6	0	3	0	3	9
Hourly Total	0	0	0	0	15	1	0	16	0	20	0	20	36
9:00 AM	0	0	0	0	2	0	0	2	0	2	0	2	4
9:15 AM	0	0	0	0	5	1	0	6	0	1	0	1	7
9:30 AM	2	0	0	2	9	0	0	9	1	8	0	9	20
9:45 AM	0	0	0	0	10	0	0	10	0	2	0	2	12
Hourly Total	2	0	0	2	26	1	0	27	1	13	0	14	43
10:00 AM	0	1	0	1	5	0	0	5	0	8	0	8	14
10:15 AM	1	0	0	1	4	0	0	4	1	7	0	8	13
10:30 AM	2	0	0	2	9	2	0	11	0	9	0	9	22
10:45 AM	0	0	0	0	8	0	0	8	0	11	0	11	19
Hourly Total	3	1	0	4	26	2	0	28	1	35	0	36	68
11:00 AM	0	0	0	0	8	0	0	8	0	10	0	10	18
11:15 AM	1	0	0	1	14	1	0	15	0	5	0	5	21
11:30 AM	0	0	0	0	8	0	0	8	0	12	0	12	20
11:45 AM	0	0	0	0	9	0	0	9	0	10	0	10	19
Hourly Total	1	0	0	1	39	1	0	40	0	37	0	37	78
12:00 PM	3	0	0	3	6	3	0	9	0	7	0	7	19
12:15 PM	0	0	0	0	7	0	0	7	0	12	0	12	19
12:30 PM	1	0	0	1	10	1	0	11	0	10	0	10	22
12:45 PM	0	0	0	0	8	0	0	8	0	6	0	6	14
Hourly Total	4	0	0	4	31	4	0	35	0	35	0	35	74
1:00 PM	0	0	0	0	8	0	0	8	0	16	0	16	24
1:15 PM	1	2	0	3	10	4	0	14	0	6	0	6	23
1:30 PM	1	0	0	1	9	0	0	9	0	8	0	8	18
1:45 PM	0	0	0	0	5	2	0	7	0	10	0	10	17
Hourly Total	2	2	0	4	32	6	0	38	0	40	0	40	82
2:00 PM	1	1	0	2	10	1	0	11	0	8	0	8	21
2:15 PM	1	1	0	2	7	3	0	10	0	7	0	7	19
2:30 PM	2	0	0	2	5	1	0	6	0	4	0	4	12
2:45 PM	1	0	0	1	8	0	0	8	0	4	0	4	13
Hourly Total	5	2	0	7	30	5	0	35	0	23	0	23	65
3:00 PM	0	0	0	0	9	0	0	9	0	10	0	10	19
3:15 PM	0	0	0	0	8	0	0	8	0	13	0	13	21
3:30 PM	0	0	0	0	7	0	0	7	0	8	0	8	15
3:45 PM	0	0	0	0	10	0	0	10	0	7	0	7	17
Hourly Total	0	0	0	0	34	0	0	34	0	38	0	38	72
4:00 PM	0	0	0	0	5	0	0	5	0	3	0	3	8
4:15 PM	0	0	0	0	6	0	0	6	0	7	0	7	13
4:30 PM	1	0	0	1	5	1	0	6	1	7	0	8	15
4:45 PM	0	1	0	1	4	0	0	4	0	4	0	4	9
Hourly Total	1	1	0	2	20	1	0	21	1	21	0	22	45
5:00 PM	0	0	0	0	4	0	0	4	0	6	0	6	10
5:15 PM	2	0	0	2	9	2	0	11	0	4	0	4	17
5:30 PM	0	0	0	0	9	2	0	11	0	7	0	7	18
5:45 PM	1	1	0	2	7	0	0	7	0	3	0	3	12
Hourly Total	3	1	0	4	29	4	0	33	0	20	0	20	57
6:00 PM	0	0	0	0	8	1	0	9	0	10	0	10	19

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



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Turning Movement Data Plot



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 Start Date: 03/19/2022  
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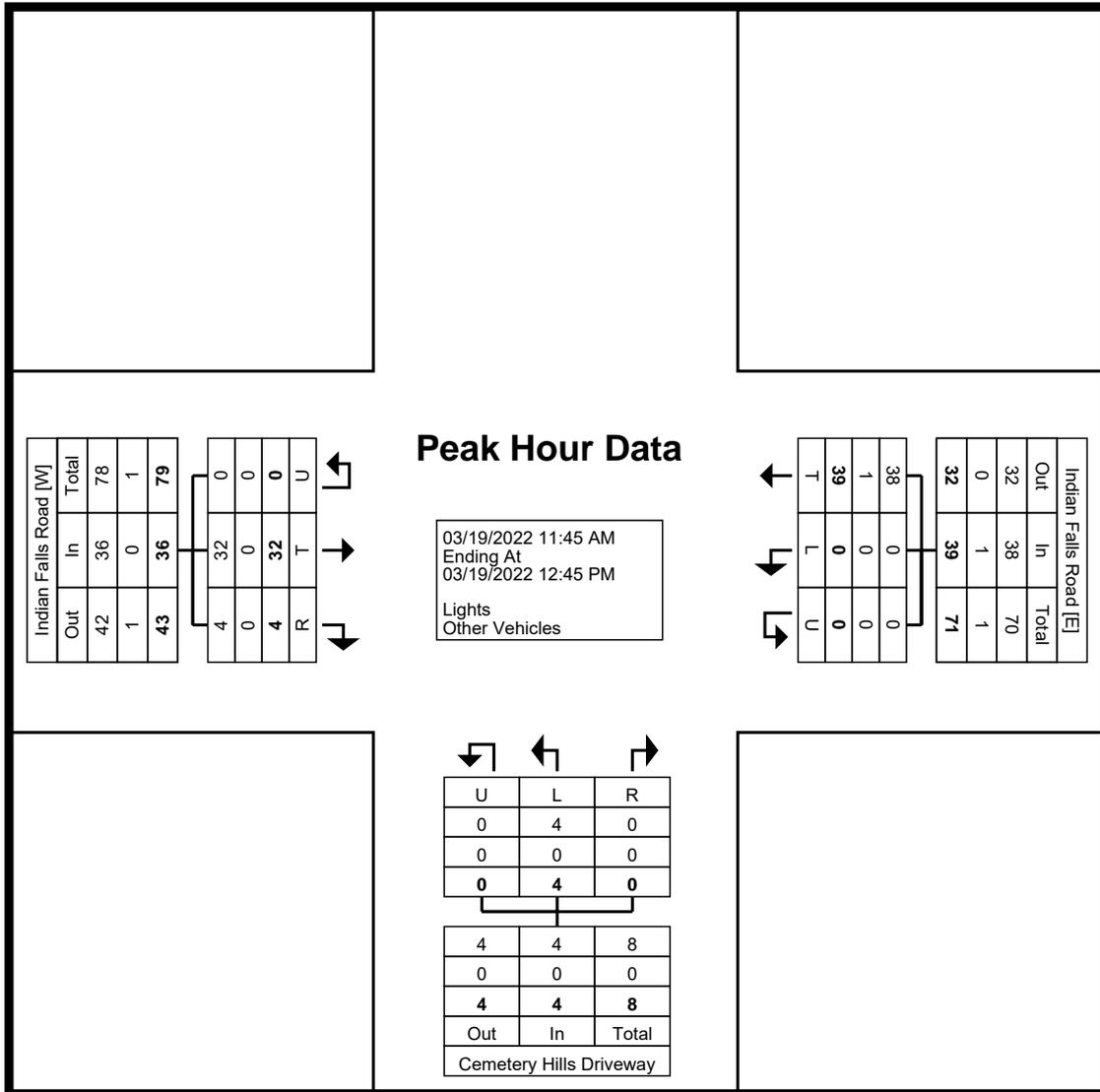
### Turning Movement Peak Hour Data (11:45 AM)

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



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 Start Date: 03/19/2022  
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Turning Movement Peak Hour Data Plot (11:45 AM)



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

### Turning Movement Data

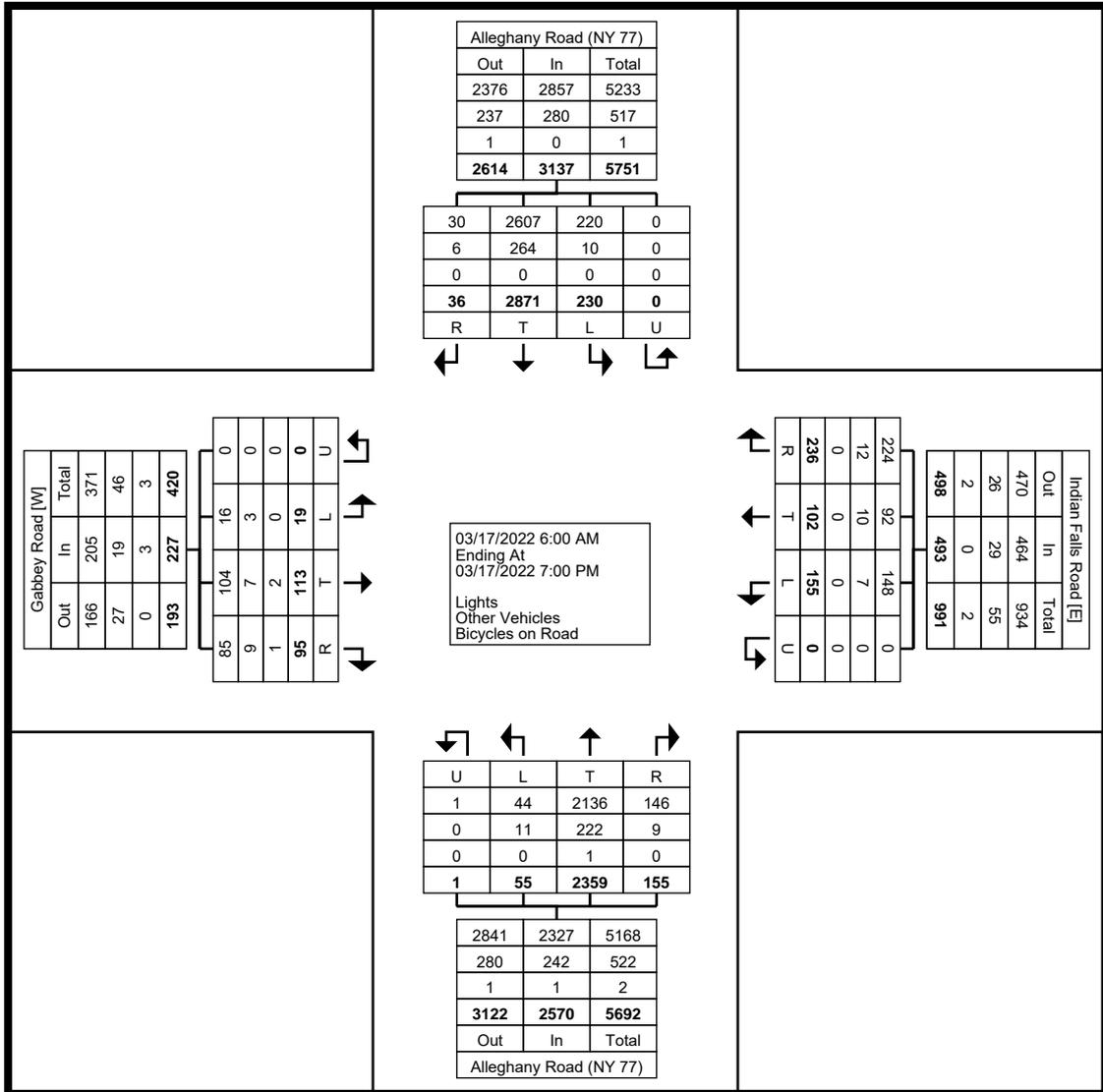
Start Time	Allegheny Road (NY 77) Northbound					Allegheny Road (NY 77) Southbound					Gabbey Road Eastbound					Indian Falls Road Westbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:00 AM	0	35	2	0	37	2	42	0	0	44	0	0	1	0	1	2	0	1	0	3	85
6:15 AM	0	23	2	0	25	2	33	0	0	35	0	0	1	0	1	2	0	2	0	4	65
6:30 AM	0	38	0	0	38	2	35	0	0	37	0	2	3	0	5	3	1	1	0	5	85
6:45 AM	3	34	1	0	38	6	40	0	0	46	0	1	3	0	4	2	1	4	0	7	95
Hourly Total	3	130	5	0	138	12	150	0	0	162	0	3	8	0	11	9	2	8	0	19	330
7:00 AM	0	42	2	0	44	1	52	0	0	53	0	2	4	0	6	2	0	1	0	3	106
7:15 AM	0	31	2	0	33	2	77	0	0	79	0	1	5	0	6	8	2	4	0	14	132
7:30 AM	1	34	4	0	39	4	64	0	0	68	0	4	3	0	7	2	0	0	0	2	116
7:45 AM	3	28	4	0	35	8	57	1	0	66	2	1	2	0	5	6	5	2	0	13	119
Hourly Total	4	135	12	0	151	15	250	1	0	266	2	8	14	0	24	18	7	7	0	32	473
8:00 AM	1	27	2	0	30	3	45	0	0	48	0	4	0	0	4	1	1	0	0	2	84
8:15 AM	5	35	0	0	40	0	53	0	0	53	0	2	4	0	6	2	0	2	0	4	103
8:30 AM	2	36	0	0	38	3	40	0	0	43	0	0	2	0	2	2	1	1	0	4	87
8:45 AM	0	38	1	0	39	2	45	1	0	48	0	0	0	0	0	0	2	2	0	4	91
Hourly Total	8	136	3	0	147	8	183	1	0	192	0	6	6	0	12	5	4	5	0	14	365
9:00 AM	0	36	1	0	37	7	42	0	0	49	0	1	0	0	1	1	2	2	0	5	92
9:15 AM	1	38	0	0	39	0	40	0	0	40	0	0	0	0	0	1	1	3	0	5	84
9:30 AM	0	26	0	0	26	5	32	1	0	38	0	3	0	0	3	2	1	3	0	6	73
9:45 AM	0	37	4	0	41	2	50	0	0	52	0	2	1	0	3	1	3	4	0	8	104
Hourly Total	1	137	5	0	143	14	164	1	0	179	0	6	1	0	7	5	7	12	0	24	353
10:00 AM	0	40	2	0	42	6	48	1	0	55	1	2	0	0	3	0	0	4	0	4	104
10:15 AM	0	43	7	0	50	6	48	1	0	55	0	0	2	0	2	3	1	5	0	9	116
10:30 AM	1	39	4	0	44	1	57	0	0	58	1	2	2	0	5	4	4	3	0	11	118
10:45 AM	0	34	1	0	35	3	51	0	0	54	0	1	2	0	3	0	2	6	0	8	100
Hourly Total	1	156	14	0	171	16	204	2	0	222	2	5	6	0	13	7	7	18	0	32	438
11:00 AM	0	47	4	0	51	3	46	3	0	52	0	5	1	0	6	2	1	2	0	5	114
11:15 AM	2	55	4	0	61	4	53	0	0	57	0	0	0	0	0	6	3	4	0	13	131
11:30 AM	0	43	2	0	45	5	43	1	0	49	2	4	1	0	7	5	2	7	0	14	115
11:45 AM	2	42	1	0	45	2	47	0	0	49	0	2	2	0	4	2	1	5	0	8	106
Hourly Total	4	187	11	0	202	14	189	4	0	207	2	11	4	0	17	15	7	18	0	40	466
12:00 PM	3	45	2	0	50	1	60	1	0	62	1	2	1	0	4	3	0	3	0	6	122
12:15 PM	2	55	2	0	59	6	44	2	0	52	0	5	2	0	7	6	3	6	0	15	133
12:30 PM	1	55	3	0	59	8	51	0	0	59	0	3	0	0	3	1	4	2	0	7	128
12:45 PM	0	38	4	0	42	5	58	1	0	64	1	0	0	0	1	3	1	6	0	10	117
Hourly Total	6	193	11	0	210	20	213	4	0	237	2	10	3	0	15	13	8	17	0	38	500
1:00 PM	3	58	2	0	63	3	58	2	0	63	1	1	0	0	2	3	2	4	0	9	137
1:15 PM	0	51	4	1	56	8	42	3	0	53	0	2	1	0	3	3	1	10	0	14	126
1:30 PM	0	56	3	0	59	2	44	0	0	46	0	2	0	0	2	3	2	6	0	11	118
1:45 PM	0	56	7	0	63	0	47	1	0	48	0	2	2	0	4	2	3	0	0	5	120
Hourly Total	3	221	16	1	241	13	191	6	0	210	1	7	3	0	11	11	8	20	0	39	501
2:00 PM	3	44	5	0	52	4	50	1	0	55	0	1	0	0	1	0	4	3	0	7	115
2:15 PM	0	40	1	0	41	3	40	0	0	43	2	4	2	0	8	1	2	10	0	13	105
2:30 PM	1	49	2	0	52	6	57	0	0	63	0	2	3	0	5	6	5	7	0	18	138
2:45 PM	1	51	5	0	57	6	50	3	0	59	1	6	2	0	9	4	0	7	0	11	136
Hourly Total	5	184	13	0	202	19	197	4	0	220	3	13	7	0	23	11	11	27	0	49	494
3:00 PM	2	62	1	0	65	8	64	1	0	73	0	2	1	0	3	6	3	9	0	18	159
3:15 PM	0	48	5	0	53	2	92	0	0	94	1	4	4	0	9	4	3	7	0	14	170
3:30 PM	1	75	4	0	80	9	79	2	0	90	0	2	2	0	4	5	8	6	0	19	193
3:45 PM	1	58	3	0	62	13	73	1	0	87	1	2	3	0	6	6	4	6	0	16	171
Hourly Total	4	243	13	0	260	32	308	4	0	344	2	10	10	0	22	21	18	28	0	67	693
4:00 PM	0	69	6	0	75	10	79	0	0	89	1	4	2	0	7	6	1	9	0	16	187
4:15 PM	1	70	9	0	80	3	70	0	0	73	1	5	6	0	12	2	3	9	0	14	179
4:30 PM	2	64	4	0	70	6	79	4	0	89	2	2	2	0	6	6	3	9	0	18	183
4:45 PM	2	61	2	0	65	8	83	1	0	92	0	4	6	0	10	4	0	8	0	12	179
Hourly Total	5	264	21	0	290	27	311	5	0	343	4	15	16	0	35	18	7	35	0	60	728
5:00 PM	1	54	5	0	60	4	70	1	0	75	0	2	2	0	4	2	1	11	0	14	153
5:15 PM	3	52	7	0	62	6	63	0	0	69	0	1	2	0	3	0	2	2	0	4	138
5:30 PM	0	54	6	0	60	7	89	1	0	97	0	4	0	0	4	2	6	6	0	14	175
5:45 PM	2	43	2	0	47	9	96	0	0	105	0	3	1	0	4	5	0	6	0	11	167
Hourly Total	6	203	20	0	229	26	318	2	0	346	0	10	5	0	15	9	9	25	0	43	633

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



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 Start Date: 03/17/2022  
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Turning Movement Data Plot



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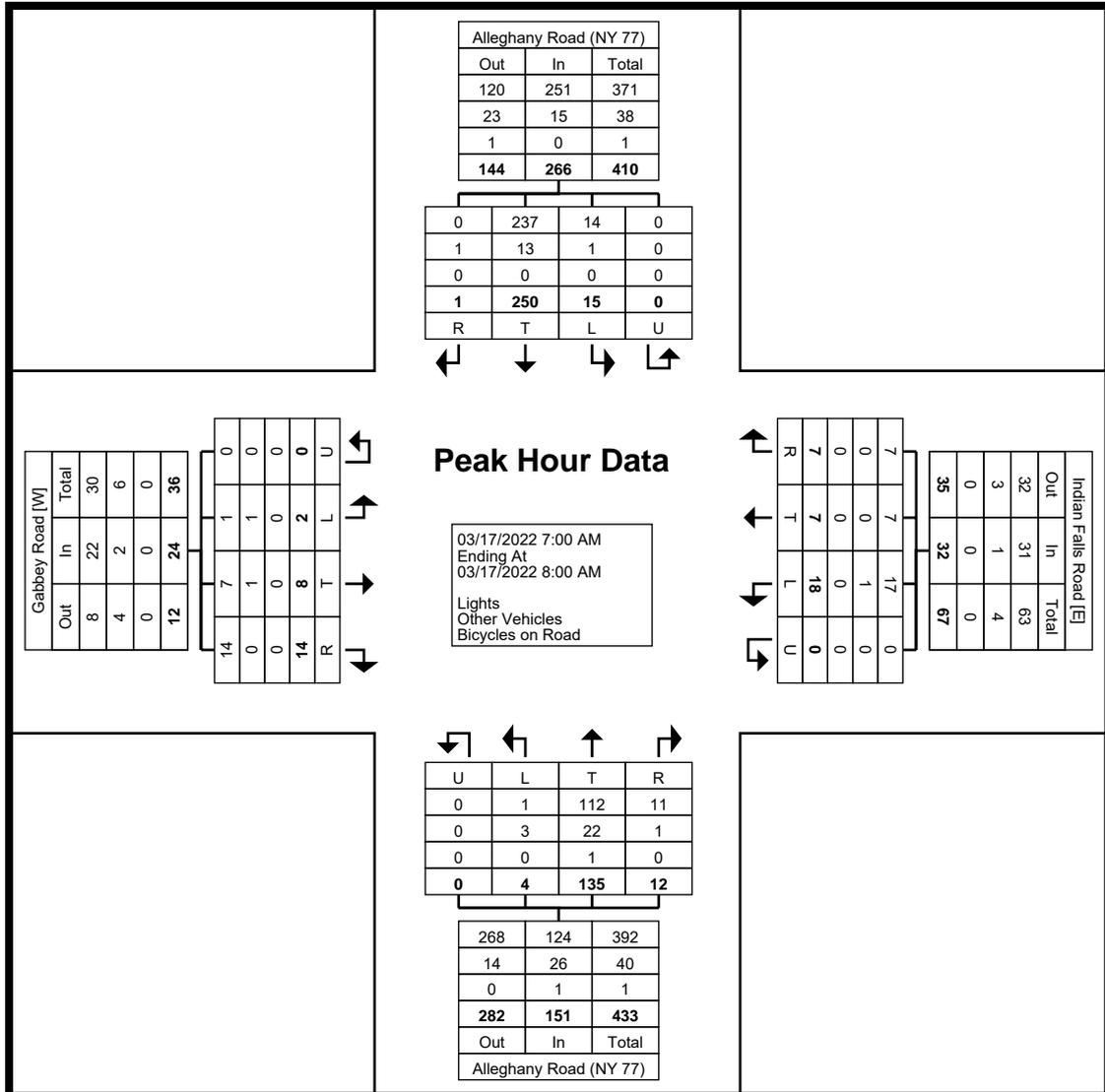
### Turning Movement Peak Hour Data (7:00 AM)

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



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Count Name: NY Cemetery TIS  
 Site Code:  
 Start Date: 03/17/2022  
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Turning Movement Peak Hour Data Plot (7:00 AM)



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Count Name: NY Cemetery TIS  
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 Start Date: 03/17/2022  
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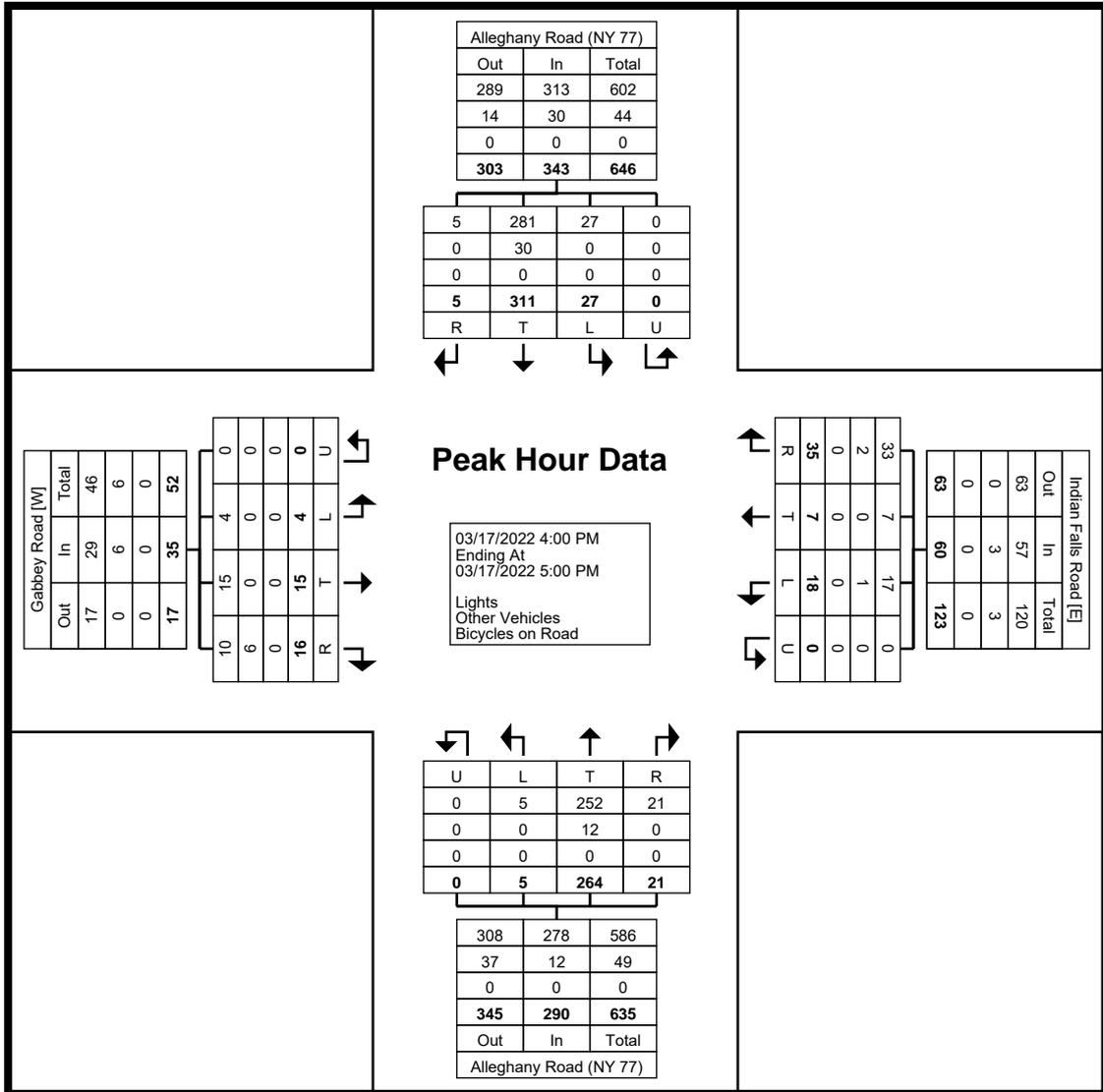
### Turning Movement Peak Hour Data (4:00 PM)

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



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



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



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

### Turning Movement Data

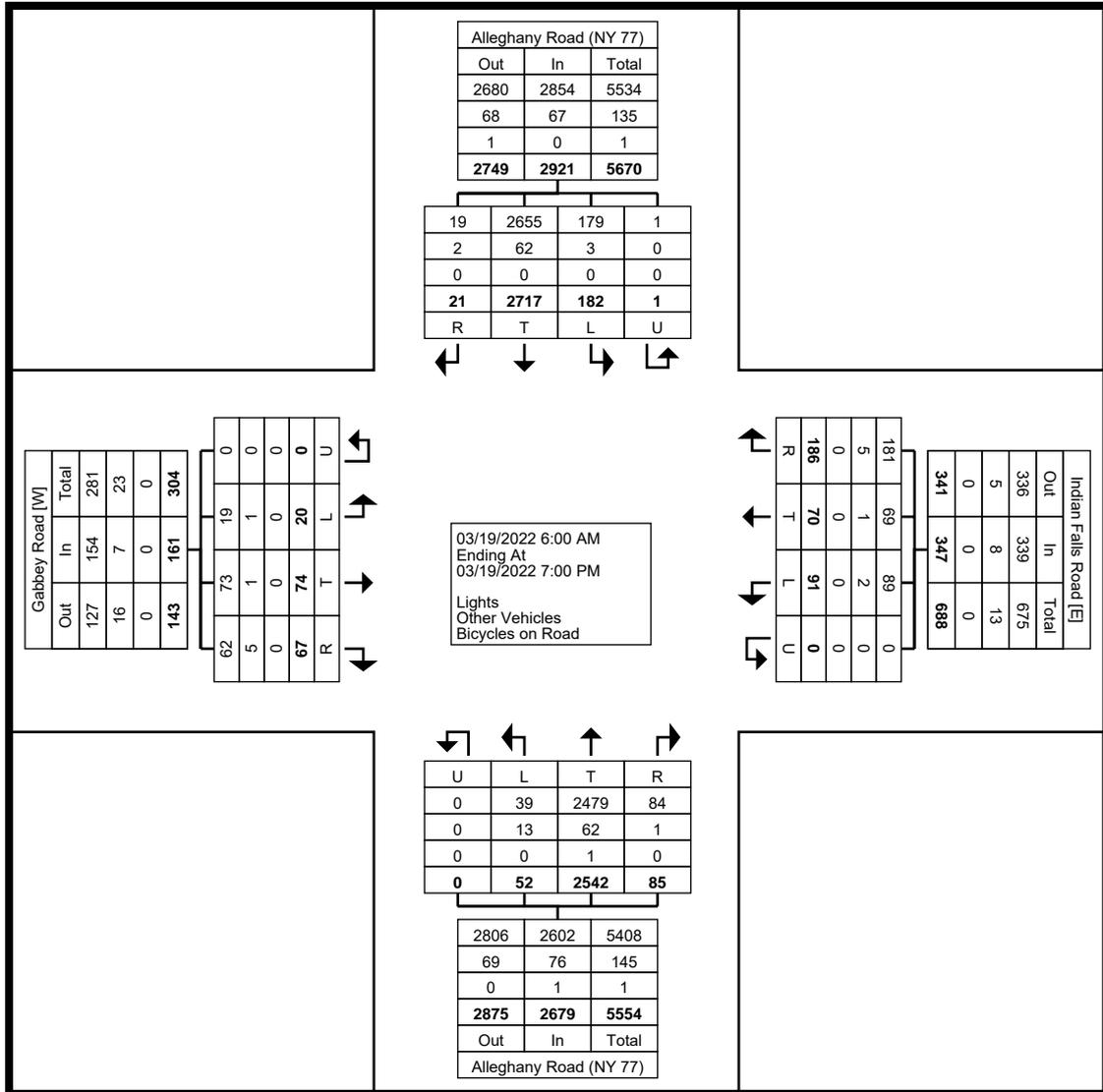
Start Time	Allegheny Road (NY 77) Northbound					Allegheny Road (NY 77) Southbound					Gabbey Road Eastbound					Indian Falls Road Westbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:00 AM	1	21	0	0	22	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	34
6:15 AM	1	18	0	0	19	3	17	0	0	20	0	1	0	0	1	0	0	1	0	1	41
6:30 AM	15	36	0	0	51	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	65
6:45 AM	0	11	2	0	13	2	13	0	0	15	0	0	0	0	0	2	0	0	0	2	30
Hourly Total	17	86	2	0	105	5	56	0	0	61	0	1	0	0	1	2	0	1	0	3	170
7:00 AM	0	20	0	0	20	0	21	0	0	21	0	1	0	0	1	0	0	1	0	1	43
7:15 AM	0	19	0	0	19	0	33	1	1	35	1	0	2	0	3	0	0	1	0	1	58
7:30 AM	0	22	0	0	22	0	40	0	0	40	0	1	0	0	1	0	0	0	0	0	63
7:45 AM	0	27	0	0	27	1	22	1	0	24	1	0	1	0	2	1	1	0	0	2	55
Hourly Total	0	88	0	0	88	1	116	2	1	120	2	2	3	0	7	1	1	2	0	4	219
8:00 AM	1	37	1	0	39	3	39	0	0	42	0	1	1	0	2	3	0	0	0	3	86
8:15 AM	0	35	0	0	35	1	54	0	0	55	1	1	1	0	3	2	2	5	0	9	102
8:30 AM	1	28	1	0	30	3	44	1	0	48	3	0	2	0	5	1	0	5	0	6	89
8:45 AM	1	32	1	0	34	4	53	0	0	57	1	1	1	0	3	0	0	2	0	2	96
Hourly Total	3	132	3	0	138	11	190	1	0	202	5	3	5	0	13	6	2	12	0	20	373
9:00 AM	1	35	1	0	37	0	41	0	0	41	0	1	0	0	1	1	1	0	0	2	81
9:15 AM	1	33	1	0	35	5	65	0	0	70	0	0	1	0	1	3	1	1	0	5	111
9:30 AM	2	58	2	0	62	2	41	0	0	43	1	5	1	0	7	0	3	4	0	7	119
9:45 AM	0	55	1	0	56	4	57	0	0	61	1	3	5	0	9	3	0	0	0	3	129
Hourly Total	4	181	5	0	190	11	204	0	0	215	2	9	7	0	18	7	5	5	0	17	440
10:00 AM	0	60	1	0	61	3	68	0	0	71	0	2	3	0	5	4	1	2	0	7	144
10:15 AM	0	54	3	0	57	1	63	0	0	64	0	1	2	0	3	3	1	4	0	8	132
10:30 AM	0	62	2	0	64	4	75	0	0	79	1	3	4	0	8	4	3	8	0	15	166
10:45 AM	1	63	1	0	65	3	61	0	0	64	0	4	3	0	7	1	2	5	0	8	144
Hourly Total	1	239	7	0	247	11	267	0	0	278	1	10	12	0	23	12	7	19	0	38	586
11:00 AM	0	54	2	0	56	5	62	0	0	67	1	3	2	0	6	3	1	5	0	9	138
11:15 AM	0	53	1	0	54	10	63	1	0	74	0	3	1	0	4	3	2	2	0	7	139
11:30 AM	0	68	1	0	69	6	58	1	0	65	0	1	1	0	2	1	3	8	0	12	148
11:45 AM	1	61	2	0	64	6	73	1	0	80	0	2	1	0	3	2	3	5	0	10	157
Hourly Total	1	236	6	0	243	27	256	3	0	286	1	9	5	0	15	9	9	20	0	38	582
12:00 PM	0	75	2	0	77	7	71	0	0	78	0	1	3	0	4	2	2	6	0	10	169
12:15 PM	0	77	2	0	79	2	67	1	0	70	0	1	1	0	2	3	2	12	0	17	168
12:30 PM	1	75	3	0	79	8	74	0	0	82	0	3	2	0	5	1	2	4	0	7	173
12:45 PM	2	64	1	0	67	3	65	1	0	69	0	2	2	0	4	1	2	5	0	8	148
Hourly Total	3	291	8	0	302	20	277	2	0	299	0	7	8	0	15	7	8	27	0	42	658
1:00 PM	2	67	2	0	71	8	59	1	0	68	0	1	1	0	2	3	1	10	0	14	155
1:15 PM	1	56	3	0	60	7	71	1	0	79	0	0	2	0	2	2	2	4	0	8	149
1:30 PM	1	64	3	0	68	7	58	0	0	65	2	2	0	0	4	4	2	3	0	9	146
1:45 PM	2	58	2	0	62	3	58	1	0	62	1	0	0	0	1	4	1	5	0	10	135
Hourly Total	6	245	10	0	261	25	246	3	0	274	3	3	3	0	9	13	6	22	0	41	585
2:00 PM	0	75	2	0	77	4	79	0	0	83	0	4	1	0	5	4	2	6	0	12	177
2:15 PM	0	77	3	0	80	5	78	0	0	83	1	1	1	0	3	3	1	3	0	7	173
2:30 PM	3	62	2	0	67	5	61	1	0	67	0	0	0	0	0	1	0	4	0	5	139
2:45 PM	1	74	3	0	78	6	51	0	0	57	0	1	2	0	3	1	3	7	0	11	149
Hourly Total	4	288	10	0	302	20	269	1	0	290	1	6	4	0	11	9	6	20	0	35	638
3:00 PM	2	62	2	0	66	3	74	0	0	77	0	4	2	0	6	1	4	5	0	10	159
3:15 PM	1	49	1	0	51	4	74	1	0	79	1	1	0	0	2	3	1	8	0	12	144
3:30 PM	1	59	0	0	60	7	79	2	0	88	0	1	1	0	2	1	1	6	0	8	158
3:45 PM	0	58	4	0	62	2	61	1	0	64	1	3	0	0	4	2	1	3	0	6	136
Hourly Total	4	228	7	0	239	16	288	4	0	308	2	9	3	0	14	7	7	22	0	36	597
4:00 PM	1	52	1	0	54	4	74	1	0	79	0	2	2	0	4	0	3	1	0	4	141
4:15 PM	1	58	1	0	60	6	56	0	0	62	0	0	1	0	1	2	3	3	0	8	131
4:30 PM	0	57	1	0	58	3	43	0	0	46	1	1	4	0	6	3	1	4	0	8	118
4:45 PM	0	50	1	0	51	1	52	0	0	53	1	1	1	0	3	2	0	4	0	6	113
Hourly Total	2	217	4	0	223	14	225	1	0	240	2	4	8	0	14	7	7	12	0	26	503
5:00 PM	2	45	3	0	50	3	53	0	0	56	0	0	3	0	3	3	0	2	0	5	114
5:15 PM	0	47	5	0	52	2	43	0	0	45	1	2	2	0	5	2	2	3	0	7	109
5:30 PM	1	42	5	0	48	5	53	0	0	58	0	3	0	0	3	1	2	4	0	7	116
5:45 PM	0	35	1	0	36	5	33	0	0	38	0	2	2	0	4	0	1	2	0	3	81
Hourly Total	3	169	14	0	186	15	182	0	0	197	1	7	7	0	15	6	5	11	0	22	420

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



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 Start Date: 03/19/2022  
 Page No: 3



Turning Movement Data Plot



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Count Name: NY Cemetery TIS  
 Site Code:  
 Start Date: 03/19/2022  
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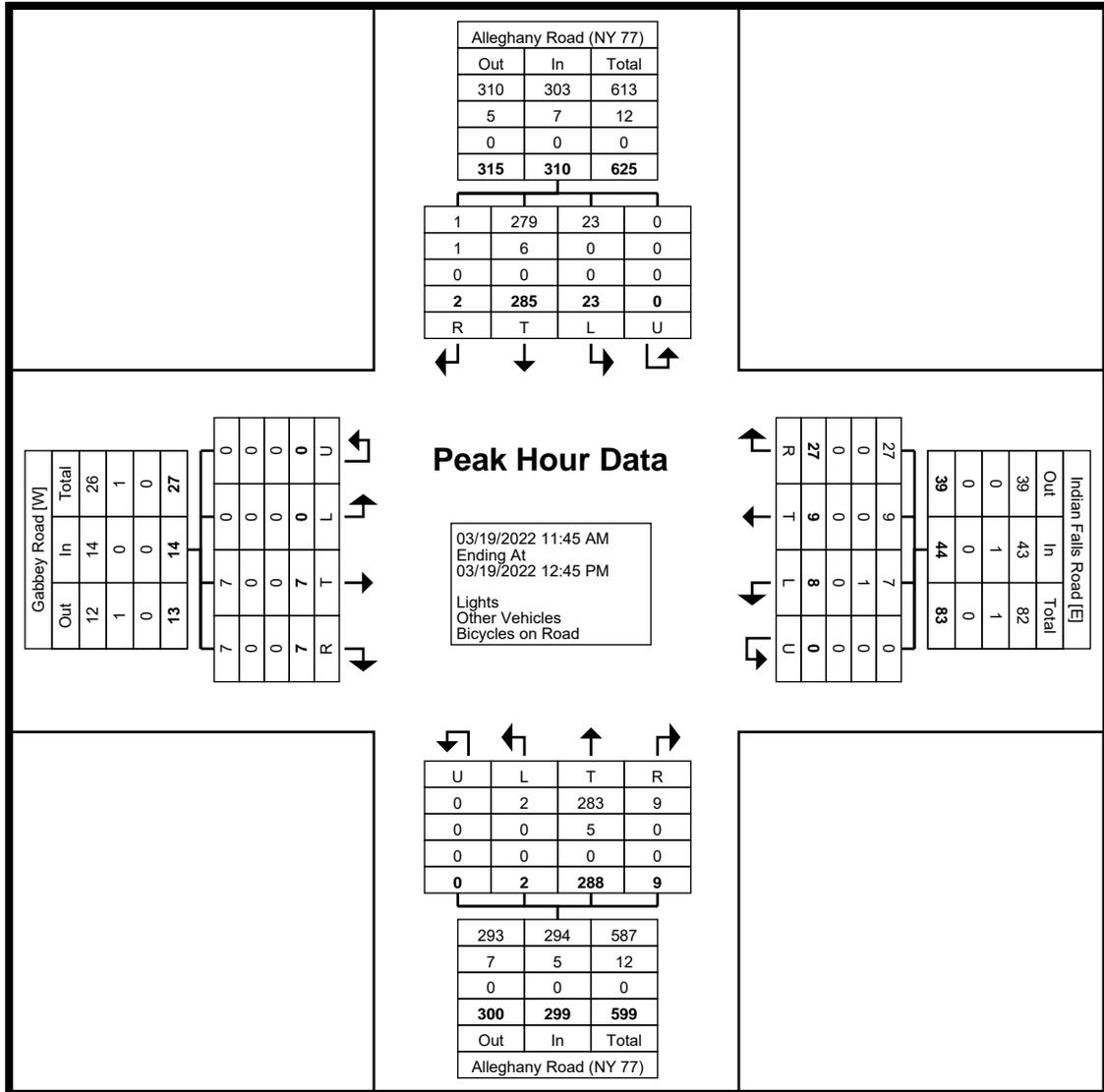
### Turning Movement Peak Hour Data (11:45 AM)

Start Time	Alleghany Road (NY 77) Northbound					Alleghany Road (NY 77) Southbound					Gabbey Road Eastbound					Indian Falls Road Westbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:45 AM	1	61	2	0	64	6	73	1	0	80	0	2	1	0	3	2	3	5	0	10	157
12:00 PM	0	75	2	0	77	7	71	0	0	78	0	1	3	0	4	2	2	6	0	10	169
12:15 PM	0	77	2	0	79	2	67	1	0	70	0	1	1	0	2	3	2	12	0	17	168
12:30 PM	1	75	3	0	79	8	74	0	0	82	0	3	2	0	5	1	2	4	0	7	173
<b>Total</b>	<b>2</b>	<b>288</b>	<b>9</b>	<b>0</b>	<b>299</b>	<b>23</b>	<b>285</b>	<b>2</b>	<b>0</b>	<b>310</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>8</b>	<b>9</b>	<b>27</b>	<b>0</b>	<b>44</b>	<b>667</b>
<b>Approach %</b>	<b>0.7</b>	<b>96.3</b>	<b>3.0</b>	<b>0.0</b>	<b>-</b>	<b>7.4</b>	<b>91.9</b>	<b>0.6</b>	<b>0.0</b>	<b>-</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>-</b>	<b>18.2</b>	<b>20.5</b>	<b>61.4</b>	<b>0.0</b>	<b>-</b>	<b>-</b>
<b>Total %</b>	<b>0.3</b>	<b>43.2</b>	<b>1.3</b>	<b>0.0</b>	<b>44.8</b>	<b>3.4</b>	<b>42.7</b>	<b>0.3</b>	<b>0.0</b>	<b>46.5</b>	<b>0.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>2.1</b>	<b>1.2</b>	<b>1.3</b>	<b>4.0</b>	<b>0.0</b>	<b>6.6</b>	<b>-</b>
<b>PHF</b>	<b>0.500</b>	<b>0.935</b>	<b>0.750</b>	<b>0.000</b>	<b>0.946</b>	<b>0.719</b>	<b>0.963</b>	<b>0.500</b>	<b>0.000</b>	<b>0.945</b>	<b>0.000</b>	<b>0.583</b>	<b>0.583</b>	<b>0.000</b>	<b>0.700</b>	<b>0.667</b>	<b>0.750</b>	<b>0.563</b>	<b>0.000</b>	<b>0.647</b>	<b>0.964</b>
<b>Lights</b>	<b>2</b>	<b>283</b>	<b>9</b>	<b>0</b>	<b>294</b>	<b>23</b>	<b>279</b>	<b>1</b>	<b>0</b>	<b>303</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>7</b>	<b>9</b>	<b>27</b>	<b>0</b>	<b>43</b>	<b>654</b>
<b>% Lights</b>	<b>100.0</b>	<b>98.3</b>	<b>100.0</b>	<b>-</b>	<b>98.3</b>	<b>100.0</b>	<b>97.9</b>	<b>50.0</b>	<b>-</b>	<b>97.7</b>	<b>-</b>	<b>100.0</b>	<b>100.0</b>	<b>-</b>	<b>100.0</b>	<b>87.5</b>	<b>100.0</b>	<b>100.0</b>	<b>-</b>	<b>97.7</b>	<b>98.1</b>
<b>Other Vehicles</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>13</b>
<b>% Other Vehicles</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>-</b>	<b>1.7</b>	<b>0.0</b>	<b>2.1</b>	<b>50.0</b>	<b>-</b>	<b>2.3</b>	<b>-</b>	<b>0.0</b>	<b>0.0</b>	<b>-</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>-</b>	<b>2.3</b>	<b>1.9</b>
<b>Bicycles on Road</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>% Bicycles on Road</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>-</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>-</b>	<b>0.0</b>	<b>-</b>	<b>0.0</b>	<b>0.0</b>	<b>-</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>-</b>	<b>0.0</b>	<b>0.0</b>



Larson Design Group  
 1000 Commerce Park Drive  
 Suite 201  
 Williamsport, Pennsylvania, United States 17701  
 570-323-6603 mbachman@larsondesigngroup.com

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



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

# ATR 1

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406381	<b>Location:</b> Indian Hills & Cemetary Driveway	<b>Raw Count:</b> 1,588
<b>Operator:</b>	<b>Lane:</b> EB	<b>AADT Count:</b> 529
<b>Begin:</b> 03/17/2022 12:00 AM	<b>Street:</b> Indian Hills EB	<b>AADT Factor:</b> 1
<b>End:</b> 03/20/2022 12:00 AM	<b>City:</b> Corfu	<b>Speed Limit:</b> 35
<b>Hours:</b> 72.00	<b>County:</b> National Cemetary	
<b>Period (min):</b> 15	<b>State:</b> NY	

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

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406381 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> Indian Hills & Cemetary Driveway <b>Lane:</b> EB <b>Street:</b> Indian Hills EB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 1,588 <b>AADT Count:</b> 529 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Thu,03/17/2022

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

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406381 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> Indian Hills & Cemetary Driveway <b>Lane:</b> EB <b>Street:</b> Indian Hills EB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 1,588 <b>AADT Count:</b> 529 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Thu,03/17/2022

[10:00 PM-10:15 PM]	2	50 MPH	50 F	---
[10:15 PM-10:30 PM]	2	30 MPH	50 F	---
[10:30 PM-10:45 PM]	1	52 MPH	50 F	---
[10:45 PM-11:00 PM]	0	0 MPH	50 F	---
[11:00 PM-11:15 PM]	2	45 MPH	50 F	---
[11:15 PM-11:30 PM]	2	58 MPH	48 F	---
[11:30 PM-11:45 PM]	1	52 MPH	48 F	---
[11:45 PM-12:00 AM]	0	0 MPH	48 F	---

Thu,03/17/2022

571      45 MPH      60 F

Fri,03/18/2022

[12:00 AM-12:15 AM]	2	50 MPH	48 F	---
[12:15 AM-12:30 AM]	0	0 MPH	46 F	---
[12:30 AM-12:45 AM]	0	0 MPH	46 F	---
[12:45 AM-01:00 AM]	0	0 MPH	46 F	---
[01:00 AM-01:15 AM]	0	0 MPH	46 F	---
[01:15 AM-01:30 AM]	0	0 MPH	46 F	---
[01:30 AM-01:45 AM]	0	0 MPH	45 F	---
[01:45 AM-02:00 AM]	0	0 MPH	45 F	---
[02:00 AM-02:15 AM]	0	0 MPH	45 F	---
[02:15 AM-02:30 AM]	1	48 MPH	45 F	---
[02:30 AM-02:45 AM]	1	48 MPH	45 F	---
[02:45 AM-03:00 AM]	1	42 MPH	45 F	---
[03:00 AM-03:15 AM]	0	0 MPH	45 F	---
[03:15 AM-03:30 AM]	0	0 MPH	45 F	---
[03:30 AM-03:45 AM]	0	0 MPH	45 F	---
[03:45 AM-04:00 AM]	0	0 MPH	45 F	---
[04:00 AM-04:15 AM]	1	58 MPH	45 F	---
[04:15 AM-04:30 AM]	0	0 MPH	45 F	---
[04:30 AM-04:45 AM]	0	0 MPH	45 F	---
[04:45 AM-05:00 AM]	1	62 MPH	43 F	---
[05:00 AM-05:15 AM]	0	0 MPH	43 F	---
[05:15 AM-05:30 AM]	1	0 MPH	43 F	---
[05:30 AM-05:45 AM]	3	49 MPH	43 F	---
[05:45 AM-06:00 AM]	1	32 MPH	43 F	---
[06:00 AM-06:15 AM]	2	45 MPH	41 F	---
[06:15 AM-06:30 AM]	3	44 MPH	41 F	---
[06:30 AM-06:45 AM]	4	53 MPH	41 F	---
[06:45 AM-07:00 AM]	6	45 MPH	41 F	---
[07:00 AM-07:15 AM]	5	43 MPH	41 F	---
[07:15 AM-07:30 AM]	5	52 MPH	41 F	---
[07:30 AM-07:45 AM]	13	40 MPH	41 F	---
[07:45 AM-08:00 AM]	9	44 MPH	43 F	---
[08:00 AM-08:15 AM]	5	39 MPH	45 F	---
[08:15 AM-08:30 AM]	6	40 MPH	46 F	---

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406381 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> Indian Hills & Cemetary Driveway <b>Lane:</b> EB <b>Street:</b> Indian Hills EB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 1,588 <b>AADT Count:</b> 529 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Fri,03/18/2022

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

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406381 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> Indian Hills & Cemetary Driveway <b>Lane:</b> EB <b>Street:</b> Indian Hills EB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 1,588 <b>AADT Count:</b> 529 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Fri,03/18/2022

[07:30 PM-07:45 PM]	11	44 MPH	59 F	---
[07:45 PM-08:00 PM]	3	49 MPH	57 F	---
[08:00 PM-08:15 PM]	7	46 MPH	57 F	---
[08:15 PM-08:30 PM]	9	46 MPH	55 F	---
[08:30 PM-08:45 PM]	9	46 MPH	55 F	---
[08:45 PM-09:00 PM]	3	44 MPH	55 F	---
[09:00 PM-09:15 PM]	9	47 MPH	54 F	---
[09:15 PM-09:30 PM]	3	46 MPH	54 F	---
[09:30 PM-09:45 PM]	6	49 MPH	54 F	---
[09:45 PM-10:00 PM]	6	53 MPH	52 F	---
[10:00 PM-10:15 PM]	3	44 MPH	52 F	---
[10:15 PM-10:30 PM]	0	0 MPH	52 F	---
[10:30 PM-10:45 PM]	2	45 MPH	52 F	---
[10:45 PM-11:00 PM]	2	40 MPH	50 F	---
[11:00 PM-11:15 PM]	0	0 MPH	50 F	---
[11:15 PM-11:30 PM]	1	62 MPH	50 F	---
[11:30 PM-11:45 PM]	1	52 MPH	50 F	---
[11:45 PM-12:00 AM]	2	47 MPH	50 F	---

Fri,03/18/2022

612      44 MPH      61 F

Sat,03/19/2022

[12:00 AM-12:15 AM]	1	48 MPH	50 F	---
[12:15 AM-12:30 AM]	1	48 MPH	48 F	---
[12:30 AM-12:45 AM]	2	47 MPH	48 F	---
[12:45 AM-01:00 AM]	1	48 MPH	48 F	---
[01:00 AM-01:15 AM]	0	0 MPH	48 F	---
[01:15 AM-01:30 AM]	1	38 MPH	48 F	---
[01:30 AM-01:45 AM]	0	0 MPH	48 F	---
[01:45 AM-02:00 AM]	0	0 MPH	48 F	---
[02:00 AM-02:15 AM]	1	48 MPH	46 F	---
[02:15 AM-02:30 AM]	1	48 MPH	48 F	---
[02:30 AM-02:45 AM]	0	0 MPH	48 F	---
[02:45 AM-03:00 AM]	0	0 MPH	48 F	---
[03:00 AM-03:15 AM]	2	35 MPH	48 F	---
[03:15 AM-03:30 AM]	0	0 MPH	48 F	---
[03:30 AM-03:45 AM]	0	0 MPH	48 F	---
[03:45 AM-04:00 AM]	0	0 MPH	48 F	---
[04:00 AM-04:15 AM]	0	0 MPH	48 F	---
[04:15 AM-04:30 AM]	0	0 MPH	48 F	---
[04:30 AM-04:45 AM]	0	0 MPH	48 F	---
[04:45 AM-05:00 AM]	0	0 MPH	48 F	---
[05:00 AM-05:15 AM]	0	0 MPH	48 F	---
[05:15 AM-05:30 AM]	0	0 MPH	46 F	---
[05:30 AM-05:45 AM]	0	0 MPH	46 F	---
[05:45 AM-06:00 AM]	0	0 MPH	46 F	---

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406381 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> Indian Hills & Cemetary Driveway <b>Lane:</b> EB <b>Street:</b> Indian Hills EB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 1,588 <b>AADT Count:</b> 529 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Sat,03/19/2022

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

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406381 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> Indian Hills & Cemetary Driveway <b>Lane:</b> EB <b>Street:</b> Indian Hills EB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 1,588 <b>AADT Count:</b> 529 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Sat,03/19/2022

[05:00 PM-05:15 PM]	6	48 MPH	57 F	---
[05:15 PM-05:30 PM]	9	45 MPH	55 F	---
[05:30 PM-05:45 PM]	13	45 MPH	54 F	---
[05:45 PM-06:00 PM]	7	47 MPH	54 F	---
[06:00 PM-06:15 PM]	9	48 MPH	52 F	---
[06:15 PM-06:30 PM]	6	42 MPH	52 F	---
[06:30 PM-06:45 PM]	3	51 MPH	50 F	---
[06:45 PM-07:00 PM]	3	54 MPH	50 F	---
[07:00 PM-07:15 PM]	5	50 MPH	50 F	---
[07:15 PM-07:30 PM]	2	53 MPH	48 F	---
[07:30 PM-07:45 PM]	8	49 MPH	48 F	---
[07:45 PM-08:00 PM]	3	44 MPH	46 F	---
[08:00 PM-08:15 PM]	3	53 MPH	46 F	---
[08:15 PM-08:30 PM]	4	48 MPH	46 F	---
[08:30 PM-08:45 PM]	3	46 MPH	46 F	---
[08:45 PM-09:00 PM]	1	38 MPH	46 F	---
[09:00 PM-09:15 PM]	3	37 MPH	45 F	---
[09:15 PM-09:30 PM]	2	47 MPH	45 F	---
[09:30 PM-09:45 PM]	1	48 MPH	45 F	---
[09:45 PM-10:00 PM]	2	48 MPH	45 F	---
[10:00 PM-10:15 PM]	4	50 MPH	45 F	---
[10:15 PM-10:30 PM]	5	44 MPH	45 F	---
[10:30 PM-10:45 PM]	1	58 MPH	45 F	---
[10:45 PM-11:00 PM]	1	32 MPH	43 F	---
[11:00 PM-11:15 PM]	1	48 MPH	43 F	---
[11:15 PM-11:30 PM]	0	0 MPH	43 F	---
[11:30 PM-11:45 PM]	4	46 MPH	43 F	---
[11:45 PM-12:00 AM]	0	0 MPH	43 F	---

Sat,03/19/2022

405                      46 MPH                      51 F

03/17/2022 12:00 AM		
03/20/2022 12:00 AM	1588	45 MPH                      57 F

# ATR 2

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406382 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15		<b>Location:</b> Indian Hills & Cemetary Driveway <b>Lane:</b> WB <b>Street:</b> Indian Hills WB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY		<b>Raw Count:</b> 0 <b>AADT Count:</b> 0 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35	
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry	

Thu,03/17/2022

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry	
[12:00 AM-12:15 AM]	0	0 MPH	39 F	---	
[12:15 AM-12:30 AM]	0	0 MPH	37 F	---	
[12:30 AM-12:45 AM]	0	0 MPH	37 F	---	
[12:45 AM-01:00 AM]	0	0 MPH	37 F	---	
[01:00 AM-01:15 AM]	0	0 MPH	39 F	---	
[01:15 AM-01:30 AM]	0	0 MPH	39 F	---	
[01:30 AM-01:45 AM]	0	0 MPH	39 F	---	
[01:45 AM-02:00 AM]	0	0 MPH	37 F	---	
[02:00 AM-02:15 AM]	0	0 MPH	37 F	---	
[02:15 AM-02:30 AM]	0	0 MPH	36 F	---	
[02:30 AM-02:45 AM]	0	0 MPH	36 F	---	
[02:45 AM-03:00 AM]	0	0 MPH	36 F	---	
[03:00 AM-03:15 AM]	0	0 MPH	36 F	---	
[03:15 AM-03:30 AM]	0	0 MPH	36 F	---	
[03:30 AM-03:45 AM]	0	0 MPH	36 F	---	
[03:45 AM-04:00 AM]	0	0 MPH	34 F	---	
[04:00 AM-04:15 AM]	0	0 MPH	34 F	---	
[04:15 AM-04:30 AM]	0	0 MPH	34 F	---	
[04:30 AM-04:45 AM]	0	0 MPH	36 F	---	
[04:45 AM-05:00 AM]	0	0 MPH	36 F	---	
[05:00 AM-05:15 AM]	0	0 MPH	36 F	---	
[05:15 AM-05:30 AM]	0	0 MPH	36 F	---	
[05:30 AM-05:45 AM]	0	0 MPH	37 F	---	
[05:45 AM-06:00 AM]	0	0 MPH	37 F	---	
[06:00 AM-06:15 AM]	0	0 MPH	37 F	---	
[06:15 AM-06:30 AM]	0	0 MPH	37 F	---	
[06:30 AM-06:45 AM]	0	0 MPH	37 F	---	
[06:45 AM-07:00 AM]	0	0 MPH	37 F	---	
[07:00 AM-07:15 AM]	0	0 MPH	37 F	---	
[07:15 AM-07:30 AM]	0	0 MPH	37 F	---	
[07:30 AM-07:45 AM]	0	0 MPH	37 F	---	
[07:45 AM-08:00 AM]	0	0 MPH	39 F	---	
[08:00 AM-08:15 AM]	0	0 MPH	41 F	---	
[08:15 AM-08:30 AM]	0	0 MPH	45 F	---	
[08:30 AM-08:45 AM]	0	0 MPH	48 F	---	
[08:45 AM-09:00 AM]	0	0 MPH	50 F	---	
[09:00 AM-09:15 AM]	0	0 MPH	54 F	---	
[09:15 AM-09:30 AM]	0	0 MPH	59 F	---	
[09:30 AM-09:45 AM]	0	0 MPH	64 F	---	
[09:45 AM-10:00 AM]	0	0 MPH	68 F	---	
[10:00 AM-10:15 AM]	0	0 MPH	72 F	---	
[10:15 AM-10:30 AM]	0	0 MPH	75 F	---	
[10:30 AM-10:45 AM]	0	0 MPH	79 F	---	
[10:45 AM-11:00 AM]	0	0 MPH	82 F	---	

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406382 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> Indian Hills & Cemetary Driveway <b>Lane:</b> WB <b>Street:</b> Indian Hills WB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 0 <b>AADT Count:</b> 0 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Thu,03/17/2022

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
[11:00 AM-11:15 AM]	0	0 MPH	86 F	---
[11:15 AM-11:30 AM]	0	0 MPH	88 F	---
[11:30 AM-11:45 AM]	0	0 MPH	91 F	---
[11:45 AM-12:00 PM]	0	0 MPH	93 F	---
[12:00 PM-12:15 PM]	0	0 MPH	95 F	---
[12:15 PM-12:30 PM]	0	0 MPH	97 F	---
[12:30 PM-12:45 PM]	0	0 MPH	99 F	---
[12:45 PM-01:00 PM]	0	0 MPH	100 F	---
[01:00 PM-01:15 PM]	0	0 MPH	100 F	---
[01:15 PM-01:30 PM]	0	0 MPH	100 F	---
[01:30 PM-01:45 PM]	0	0 MPH	102 F	---
[01:45 PM-02:00 PM]	0	0 MPH	100 F	---
[02:00 PM-02:15 PM]	0	0 MPH	100 F	---
[02:15 PM-02:30 PM]	0	0 MPH	100 F	---
[02:30 PM-02:45 PM]	0	0 MPH	99 F	---
[02:45 PM-03:00 PM]	0	0 MPH	99 F	---
[03:00 PM-03:15 PM]	0	0 MPH	99 F	---
[03:15 PM-03:30 PM]	0	0 MPH	95 F	---
[03:30 PM-03:45 PM]	0	0 MPH	93 F	---
[03:45 PM-04:00 PM]	0	0 MPH	91 F	---
[04:00 PM-04:15 PM]	0	0 MPH	90 F	---
[04:15 PM-04:30 PM]	0	0 MPH	88 F	---
[04:30 PM-04:45 PM]	0	0 MPH	84 F	---
[04:45 PM-05:00 PM]	0	0 MPH	82 F	---
[05:00 PM-05:15 PM]	0	0 MPH	77 F	---
[05:15 PM-05:30 PM]	0	0 MPH	73 F	---
[05:30 PM-05:45 PM]	0	0 MPH	70 F	---
[05:45 PM-06:00 PM]	0	0 MPH	66 F	---
[06:00 PM-06:15 PM]	0	0 MPH	64 F	---
[06:15 PM-06:30 PM]	0	0 MPH	63 F	---
[06:30 PM-06:45 PM]	0	0 MPH	59 F	---
[06:45 PM-07:00 PM]	0	0 MPH	55 F	---
[07:00 PM-07:15 PM]	0	0 MPH	54 F	---
[07:15 PM-07:30 PM]	0	0 MPH	52 F	---
[07:30 PM-07:45 PM]	0	0 MPH	50 F	---
[07:45 PM-08:00 PM]	0	0 MPH	48 F	---
[08:00 PM-08:15 PM]	0	0 MPH	46 F	---
[08:15 PM-08:30 PM]	0	0 MPH	46 F	---
[08:30 PM-08:45 PM]	0	0 MPH	45 F	---
[08:45 PM-09:00 PM]	0	0 MPH	45 F	---
[09:00 PM-09:15 PM]	0	0 MPH	45 F	---
[09:15 PM-09:30 PM]	0	0 MPH	43 F	---
[09:30 PM-09:45 PM]	0	0 MPH	43 F	---
[09:45 PM-10:00 PM]	0	0 MPH	43 F	---

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406382 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> Indian Hills & Cemetary Driveway <b>Lane:</b> WB <b>Street:</b> Indian Hills WB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 0 <b>AADT Count:</b> 0 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Thu,03/17/2022

[10:00 PM-10:15 PM]	0	0 MPH	41 F	---
[10:15 PM-10:30 PM]	0	0 MPH	41 F	---
[10:30 PM-10:45 PM]	0	0 MPH	41 F	---
[10:45 PM-11:00 PM]	0	0 MPH	41 F	---
[11:00 PM-11:15 PM]	0	0 MPH	41 F	---
[11:15 PM-11:30 PM]	0	0 MPH	41 F	---
[11:30 PM-11:45 PM]	0	0 MPH	41 F	---
[11:45 PM-12:00 AM]	0	0 MPH	41 F	---

Thu,03/17/2022

0                      MPH                      58 F

Fri,03/18/2022

[12:00 AM-12:15 AM]	0	0 MPH	41 F	---
[12:15 AM-12:30 AM]	0	0 MPH	41 F	---
[12:30 AM-12:45 AM]	0	0 MPH	41 F	---
[12:45 AM-01:00 AM]	0	0 MPH	39 F	---
[01:00 AM-01:15 AM]	0	0 MPH	39 F	---
[01:15 AM-01:30 AM]	0	0 MPH	39 F	---
[01:30 AM-01:45 AM]	0	0 MPH	39 F	---
[01:45 AM-02:00 AM]	0	0 MPH	37 F	---
[02:00 AM-02:15 AM]	0	0 MPH	37 F	---
[02:15 AM-02:30 AM]	0	0 MPH	37 F	---
[02:30 AM-02:45 AM]	0	0 MPH	39 F	---
[02:45 AM-03:00 AM]	0	0 MPH	39 F	---
[03:00 AM-03:15 AM]	0	0 MPH	39 F	---
[03:15 AM-03:30 AM]	0	0 MPH	39 F	---
[03:30 AM-03:45 AM]	0	0 MPH	41 F	---
[03:45 AM-04:00 AM]	0	0 MPH	41 F	---
[04:00 AM-04:15 AM]	0	0 MPH	41 F	---
[04:15 AM-04:30 AM]	0	0 MPH	39 F	---
[04:30 AM-04:45 AM]	0	0 MPH	39 F	---
[04:45 AM-05:00 AM]	0	0 MPH	39 F	---
[05:00 AM-05:15 AM]	0	0 MPH	37 F	---
[05:15 AM-05:30 AM]	0	0 MPH	37 F	---
[05:30 AM-05:45 AM]	0	0 MPH	37 F	---
[05:45 AM-06:00 AM]	0	0 MPH	37 F	---
[06:00 AM-06:15 AM]	0	0 MPH	37 F	---
[06:15 AM-06:30 AM]	0	0 MPH	37 F	---
[06:30 AM-06:45 AM]	0	0 MPH	37 F	---
[06:45 AM-07:00 AM]	0	0 MPH	36 F	---
[07:00 AM-07:15 AM]	0	0 MPH	36 F	---
[07:15 AM-07:30 AM]	0	0 MPH	37 F	---
[07:30 AM-07:45 AM]	0	0 MPH	37 F	---
[07:45 AM-08:00 AM]	0	0 MPH	39 F	---
[08:00 AM-08:15 AM]	0	0 MPH	41 F	---
[08:15 AM-08:30 AM]	0	0 MPH	46 F	---

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406382 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> Indian Hills & Cemetary Driveway <b>Lane:</b> WB <b>Street:</b> Indian Hills WB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 0 <b>AADT Count:</b> 0 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Fri,03/18/2022

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

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406382 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> Indian Hills & Cemetary Driveway <b>Lane:</b> WB <b>Street:</b> Indian Hills WB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 0 <b>AADT Count:</b> 0 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Fri,03/18/2022

[07:30 PM-07:45 PM]	0	0 MPH	50 F	---
[07:45 PM-08:00 PM]	0	0 MPH	48 F	---
[08:00 PM-08:15 PM]	0	0 MPH	48 F	---
[08:15 PM-08:30 PM]	0	0 MPH	48 F	---
[08:30 PM-08:45 PM]	0	0 MPH	46 F	---
[08:45 PM-09:00 PM]	0	0 MPH	46 F	---
[09:00 PM-09:15 PM]	0	0 MPH	46 F	---
[09:15 PM-09:30 PM]	0	0 MPH	45 F	---
[09:30 PM-09:45 PM]	0	0 MPH	45 F	---
[09:45 PM-10:00 PM]	0	0 MPH	45 F	---
[10:00 PM-10:15 PM]	0	0 MPH	45 F	---
[10:15 PM-10:30 PM]	0	0 MPH	45 F	---
[10:30 PM-10:45 PM]	0	0 MPH	45 F	---
[10:45 PM-11:00 PM]	0	0 MPH	45 F	---
[11:00 PM-11:15 PM]	0	0 MPH	45 F	---
[11:15 PM-11:30 PM]	0	0 MPH	45 F	---
[11:30 PM-11:45 PM]	0	0 MPH	45 F	---
[11:45 PM-12:00 AM]	0	0 MPH	43 F	---

Fri,03/18/2022

0 MPH 59 F

Sat,03/19/2022

[12:00 AM-12:15 AM]	0	0 MPH	43 F	---
[12:15 AM-12:30 AM]	0	0 MPH	43 F	---
[12:30 AM-12:45 AM]	0	0 MPH	43 F	---
[12:45 AM-01:00 AM]	0	0 MPH	43 F	---
[01:00 AM-01:15 AM]	0	0 MPH	43 F	---
[01:15 AM-01:30 AM]	0	0 MPH	43 F	---
[01:30 AM-01:45 AM]	0	0 MPH	45 F	---
[01:45 AM-02:00 AM]	0	0 MPH	45 F	---
[02:00 AM-02:15 AM]	0	0 MPH	45 F	---
[02:15 AM-02:30 AM]	0	0 MPH	45 F	---
[02:30 AM-02:45 AM]	0	0 MPH	45 F	---
[02:45 AM-03:00 AM]	0	0 MPH	46 F	---
[03:00 AM-03:15 AM]	0	0 MPH	46 F	---
[03:15 AM-03:30 AM]	0	0 MPH	46 F	---
[03:30 AM-03:45 AM]	0	0 MPH	46 F	---
[03:45 AM-04:00 AM]	0	0 MPH	46 F	---
[04:00 AM-04:15 AM]	0	0 MPH	46 F	---
[04:15 AM-04:30 AM]	0	0 MPH	45 F	---
[04:30 AM-04:45 AM]	0	0 MPH	45 F	---
[04:45 AM-05:00 AM]	0	0 MPH	45 F	---
[05:00 AM-05:15 AM]	0	0 MPH	45 F	---
[05:15 AM-05:30 AM]	0	0 MPH	45 F	---
[05:30 AM-05:45 AM]	0	0 MPH	43 F	---
[05:45 AM-06:00 AM]	0	0 MPH	43 F	---

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406382 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> Indian Hills & Cemetary Driveway <b>Lane:</b> WB <b>Street:</b> Indian Hills WB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 0 <b>AADT Count:</b> 0 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Sat,03/19/2022

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



# ATR 3

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406378 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> EB <b>Street:</b> Indian Hill EB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 731 <b>AADT Count:</b> 244 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

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

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406378 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> EB <b>Street:</b> Indian Hill EB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 731 <b>AADT Count:</b> 244 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Thu,03/17/2022

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

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406378 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> EB <b>Street:</b> Indian Hill EB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 731 <b>AADT Count:</b> 244 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Thu,03/17/2022

[10:00 PM-10:15 PM]	0	0 MPH	48 F	---
[10:15 PM-10:30 PM]	1	68 MPH	48 F	---
[10:30 PM-10:45 PM]	0	0 MPH	48 F	---
[10:45 PM-11:00 PM]	1	42 MPH	48 F	---
[11:00 PM-11:15 PM]	0	0 MPH	46 F	---
[11:15 PM-11:30 PM]	3	51 MPH	46 F	---
[11:30 PM-11:45 PM]	1	42 MPH	46 F	---
[11:45 PM-12:00 AM]	0	0 MPH	46 F	---

Thu,03/17/2022

270      50 MPH      60 F

Fri,03/18/2022

[12:00 AM-12:15 AM]	0	0 MPH	45 F	---
[12:15 AM-12:30 AM]	0	0 MPH	45 F	---
[12:30 AM-12:45 AM]	0	0 MPH	45 F	---
[12:45 AM-01:00 AM]	0	0 MPH	45 F	---
[01:00 AM-01:15 AM]	0	0 MPH	45 F	---
[01:15 AM-01:30 AM]	0	0 MPH	45 F	---
[01:30 AM-01:45 AM]	0	0 MPH	45 F	---
[01:45 AM-02:00 AM]	0	0 MPH	43 F	---
[02:00 AM-02:15 AM]	1	52 MPH	43 F	---
[02:15 AM-02:30 AM]	0	0 MPH	43 F	---
[02:30 AM-02:45 AM]	0	0 MPH	43 F	---
[02:45 AM-03:00 AM]	1	52 MPH	43 F	---
[03:00 AM-03:15 AM]	0	0 MPH	43 F	---
[03:15 AM-03:30 AM]	0	0 MPH	45 F	---
[03:30 AM-03:45 AM]	0	0 MPH	45 F	---
[03:45 AM-04:00 AM]	0	0 MPH	43 F	---
[04:00 AM-04:15 AM]	0	0 MPH	43 F	---
[04:15 AM-04:30 AM]	1	52 MPH	43 F	---
[04:30 AM-04:45 AM]	0	0 MPH	43 F	---
[04:45 AM-05:00 AM]	0	0 MPH	41 F	---
[05:00 AM-05:15 AM]	0	0 MPH	41 F	---
[05:15 AM-05:30 AM]	0	0 MPH	41 F	---
[05:30 AM-05:45 AM]	3	47 MPH	41 F	---
[05:45 AM-06:00 AM]	1	72 MPH	41 F	---
[06:00 AM-06:15 AM]	1	48 MPH	41 F	---
[06:15 AM-06:30 AM]	2	57 MPH	41 F	---
[06:30 AM-06:45 AM]	4	50 MPH	41 F	---
[06:45 AM-07:00 AM]	2	48 MPH	41 F	---
[07:00 AM-07:15 AM]	5	55 MPH	41 F	---
[07:15 AM-07:30 AM]	7	49 MPH	41 F	---
[07:30 AM-07:45 AM]	4	57 MPH	41 F	---
[07:45 AM-08:00 AM]	6	47 MPH	43 F	---
[08:00 AM-08:15 AM]	4	53 MPH	45 F	---
[08:15 AM-08:30 AM]	5	47 MPH	46 F	---

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406378 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> EB <b>Street:</b> Indian Hill EB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 731 <b>ADT Count:</b> 244 <b>ADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Fri,03/18/2022

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

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406378 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> EB <b>Street:</b> Indian Hill EB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 731 <b>AADT Count:</b> 244 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Fri,03/18/2022

[07:30 PM-07:45 PM]	3	41 MPH	57 F	---
[07:45 PM-08:00 PM]	4	46 MPH	55 F	---
[08:00 PM-08:15 PM]	2	38 MPH	55 F	---
[08:15 PM-08:30 PM]	3	46 MPH	54 F	---
[08:30 PM-08:45 PM]	1	52 MPH	54 F	---
[08:45 PM-09:00 PM]	1	52 MPH	52 F	---
[09:00 PM-09:15 PM]	2	53 MPH	52 F	---
[09:15 PM-09:30 PM]	0	0 MPH	50 F	---
[09:30 PM-09:45 PM]	3	53 MPH	50 F	---
[09:45 PM-10:00 PM]	2	65 MPH	50 F	---
[10:00 PM-10:15 PM]	0	0 MPH	50 F	---
[10:15 PM-10:30 PM]	3	51 MPH	50 F	---
[10:30 PM-10:45 PM]	2	53 MPH	48 F	---
[10:45 PM-11:00 PM]	1	58 MPH	48 F	---
[11:00 PM-11:15 PM]	0	0 MPH	48 F	---
[11:15 PM-11:30 PM]	0	0 MPH	48 F	---
[11:30 PM-11:45 PM]	2	55 MPH	48 F	---
[11:45 PM-12:00 AM]	2	57 MPH	46 F	---

Fri,03/18/2022

261                      49 MPH                      60 F

Sat,03/19/2022

[12:00 AM-12:15 AM]	1	42 MPH	46 F	---
[12:15 AM-12:30 AM]	0	0 MPH	46 F	---
[12:30 AM-12:45 AM]	1	48 MPH	46 F	---
[12:45 AM-01:00 AM]	1	52 MPH	46 F	---
[01:00 AM-01:15 AM]	0	0 MPH	46 F	---
[01:15 AM-01:30 AM]	1	42 MPH	46 F	---
[01:30 AM-01:45 AM]	1	68 MPH	46 F	---
[01:45 AM-02:00 AM]	0	0 MPH	46 F	---
[02:00 AM-02:15 AM]	0	0 MPH	46 F	---
[02:15 AM-02:30 AM]	0	0 MPH	46 F	---
[02:30 AM-02:45 AM]	1	52 MPH	46 F	---
[02:45 AM-03:00 AM]	0	0 MPH	46 F	---
[03:00 AM-03:15 AM]	0	0 MPH	46 F	---
[03:15 AM-03:30 AM]	0	0 MPH	46 F	---
[03:30 AM-03:45 AM]	0	0 MPH	46 F	---
[03:45 AM-04:00 AM]	0	0 MPH	46 F	---
[04:00 AM-04:15 AM]	1	48 MPH	46 F	---
[04:15 AM-04:30 AM]	0	0 MPH	46 F	---
[04:30 AM-04:45 AM]	0	0 MPH	46 F	---
[04:45 AM-05:00 AM]	0	0 MPH	46 F	---
[05:00 AM-05:15 AM]	0	0 MPH	46 F	---
[05:15 AM-05:30 AM]	0	0 MPH	46 F	---
[05:30 AM-05:45 AM]	0	0 MPH	45 F	---
[05:45 AM-06:00 AM]	0	0 MPH	45 F	---

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406378 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> EB <b>Street:</b> Indian Hill EB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 731 <b>AADT Count:</b> 244 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Sat,03/19/2022

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

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406378 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> EB <b>Street:</b> Indian Hill EB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 731 <b>AADT Count:</b> 244 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Sat,03/19/2022

[05:00 PM-05:15 PM]	3	54 MPH	57 F	---
[05:15 PM-05:30 PM]	5	54 MPH	55 F	---
[05:30 PM-05:45 PM]	3	47 MPH	54 F	---
[05:45 PM-06:00 PM]	4	54 MPH	54 F	---
[06:00 PM-06:15 PM]	1	48 MPH	54 F	---
[06:15 PM-06:30 PM]	1	48 MPH	52 F	---
[06:30 PM-06:45 PM]	1	52 MPH	50 F	---
[06:45 PM-07:00 PM]	3	48 MPH	50 F	---
[07:00 PM-07:15 PM]	3	49 MPH	48 F	---
[07:15 PM-07:30 PM]	1	52 MPH	48 F	---
[07:30 PM-07:45 PM]	7	50 MPH	46 F	---
[07:45 PM-08:00 PM]	1	42 MPH	46 F	---
[08:00 PM-08:15 PM]	2	48 MPH	46 F	---
[08:15 PM-08:30 PM]	0	0 MPH	46 F	---
[08:30 PM-08:45 PM]	4	58 MPH	46 F	---
[08:45 PM-09:00 PM]	2	43 MPH	45 F	---
[09:00 PM-09:15 PM]	1	48 MPH	45 F	---
[09:15 PM-09:30 PM]	1	52 MPH	45 F	---
[09:30 PM-09:45 PM]	2	50 MPH	45 F	---
[09:45 PM-10:00 PM]	0	0 MPH	45 F	---
[10:00 PM-10:15 PM]	3	49 MPH	45 F	---
[10:15 PM-10:30 PM]	2	50 MPH	43 F	---
[10:30 PM-10:45 PM]	0	0 MPH	43 F	---
[10:45 PM-11:00 PM]	0	0 MPH	43 F	---
[11:00 PM-11:15 PM]	0	0 MPH	43 F	---
[11:15 PM-11:30 PM]	1	62 MPH	43 F	---
[11:30 PM-11:45 PM]	1	52 MPH	43 F	---
[11:45 PM-12:00 AM]	0	0 MPH	43 F	---

Sat,03/19/2022

200                      51 MPH                      52 F

03/17/2022 12:00 AM		
03/20/2022 12:00 AM	731	50 MPH                      57 F

# ATR 4

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406380 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15		<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> WB <b>Street:</b> Indian Hills WB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY		<b>Raw Count:</b> 1,638 <b>AADT Count:</b> 546 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35	
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry	

Thu,03/17/2022

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

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406380 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> WB <b>Street:</b> Indian Hills WB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 1,638 <b>AADT Count:</b> 546 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Thu,03/17/2022

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
[11:00 AM-11:15 AM]	5	31 MPH	75 F	---
[11:15 AM-11:30 AM]	14	27 MPH	79 F	---
[11:30 AM-11:45 AM]	14	28 MPH	81 F	---
[11:45 AM-12:00 PM]	10	18 MPH	82 F	---
[12:00 PM-12:15 PM]	6	27 MPH	84 F	---
[12:15 PM-12:30 PM]	14	26 MPH	86 F	---
[12:30 PM-12:45 PM]	8	26 MPH	88 F	---
[12:45 PM-01:00 PM]	9	26 MPH	90 F	---
[01:00 PM-01:15 PM]	9	29 MPH	90 F	---
[01:15 PM-01:30 PM]	12	27 MPH	91 F	---
[01:30 PM-01:45 PM]	13	24 MPH	91 F	---
[01:45 PM-02:00 PM]	5	26 MPH	91 F	---
[02:00 PM-02:15 PM]	7	29 MPH	91 F	---
[02:15 PM-02:30 PM]	13	27 MPH	91 F	---
[02:30 PM-02:45 PM]	17	27 MPH	91 F	---
[02:45 PM-03:00 PM]	11	27 MPH	93 F	---
[03:00 PM-03:15 PM]	17	28 MPH	93 F	---
[03:15 PM-03:30 PM]	15	27 MPH	91 F	---
[03:30 PM-03:45 PM]	21	27 MPH	86 F	---
[03:45 PM-04:00 PM]	15	26 MPH	82 F	---
[04:00 PM-04:15 PM]	17	25 MPH	79 F	---
[04:15 PM-04:30 PM]	14	25 MPH	79 F	---
[04:30 PM-04:45 PM]	22	24 MPH	75 F	---
[04:45 PM-05:00 PM]	12	32 MPH	75 F	---
[05:00 PM-05:15 PM]	14	27 MPH	75 F	---
[05:15 PM-05:30 PM]	4	28 MPH	75 F	---
[05:30 PM-05:45 PM]	14	28 MPH	75 F	---
[05:45 PM-06:00 PM]	11	24 MPH	73 F	---
[06:00 PM-06:15 PM]	4	32 MPH	73 F	---
[06:15 PM-06:30 PM]	12	30 MPH	72 F	---
[06:30 PM-06:45 PM]	7	27 MPH	68 F	---
[06:45 PM-07:00 PM]	17	25 MPH	66 F	---
[07:00 PM-07:15 PM]	6	27 MPH	63 F	---
[07:15 PM-07:30 PM]	5	25 MPH	61 F	---
[07:30 PM-07:45 PM]	3	20 MPH	59 F	---
[07:45 PM-08:00 PM]	5	30 MPH	59 F	---
[08:00 PM-08:15 PM]	11	27 MPH	57 F	---
[08:15 PM-08:30 PM]	4	24 MPH	55 F	---
[08:30 PM-08:45 PM]	4	28 MPH	55 F	---
[08:45 PM-09:00 PM]	4	26 MPH	55 F	---
[09:00 PM-09:15 PM]	2	27 MPH	54 F	---
[09:15 PM-09:30 PM]	4	21 MPH	54 F	---
[09:30 PM-09:45 PM]	2	25 MPH	52 F	---
[09:45 PM-10:00 PM]	5	28 MPH	52 F	---

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406380 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> WB <b>Street:</b> Indian Hills WB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 1,638 <b>ADT Count:</b> 546 <b>ADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Thu,03/17/2022

[10:00 PM-10:15 PM]	1	32 MPH	52 F	---
[10:15 PM-10:30 PM]	2	25 MPH	52 F	---
[10:30 PM-10:45 PM]	1	28 MPH	52 F	---
[10:45 PM-11:00 PM]	2	28 MPH	50 F	---
[11:00 PM-11:15 PM]	1	28 MPH	50 F	---
[11:15 PM-11:30 PM]	2	28 MPH	50 F	---
[11:30 PM-11:45 PM]	1	28 MPH	50 F	---
[11:45 PM-12:00 AM]	0	0 MPH	50 F	---

Thu,03/17/2022

600      26 MPH      60 F

Fri,03/18/2022

[12:00 AM-12:15 AM]	0	0 MPH	50 F	---
[12:15 AM-12:30 AM]	1	28 MPH	50 F	---
[12:30 AM-12:45 AM]	1	22 MPH	48 F	---
[12:45 AM-01:00 AM]	0	0 MPH	48 F	---
[01:00 AM-01:15 AM]	0	0 MPH	48 F	---
[01:15 AM-01:30 AM]	0	0 MPH	48 F	---
[01:30 AM-01:45 AM]	0	0 MPH	46 F	---
[01:45 AM-02:00 AM]	0	0 MPH	46 F	---
[02:00 AM-02:15 AM]	0	0 MPH	46 F	---
[02:15 AM-02:30 AM]	1	28 MPH	46 F	---
[02:30 AM-02:45 AM]	0	0 MPH	46 F	---
[02:45 AM-03:00 AM]	0	0 MPH	46 F	---
[03:00 AM-03:15 AM]	0	0 MPH	46 F	---
[03:15 AM-03:30 AM]	0	0 MPH	46 F	---
[03:30 AM-03:45 AM]	1	28 MPH	46 F	---
[03:45 AM-04:00 AM]	0	0 MPH	46 F	---
[04:00 AM-04:15 AM]	1	28 MPH	46 F	---
[04:15 AM-04:30 AM]	1	22 MPH	46 F	---
[04:30 AM-04:45 AM]	0	0 MPH	45 F	---
[04:45 AM-05:00 AM]	1	22 MPH	45 F	---
[05:00 AM-05:15 AM]	5	29 MPH	45 F	---
[05:15 AM-05:30 AM]	4	27 MPH	45 F	---
[05:30 AM-05:45 AM]	3	26 MPH	45 F	---
[05:45 AM-06:00 AM]	3	31 MPH	45 F	---
[06:00 AM-06:15 AM]	2	30 MPH	45 F	---
[06:15 AM-06:30 AM]	5	25 MPH	43 F	---
[06:30 AM-06:45 AM]	6	26 MPH	43 F	---
[06:45 AM-07:00 AM]	3	31 MPH	43 F	---
[07:00 AM-07:15 AM]	4	28 MPH	43 F	---
[07:15 AM-07:30 AM]	13	29 MPH	43 F	---
[07:30 AM-07:45 AM]	8	25 MPH	45 F	---
[07:45 AM-08:00 AM]	11	28 MPH	45 F	---
[08:00 AM-08:15 AM]	7	27 MPH	46 F	---
[08:15 AM-08:30 AM]	7	26 MPH	50 F	---

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406380 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> WB <b>Street:</b> Indian Hills WB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 1,638 <b>AADT Count:</b> 546 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Fri,03/18/2022

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

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406380 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> WB <b>Street:</b> Indian Hills WB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 1,638 <b>AADT Count:</b> 546 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Fri,03/18/2022

[07:30 PM-07:45 PM]	3	26 MPH	59 F	---
[07:45 PM-08:00 PM]	9	25 MPH	59 F	---
[08:00 PM-08:15 PM]	8	30 MPH	57 F	---
[08:15 PM-08:30 PM]	2	28 MPH	57 F	---
[08:30 PM-08:45 PM]	3	27 MPH	55 F	---
[08:45 PM-09:00 PM]	4	25 MPH	55 F	---
[09:00 PM-09:15 PM]	3	29 MPH	54 F	---
[09:15 PM-09:30 PM]	3	27 MPH	54 F	---
[09:30 PM-09:45 PM]	5	28 MPH	54 F	---
[09:45 PM-10:00 PM]	2	28 MPH	54 F	---
[10:00 PM-10:15 PM]	2	25 MPH	54 F	---
[10:15 PM-10:30 PM]	7	28 MPH	52 F	---
[10:30 PM-10:45 PM]	2	25 MPH	52 F	---
[10:45 PM-11:00 PM]	4	28 MPH	52 F	---
[11:00 PM-11:15 PM]	2	28 MPH	52 F	---
[11:15 PM-11:30 PM]	0	0 MPH	50 F	---
[11:30 PM-11:45 PM]	0	0 MPH	50 F	---
[11:45 PM-12:00 AM]	0	0 MPH	50 F	---

Fri,03/18/2022

633                      26 MPH                      62 F

Sat,03/19/2022

[12:00 AM-12:15 AM]	0	0 MPH	50 F	---
[12:15 AM-12:30 AM]	0	0 MPH	50 F	---
[12:30 AM-12:45 AM]	1	28 MPH	50 F	---
[12:45 AM-01:00 AM]	0	0 MPH	50 F	---
[01:00 AM-01:15 AM]	0	0 MPH	50 F	---
[01:15 AM-01:30 AM]	0	0 MPH	50 F	---
[01:30 AM-01:45 AM]	0	0 MPH	50 F	---
[01:45 AM-02:00 AM]	0	0 MPH	48 F	---
[02:00 AM-02:15 AM]	0	0 MPH	48 F	---
[02:15 AM-02:30 AM]	0	0 MPH	48 F	---
[02:30 AM-02:45 AM]	1	18 MPH	48 F	---
[02:45 AM-03:00 AM]	0	0 MPH	50 F	---
[03:00 AM-03:15 AM]	0	0 MPH	50 F	---
[03:15 AM-03:30 AM]	0	0 MPH	50 F	---
[03:30 AM-03:45 AM]	0	0 MPH	50 F	---
[03:45 AM-04:00 AM]	1	22 MPH	50 F	---
[04:00 AM-04:15 AM]	0	0 MPH	50 F	---
[04:15 AM-04:30 AM]	0	0 MPH	50 F	---
[04:30 AM-04:45 AM]	0	0 MPH	50 F	---
[04:45 AM-05:00 AM]	0	0 MPH	48 F	---
[05:00 AM-05:15 AM]	0	0 MPH	48 F	---
[05:15 AM-05:30 AM]	1	32 MPH	48 F	---
[05:30 AM-05:45 AM]	0	0 MPH	46 F	---
[05:45 AM-06:00 AM]	0	0 MPH	46 F	---

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406380 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> WB <b>Street:</b> Indian Hills WB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 1,638 <b>AADT Count:</b> 546 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Sat, 03/19/2022

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

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406380 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> WB <b>Street:</b> Indian Hills WB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 1,638 <b>AADT Count:</b> 546 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Sat,03/19/2022

[05:00 PM-05:15 PM]	5	51 MPH	57 F	---
[05:15 PM-05:30 PM]	7	44 MPH	55 F	---
[05:30 PM-05:45 PM]	7	41 MPH	55 F	---
[05:45 PM-06:00 PM]	3	54 MPH	54 F	---
[06:00 PM-06:15 PM]	10	49 MPH	54 F	---
[06:15 PM-06:30 PM]	6	68 MPH	52 F	---
[06:30 PM-06:45 PM]	7	63 MPH	52 F	---
[06:45 PM-07:00 PM]	3	67 MPH	52 F	---
[07:00 PM-07:15 PM]	3	63 MPH	50 F	---
[07:15 PM-07:30 PM]	2	59 MPH	50 F	---
[07:30 PM-07:45 PM]	3	54 MPH	50 F	---
[07:45 PM-08:00 PM]	3	69 MPH	48 F	---
[08:00 PM-08:15 PM]	3	57 MPH	48 F	---
[08:15 PM-08:30 PM]	4	72 MPH	48 F	---
[08:30 PM-08:45 PM]	3	0 MPH	46 F	---
[08:45 PM-09:00 PM]	1	0 MPH	46 F	---
[09:00 PM-09:15 PM]	3	32 MPH	46 F	---
[09:15 PM-09:30 PM]	3	50 MPH	46 F	---
[09:30 PM-09:45 PM]	0	0 MPH	46 F	---
[09:45 PM-10:00 PM]	5	75 MPH	46 F	---
[10:00 PM-10:15 PM]	5	0 MPH	46 F	---
[10:15 PM-10:30 PM]	2	0 MPH	45 F	---
[10:30 PM-10:45 PM]	2	0 MPH	45 F	---
[10:45 PM-11:00 PM]	3	0 MPH	45 F	---
[11:00 PM-11:15 PM]	1	0 MPH	45 F	---
[11:15 PM-11:30 PM]	2	75 MPH	45 F	---
[11:30 PM-11:45 PM]	3	75 MPH	45 F	---
[11:45 PM-12:00 AM]	0	0 MPH	45 F	---

Sat,03/19/2022

405                      33 MPH                      53 F

03/17/2022 12:00 AM		
03/20/2022 12:00 AM	1638	28 MPH                      58 F

# ATR 5

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406377 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15		<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> NB <b>Street:</b> SR 77 NB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY		<b>Raw Count:</b> 9,992 <b>AADT Count:</b> 3,331 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35	
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry	

Thu,03/17/2022

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

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406377 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> NB <b>Street:</b> SR 77 NB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 9,992 <b>ADT Count:</b> 3,331 <b>ADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Thu,03/17/2022

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
[11:00 AM-11:15 AM]	49	56 MPH	75 F	---
[11:15 AM-11:30 AM]	61	56 MPH	77 F	---
[11:30 AM-11:45 AM]	45	58 MPH	79 F	---
[11:45 AM-12:00 PM]	44	58 MPH	81 F	---
[12:00 PM-12:15 PM]	50	58 MPH	82 F	---
[12:15 PM-12:30 PM]	51	56 MPH	84 F	---
[12:30 PM-12:45 PM]	65	55 MPH	86 F	---
[12:45 PM-01:00 PM]	41	57 MPH	90 F	---
[01:00 PM-01:15 PM]	63	54 MPH	90 F	---
[01:15 PM-01:30 PM]	53	53 MPH	90 F	---
[01:30 PM-01:45 PM]	58	59 MPH	91 F	---
[01:45 PM-02:00 PM]	60	58 MPH	91 F	---
[02:00 PM-02:15 PM]	50	57 MPH	93 F	---
[02:15 PM-02:30 PM]	45	58 MPH	93 F	---
[02:30 PM-02:45 PM]	49	58 MPH	93 F	---
[02:45 PM-03:00 PM]	55	54 MPH	93 F	---
[03:00 PM-03:15 PM]	66	58 MPH	93 F	---
[03:15 PM-03:30 PM]	56	59 MPH	91 F	---
[03:30 PM-03:45 PM]	78	60 MPH	91 F	---
[03:45 PM-04:00 PM]	61	58 MPH	91 F	---
[04:00 PM-04:15 PM]	78	56 MPH	90 F	---
[04:15 PM-04:30 PM]	77	58 MPH	88 F	---
[04:30 PM-04:45 PM]	67	60 MPH	86 F	---
[04:45 PM-05:00 PM]	67	57 MPH	86 F	---
[05:00 PM-05:15 PM]	57	61 MPH	82 F	---
[05:15 PM-05:30 PM]	62	60 MPH	82 F	---
[05:30 PM-05:45 PM]	58	59 MPH	79 F	---
[05:45 PM-06:00 PM]	50	59 MPH	77 F	---
[06:00 PM-06:15 PM]	51	60 MPH	75 F	---
[06:15 PM-06:30 PM]	44	61 MPH	73 F	---
[06:30 PM-06:45 PM]	47	58 MPH	70 F	---
[06:45 PM-07:00 PM]	44	60 MPH	68 F	---
[07:00 PM-07:15 PM]	25	58 MPH	64 F	---
[07:15 PM-07:30 PM]	25	62 MPH	63 F	---
[07:30 PM-07:45 PM]	25	58 MPH	61 F	---
[07:45 PM-08:00 PM]	28	60 MPH	59 F	---
[08:00 PM-08:15 PM]	31	57 MPH	59 F	---
[08:15 PM-08:30 PM]	34	57 MPH	57 F	---
[08:30 PM-08:45 PM]	22	60 MPH	57 F	---
[08:45 PM-09:00 PM]	24	58 MPH	55 F	---
[09:00 PM-09:15 PM]	16	60 MPH	55 F	---
[09:15 PM-09:30 PM]	22	58 MPH	55 F	---
[09:30 PM-09:45 PM]	23	59 MPH	54 F	---
[09:45 PM-10:00 PM]	9	62 MPH	54 F	---

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406377 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> NB <b>Street:</b> SR 77 NB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 9,992 <b>AADT Count:</b> 3,331 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Thu,03/17/2022

[10:00 PM-10:15 PM]	16	61 MPH	52 F	---
[10:15 PM-10:30 PM]	9	58 MPH	52 F	---
[10:30 PM-10:45 PM]	11	64 MPH	52 F	---
[10:45 PM-11:00 PM]	8	58 MPH	52 F	---
[11:00 PM-11:15 PM]	12	58 MPH	52 F	---
[11:15 PM-11:30 PM]	9	61 MPH	52 F	---
[11:30 PM-11:45 PM]	8	61 MPH	50 F	---
[11:45 PM-12:00 AM]	10	59 MPH	50 F	---

Thu,03/17/2022

3055      58 MPH      61 F

Fri,03/18/2022

[12:00 AM-12:15 AM]	10	58 MPH	50 F	---
[12:15 AM-12:30 AM]	11	58 MPH	50 F	---
[12:30 AM-12:45 AM]	11	61 MPH	50 F	---
[12:45 AM-01:00 AM]	10	62 MPH	48 F	---
[01:00 AM-01:15 AM]	5	52 MPH	48 F	---
[01:15 AM-01:30 AM]	5	57 MPH	48 F	---
[01:30 AM-01:45 AM]	3	54 MPH	48 F	---
[01:45 AM-02:00 AM]	5	58 MPH	48 F	---
[02:00 AM-02:15 AM]	3	51 MPH	46 F	---
[02:15 AM-02:30 AM]	3	63 MPH	46 F	---
[02:30 AM-02:45 AM]	2	50 MPH	46 F	---
[02:45 AM-03:00 AM]	0	0 MPH	46 F	---
[03:00 AM-03:15 AM]	2	53 MPH	46 F	---
[03:15 AM-03:30 AM]	1	48 MPH	46 F	---
[03:30 AM-03:45 AM]	6	59 MPH	46 F	---
[03:45 AM-04:00 AM]	0	0 MPH	46 F	---
[04:00 AM-04:15 AM]	1	52 MPH	46 F	---
[04:15 AM-04:30 AM]	4	58 MPH	46 F	---
[04:30 AM-04:45 AM]	4	66 MPH	46 F	---
[04:45 AM-05:00 AM]	4	56 MPH	46 F	---
[05:00 AM-05:15 AM]	3	58 MPH	45 F	---
[05:15 AM-05:30 AM]	14	54 MPH	45 F	---
[05:30 AM-05:45 AM]	16	56 MPH	45 F	---
[05:45 AM-06:00 AM]	23	61 MPH	45 F	---
[06:00 AM-06:15 AM]	35	62 MPH	45 F	---
[06:15 AM-06:30 AM]	36	61 MPH	45 F	---
[06:30 AM-06:45 AM]	27	63 MPH	45 F	---
[06:45 AM-07:00 AM]	39	58 MPH	45 F	---
[07:00 AM-07:15 AM]	43	57 MPH	45 F	---
[07:15 AM-07:30 AM]	34	57 MPH	45 F	---
[07:30 AM-07:45 AM]	45	57 MPH	45 F	---
[07:45 AM-08:00 AM]	31	57 MPH	46 F	---
[08:00 AM-08:15 AM]	41	56 MPH	48 F	---
[08:15 AM-08:30 AM]	46	56 MPH	50 F	---

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406377 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> NB <b>Street:</b> SR 77 NB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 9,992 <b>AADT Count:</b> 3,331 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Fri,03/18/2022

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

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406377 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> NB <b>Street:</b> SR 77 NB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 9,992 <b>AADT Count:</b> 3,331 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Fri,03/18/2022

[07:30 PM-07:45 PM]	31	56 MPH	59 F	---
[07:45 PM-08:00 PM]	36	57 MPH	57 F	---
[08:00 PM-08:15 PM]	28	55 MPH	57 F	---
[08:15 PM-08:30 PM]	61	56 MPH	55 F	---
[08:30 PM-08:45 PM]	35	52 MPH	55 F	---
[08:45 PM-09:00 PM]	33	59 MPH	55 F	---
[09:00 PM-09:15 PM]	28	55 MPH	54 F	---
[09:15 PM-09:30 PM]	23	54 MPH	54 F	---
[09:30 PM-09:45 PM]	19	58 MPH	54 F	---
[09:45 PM-10:00 PM]	26	56 MPH	54 F	---
[10:00 PM-10:15 PM]	21	59 MPH	52 F	---
[10:15 PM-10:30 PM]	17	59 MPH	52 F	---
[10:30 PM-10:45 PM]	10	60 MPH	52 F	---
[10:45 PM-11:00 PM]	9	61 MPH	50 F	---
[11:00 PM-11:15 PM]	14	60 MPH	50 F	---
[11:15 PM-11:30 PM]	13	59 MPH	50 F	---
[11:30 PM-11:45 PM]	23	59 MPH	50 F	---
[11:45 PM-12:00 AM]	12	57 MPH	50 F	---

Fri,03/18/2022

3685      57 MPH      61 F

Sat,03/19/2022

[12:00 AM-12:15 AM]	10	62 MPH	50 F	---
[12:15 AM-12:30 AM]	9	58 MPH	48 F	---
[12:30 AM-12:45 AM]	8	52 MPH	48 F	---
[12:45 AM-01:00 AM]	6	62 MPH	48 F	---
[01:00 AM-01:15 AM]	6	65 MPH	48 F	---
[01:15 AM-01:30 AM]	4	62 MPH	48 F	---
[01:30 AM-01:45 AM]	8	60 MPH	48 F	---
[01:45 AM-02:00 AM]	1	52 MPH	48 F	---
[02:00 AM-02:15 AM]	3	56 MPH	48 F	---
[02:15 AM-02:30 AM]	11	56 MPH	48 F	---
[02:30 AM-02:45 AM]	2	63 MPH	50 F	---
[02:45 AM-03:00 AM]	3	57 MPH	50 F	---
[03:00 AM-03:15 AM]	4	46 MPH	50 F	---
[03:15 AM-03:30 AM]	2	48 MPH	50 F	---
[03:30 AM-03:45 AM]	2	64 MPH	50 F	---
[03:45 AM-04:00 AM]	0	0 MPH	50 F	---
[04:00 AM-04:15 AM]	4	56 MPH	50 F	---
[04:15 AM-04:30 AM]	4	55 MPH	50 F	---
[04:30 AM-04:45 AM]	1	62 MPH	50 F	---
[04:45 AM-05:00 AM]	3	51 MPH	48 F	---
[05:00 AM-05:15 AM]	4	55 MPH	48 F	---
[05:15 AM-05:30 AM]	8	53 MPH	48 F	---
[05:30 AM-05:45 AM]	8	62 MPH	46 F	---
[05:45 AM-06:00 AM]	20	58 MPH	48 F	---

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406377 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> NB <b>Street:</b> SR 77 NB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 9,992 <b>AADT Count:</b> 3,331 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Sat,03/19/2022

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

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406377 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> NB <b>Street:</b> SR 77 NB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 9,992 <b>AADT Count:</b> 3,331 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Sat,03/19/2022

[05:00 PM-05:15 PM]	50	60 MPH	57 F	---
[05:15 PM-05:30 PM]	49	59 MPH	57 F	---
[05:30 PM-05:45 PM]	47	57 MPH	54 F	---
[05:45 PM-06:00 PM]	36	60 MPH	54 F	---
[06:00 PM-06:15 PM]	43	61 MPH	54 F	---
[06:15 PM-06:30 PM]	32	59 MPH	52 F	---
[06:30 PM-06:45 PM]	42	59 MPH	52 F	---
[06:45 PM-07:00 PM]	37	62 MPH	50 F	---
[07:00 PM-07:15 PM]	38	59 MPH	50 F	---
[07:15 PM-07:30 PM]	28	64 MPH	48 F	---
[07:30 PM-07:45 PM]	33	62 MPH	48 F	---
[07:45 PM-08:00 PM]	34	59 MPH	48 F	---
[08:00 PM-08:15 PM]	27	64 MPH	48 F	---
[08:15 PM-08:30 PM]	30	58 MPH	46 F	---
[08:30 PM-08:45 PM]	25	62 MPH	46 F	---
[08:45 PM-09:00 PM]	23	60 MPH	46 F	---
[09:00 PM-09:15 PM]	18	60 MPH	46 F	---
[09:15 PM-09:30 PM]	19	61 MPH	46 F	---
[09:30 PM-09:45 PM]	23	61 MPH	45 F	---
[09:45 PM-10:00 PM]	31	58 MPH	45 F	---
[10:00 PM-10:15 PM]	27	61 MPH	45 F	---
[10:15 PM-10:30 PM]	10	55 MPH	45 F	---
[10:30 PM-10:45 PM]	14	60 MPH	45 F	---
[10:45 PM-11:00 PM]	13	59 MPH	45 F	---
[11:00 PM-11:15 PM]	19	60 MPH	45 F	---
[11:15 PM-11:30 PM]	9	61 MPH	45 F	---
[11:30 PM-11:45 PM]	17	62 MPH	45 F	---
[11:45 PM-12:00 AM]	16	59 MPH	45 F	---

Sat,03/19/2022

3252                      59 MPH                      53 F

03/17/2022 12:00 AM		
03/20/2022 12:00 AM	9992	58 MPH                      58 F

# ATR 6

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406379 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15		<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> SB <b>Street:</b> SR 77 SB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY		<b>Raw Count:</b> 11,089 <b>AADT Count:</b> 3,696 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35	
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry	

Thu,03/17/2022

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

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406379 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> SB <b>Street:</b> SR 77 SB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 11,089 <b>ADT Count:</b> 3,696 <b>ADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Thu,03/17/2022

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
[11:00 AM-11:15 AM]	53	47 MPH	72 F	---
[11:15 AM-11:30 AM]	56	49 MPH	75 F	---
[11:30 AM-11:45 AM]	44	47 MPH	77 F	---
[11:45 AM-12:00 PM]	54	49 MPH	79 F	---
[12:00 PM-12:15 PM]	64	50 MPH	81 F	---
[12:15 PM-12:30 PM]	52	48 MPH	82 F	---
[12:30 PM-12:45 PM]	59	45 MPH	84 F	---
[12:45 PM-01:00 PM]	61	47 MPH	86 F	---
[01:00 PM-01:15 PM]	64	43 MPH	86 F	---
[01:15 PM-01:30 PM]	54	45 MPH	88 F	---
[01:30 PM-01:45 PM]	46	49 MPH	88 F	---
[01:45 PM-02:00 PM]	48	48 MPH	90 F	---
[02:00 PM-02:15 PM]	51	46 MPH	90 F	---
[02:15 PM-02:30 PM]	46	49 MPH	90 F	---
[02:30 PM-02:45 PM]	65	49 MPH	90 F	---
[02:45 PM-03:00 PM]	59	45 MPH	91 F	---
[03:00 PM-03:15 PM]	72	46 MPH	91 F	---
[03:15 PM-03:30 PM]	95	48 MPH	90 F	---
[03:30 PM-03:45 PM]	91	45 MPH	90 F	---
[03:45 PM-04:00 PM]	92	46 MPH	88 F	---
[04:00 PM-04:15 PM]	88	46 MPH	88 F	---
[04:15 PM-04:30 PM]	75	48 MPH	86 F	---
[04:30 PM-04:45 PM]	85	47 MPH	84 F	---
[04:45 PM-05:00 PM]	93	47 MPH	84 F	---
[05:00 PM-05:15 PM]	77	50 MPH	82 F	---
[05:15 PM-05:30 PM]	70	50 MPH	81 F	---
[05:30 PM-05:45 PM]	93	48 MPH	79 F	---
[05:45 PM-06:00 PM]	104	50 MPH	77 F	---
[06:00 PM-06:15 PM]	66	48 MPH	77 F	---
[06:15 PM-06:30 PM]	57	52 MPH	73 F	---
[06:30 PM-06:45 PM]	49	49 MPH	72 F	---
[06:45 PM-07:00 PM]	40	50 MPH	68 F	---
[07:00 PM-07:15 PM]	40	50 MPH	66 F	---
[07:15 PM-07:30 PM]	30	50 MPH	63 F	---
[07:30 PM-07:45 PM]	23	52 MPH	61 F	---
[07:45 PM-08:00 PM]	25	51 MPH	61 F	---
[08:00 PM-08:15 PM]	22	50 MPH	59 F	---
[08:15 PM-08:30 PM]	41	45 MPH	59 F	---
[08:30 PM-08:45 PM]	27	47 MPH	57 F	---
[08:45 PM-09:00 PM]	14	46 MPH	57 F	---
[09:00 PM-09:15 PM]	19	48 MPH	55 F	---
[09:15 PM-09:30 PM]	16	44 MPH	55 F	---
[09:30 PM-09:45 PM]	9	54 MPH	54 F	---
[09:45 PM-10:00 PM]	15	50 MPH	54 F	---

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406379 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> SB <b>Street:</b> SR 77 SB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 11,089 <b>AADT Count:</b> 3,696 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Thu,03/17/2022

[10:00 PM-10:15 PM]	13	52 MPH	54 F	---
[10:15 PM-10:30 PM]	9	54 MPH	54 F	---
[10:30 PM-10:45 PM]	15	53 MPH	52 F	---
[10:45 PM-11:00 PM]	6	54 MPH	52 F	---
[11:00 PM-11:15 PM]	8	46 MPH	52 F	---
[11:15 PM-11:30 PM]	13	56 MPH	52 F	---
[11:30 PM-11:45 PM]	19	52 MPH	52 F	---
[11:45 PM-12:00 AM]	5	50 MPH	50 F	---

Thu,03/17/2022

3680      49 MPH      61 F

Fri,03/18/2022

[12:00 AM-12:15 AM]	4	39 MPH	50 F	---
[12:15 AM-12:30 AM]	3	49 MPH	50 F	---
[12:30 AM-12:45 AM]	3	58 MPH	50 F	---
[12:45 AM-01:00 AM]	2	50 MPH	50 F	---
[01:00 AM-01:15 AM]	3	49 MPH	50 F	---
[01:15 AM-01:30 AM]	1	38 MPH	48 F	---
[01:30 AM-01:45 AM]	4	50 MPH	48 F	---
[01:45 AM-02:00 AM]	6	48 MPH	48 F	---
[02:00 AM-02:15 AM]	3	53 MPH	48 F	---
[02:15 AM-02:30 AM]	3	56 MPH	48 F	---
[02:30 AM-02:45 AM]	6	49 MPH	48 F	---
[02:45 AM-03:00 AM]	3	54 MPH	48 F	---
[03:00 AM-03:15 AM]	6	49 MPH	48 F	---
[03:15 AM-03:30 AM]	1	62 MPH	48 F	---
[03:30 AM-03:45 AM]	1	52 MPH	48 F	---
[03:45 AM-04:00 AM]	2	50 MPH	46 F	---
[04:00 AM-04:15 AM]	8	49 MPH	46 F	---
[04:15 AM-04:30 AM]	6	53 MPH	46 F	---
[04:30 AM-04:45 AM]	9	53 MPH	46 F	---
[04:45 AM-05:00 AM]	13	52 MPH	46 F	---
[05:00 AM-05:15 AM]	15	52 MPH	46 F	---
[05:15 AM-05:30 AM]	20	56 MPH	46 F	---
[05:30 AM-05:45 AM]	16	53 MPH	46 F	---
[05:45 AM-06:00 AM]	23	55 MPH	45 F	---
[06:00 AM-06:15 AM]	32	53 MPH	45 F	---
[06:15 AM-06:30 AM]	47	50 MPH	46 F	---
[06:30 AM-06:45 AM]	43	52 MPH	46 F	---
[06:45 AM-07:00 AM]	59	50 MPH	46 F	---
[07:00 AM-07:15 AM]	50	55 MPH	45 F	---
[07:15 AM-07:30 AM]	83	52 MPH	45 F	---
[07:30 AM-07:45 AM]	69	50 MPH	46 F	---
[07:45 AM-08:00 AM]	64	50 MPH	46 F	---
[08:00 AM-08:15 AM]	42	54 MPH	48 F	---
[08:15 AM-08:30 AM]	55	51 MPH	50 F	---

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406379 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> SB <b>Street:</b> SR 77 SB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 11,089 <b>AADT Count:</b> 3,696 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Fri,03/18/2022

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

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406379 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> SB <b>Street:</b> SR 77 SB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 11,089 <b>AADT Count:</b> 3,696 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Fri,03/18/2022

[07:30 PM-07:45 PM]	32	46 MPH	59 F	---
[07:45 PM-08:00 PM]	37	48 MPH	59 F	---
[08:00 PM-08:15 PM]	19	49 MPH	57 F	---
[08:15 PM-08:30 PM]	28	48 MPH	57 F	---
[08:30 PM-08:45 PM]	30	50 MPH	55 F	---
[08:45 PM-09:00 PM]	21	50 MPH	55 F	---
[09:00 PM-09:15 PM]	28	46 MPH	54 F	---
[09:15 PM-09:30 PM]	20	48 MPH	54 F	---
[09:30 PM-09:45 PM]	17	47 MPH	54 F	---
[09:45 PM-10:00 PM]	16	47 MPH	54 F	---
[10:00 PM-10:15 PM]	14	53 MPH	54 F	---
[10:15 PM-10:30 PM]	12	51 MPH	52 F	---
[10:30 PM-10:45 PM]	8	50 MPH	52 F	---
[10:45 PM-11:00 PM]	14	50 MPH	52 F	---
[11:00 PM-11:15 PM]	7	49 MPH	52 F	---
[11:15 PM-11:30 PM]	13	60 MPH	50 F	---
[11:30 PM-11:45 PM]	20	57 MPH	50 F	---
[11:45 PM-12:00 AM]	9	53 MPH	50 F	---

Fri,03/18/2022

3990      49 MPH      61 F

Sat,03/19/2022

[12:00 AM-12:15 AM]	5	53 MPH	50 F	---
[12:15 AM-12:30 AM]	5	50 MPH	50 F	---
[12:30 AM-12:45 AM]	5	47 MPH	48 F	---
[12:45 AM-01:00 AM]	1	52 MPH	48 F	---
[01:00 AM-01:15 AM]	7	51 MPH	48 F	---
[01:15 AM-01:30 AM]	7	45 MPH	48 F	---
[01:30 AM-01:45 AM]	1	42 MPH	48 F	---
[01:45 AM-02:00 AM]	2	55 MPH	48 F	---
[02:00 AM-02:15 AM]	5	50 MPH	48 F	---
[02:15 AM-02:30 AM]	2	27 MPH	48 F	---
[02:30 AM-02:45 AM]	3	53 MPH	48 F	---
[02:45 AM-03:00 AM]	3	59 MPH	48 F	---
[03:00 AM-03:15 AM]	4	53 MPH	50 F	---
[03:15 AM-03:30 AM]	6	47 MPH	50 F	---
[03:30 AM-03:45 AM]	0	0 MPH	50 F	---
[03:45 AM-04:00 AM]	5	54 MPH	50 F	---
[04:00 AM-04:15 AM]	4	49 MPH	48 F	---
[04:15 AM-04:30 AM]	3	44 MPH	48 F	---
[04:30 AM-04:45 AM]	4	53 MPH	48 F	---
[04:45 AM-05:00 AM]	4	58 MPH	48 F	---
[05:00 AM-05:15 AM]	4	57 MPH	48 F	---
[05:15 AM-05:30 AM]	16	53 MPH	48 F	---
[05:30 AM-05:45 AM]	6	50 MPH	46 F	---
[05:45 AM-06:00 AM]	14	54 MPH	46 F	---

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406379 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> SB <b>Street:</b> SR 77 SB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 11,089 <b>AADT Count:</b> 3,696 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Sat,03/19/2022

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

## Date/Time/Volume/Average Speed/Temperature Report

<b>Device ID:</b> 406379 <b>Operator:</b> <b>Begin:</b> 03/17/2022 12:00 AM <b>End:</b> 03/20/2022 12:00 AM <b>Hours:</b> 72.00 <b>Period (min):</b> 15	<b>Location:</b> SR 77 & Indian Hills <b>Lane:</b> SB <b>Street:</b> SR 77 SB <b>City:</b> Corfu <b>County:</b> National Cemetary <b>State:</b> NY	<b>Raw Count:</b> 11,089 <b>AADT Count:</b> 3,696 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 35		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Sat,03/19/2022

[05:00 PM-05:15 PM]	59	48 MPH	59 F	---
[05:15 PM-05:30 PM]	44	50 MPH	57 F	---
[05:30 PM-05:45 PM]	60	47 MPH	55 F	---
[05:45 PM-06:00 PM]	38	48 MPH	54 F	---
[06:00 PM-06:15 PM]	38	49 MPH	54 F	---
[06:15 PM-06:30 PM]	45	49 MPH	52 F	---
[06:30 PM-06:45 PM]	31	51 MPH	52 F	---
[06:45 PM-07:00 PM]	38	49 MPH	52 F	---
[07:00 PM-07:15 PM]	36	50 MPH	50 F	---
[07:15 PM-07:30 PM]	24	52 MPH	50 F	---
[07:30 PM-07:45 PM]	30	47 MPH	48 F	---
[07:45 PM-08:00 PM]	27	48 MPH	48 F	---
[08:00 PM-08:15 PM]	32	46 MPH	48 F	---
[08:15 PM-08:30 PM]	29	50 MPH	48 F	---
[08:30 PM-08:45 PM]	31	49 MPH	46 F	---
[08:45 PM-09:00 PM]	15	48 MPH	46 F	---
[09:00 PM-09:15 PM]	13	46 MPH	46 F	---
[09:15 PM-09:30 PM]	13	50 MPH	46 F	---
[09:30 PM-09:45 PM]	19	46 MPH	46 F	---
[09:45 PM-10:00 PM]	18	47 MPH	45 F	---
[10:00 PM-10:15 PM]	12	52 MPH	45 F	---
[10:15 PM-10:30 PM]	15	48 MPH	45 F	---
[10:30 PM-10:45 PM]	14	47 MPH	45 F	---
[10:45 PM-11:00 PM]	5	50 MPH	45 F	---
[11:00 PM-11:15 PM]	7	48 MPH	45 F	---
[11:15 PM-11:30 PM]	19	56 MPH	45 F	---
[11:30 PM-11:45 PM]	18	51 MPH	45 F	---
[11:45 PM-12:00 AM]	3	49 MPH	45 F	---

Sat,03/19/2022

3419                      49 MPH                      52 F

03/17/2022 12:00 AM		
03/20/2022 12:00 AM	11089	49 MPH                      58 F



# SYNCHRO REPORTS

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Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	2	8	14	18	7	7	4	135	12	15	250	1
Future Vol, veh/h	2	8	14	18	7	7	4	135	12	15	250	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	300	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	50	13	0	6	0	0	75	16	8	7	5	100
Mvmt Flow	2	9	16	20	8	8	4	150	13	17	278	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	486	484	279	483	471	150	279	0	0	163	0	0
Stage 1	313	313	-	158	158	-	-	-	-	-	-	-
Stage 2	173	171	-	325	313	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.63	6.2	7.16	6.5	6.2	4.85	-	-	4.17	-	-
Critical Hdwy Stg 1	6.6	5.63	-	6.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.63	-	6.16	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.95	4.117	3.3	3.554	4	3.3	2.875	-	-	2.263	-	-
Pot Cap-1 Maneuver	421	467	765	487	494	902	959	-	-	1386	-	-
Stage 1	607	638	-	835	771	-	-	-	-	-	-	-
Stage 2	729	737	-	679	661	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	406	458	765	463	484	902	959	-	-	1386	-	-
Mov Cap-2 Maneuver	406	458	-	463	484	-	-	-	-	-	-	-
Stage 1	604	628	-	831	767	-	-	-	-	-	-	-
Stage 2	712	733	-	646	651	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.4		12.4		0.2		0.4	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	959	-	-	590	524	1386	-
HCM Lane V/C Ratio	0.005	-	-	0.045	0.068	0.012	-
HCM Control Delay (s)	8.8	0	-	11.4	12.4	7.6	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	24	6	4	29	0	0
Future Vol, veh/h	24	6	4	29	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
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	68	68	68	68	68	68
Heavy Vehicles, %	13	0	0	14	0	0
Mvmt Flow	35	9	6	43	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	44	0	95
Stage 1	-	-	-	-	40
Stage 2	-	-	-	-	55
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1577	-	909
Stage 1	-	-	-	-	988
Stage 2	-	-	-	-	973
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1577	-	905
Mov Cap-2 Maneuver	-	-	-	-	905
Stage 1	-	-	-	-	988
Stage 2	-	-	-	-	969

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1577	-
HCM Lane V/C Ratio	-	-	-	0.004	-
HCM Control Delay (s)	0	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	4	15	16	18	7	35	5	264	21	27	311	5
Future Vol, veh/h	4	15	16	18	7	35	5	264	21	27	311	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	300	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	38	6	0	6	0	5	0	0	10	0
Mvmt Flow	4	15	16	19	7	36	5	272	22	28	321	5

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	695	684	324	677	664	272	326	0	0	294	0	0
Stage 1	380	380	-	282	282	-	-	-	-	-	-	-
Stage 2	315	304	-	395	382	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.58	7.16	6.5	6.26	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.642	3.554	4	3.354	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	359	374	641	361	384	757	1245	-	-	1279	-	-
Stage 1	646	617	-	716	681	-	-	-	-	-	-	-
Stage 2	700	667	-	622	616	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	328	362	641	332	372	757	1245	-	-	1279	-	-
Mov Cap-2 Maneuver	328	362	-	332	372	-	-	-	-	-	-	-
Stage 1	643	600	-	712	678	-	-	-	-	-	-	-
Stage 2	656	664	-	574	599	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.8		13.2		0.1		0.6	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1245	-	-	445	503	1279	-	-
HCM Lane V/C Ratio	0.004	-	-	0.081	0.123	0.022	-	-
HCM Control Delay (s)	7.9	0	-	13.8	13.2	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.4	0.1	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	65	2	0	58	6	3
Future Vol, veh/h	65	2	0	58	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
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	86	86	86	86	86	86
Heavy Vehicles, %	3	0	0	5	0	0
Mvmt Flow	76	2	0	67	7	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	78	0	144
Stage 1	-	-	-	-	77
Stage 2	-	-	-	-	67
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1533	-	853
Stage 1	-	-	-	-	951
Stage 2	-	-	-	-	961
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1533	-	853
Mov Cap-2 Maneuver	-	-	-	-	853
Stage 1	-	-	-	-	951
Stage 2	-	-	-	-	961

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	894	-	-	1533	-
HCM Lane V/C Ratio	0.012	-	-	-	-
HCM Control Delay (s)	9.1	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	0	7	7	8	9	27	2	288	9	23	285	2
Future Vol, veh/h	0	7	7	8	9	27	2	288	9	23	285	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	300	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	13	0	0	0	2	0	0	2	50
Mvmt Flow	0	7	7	8	9	28	2	300	9	24	297	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	673	659	298	657	651	300	299	0	0	309	0	0
Stage 1	346	346	-	304	304	-	-	-	-	-	-	-
Stage 2	327	313	-	353	347	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	372	386	746	363	390	744	1274	-	-	1263	-	-
Stage 1	674	639	-	683	667	-	-	-	-	-	-	-
Stage 2	690	661	-	642	638	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	344	376	746	347	380	744	1274	-	-	1263	-	-
Mov Cap-2 Maneuver	344	376	-	347	380	-	-	-	-	-	-	-
Stage 1	673	624	-	682	666	-	-	-	-	-	-	-
Stage 2	653	660	-	614	623	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.4		12.4		0.1		0.6	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1274	-	-	500	530	1263	-	-
HCM Lane V/C Ratio	0.002	-	-	0.029	0.086	0.019	-	-
HCM Control Delay (s)	7.8	0	-	12.4	12.4	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.1	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	32	4	0	39	4	0
Future Vol, veh/h	32	4	0	39	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	3	0	0
Mvmt Flow	36	4	0	43	4	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	40	0	81
Stage 1	-	-	-	-	38
Stage 2	-	-	-	-	43
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1583	-	926
Stage 1	-	-	-	-	990
Stage 2	-	-	-	-	985
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1583	-	926
Mov Cap-2 Maneuver	-	-	-	-	926
Stage 1	-	-	-	-	990
Stage 2	-	-	-	-	985

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	926	-	-	1583	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection				
Intersection Delay, s/veh	4.7			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	27	37	171	305
Demand Flow Rate, veh/h	29	38	200	321
Vehicles Circulating, veh/h	341	189	31	37
Vehicles Exiting, veh/h	17	42	339	190
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.3	3.5	4.4	5.0
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	29	38	200	321
Cap Entry Lane, veh/h	975	1138	1337	1329
Entry HV Adj Factor	0.926	0.974	0.857	0.949
Flow Entry, veh/h	27	37	171	305
Cap Entry, veh/h	902	1108	1145	1261
V/C Ratio	0.030	0.033	0.150	0.242
Control Delay, s/veh	4.3	3.5	4.4	5.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	1

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	2	8	14	19	7	7	4	139	12	15	258	1
Future Vol, veh/h	2	8	14	19	7	7	4	139	12	15	258	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	300	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	50	13	0	6	0	0	75	16	8	7	5	100
Mvmt Flow	2	9	16	21	8	8	4	154	13	17	287	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	499	497	288	496	484	154	288	0	0	167	0	0
Stage 1	322	322	-	162	162	-	-	-	-	-	-	-
Stage 2	177	175	-	334	322	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.63	6.2	7.16	6.5	6.2	4.85	-	-	4.17	-	-
Critical Hdwy Stg 1	6.6	5.63	-	6.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.63	-	6.16	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.95	4.117	3.3	3.554	4	3.3	2.875	-	-	2.263	-	-
Pot Cap-1 Maneuver	413	459	756	478	486	897	951	-	-	1381	-	-
Stage 1	600	632	-	831	768	-	-	-	-	-	-	-
Stage 2	725	734	-	671	655	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	398	450	756	454	476	897	951	-	-	1381	-	-
Mov Cap-2 Maneuver	398	450	-	454	476	-	-	-	-	-	-	-
Stage 1	597	623	-	827	764	-	-	-	-	-	-	-
Stage 2	708	730	-	638	645	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.5		12.6		0.2		0.4	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	951	-	-	581	513	1381	-
HCM Lane V/C Ratio	0.005	-	-	0.046	0.071	0.012	-
HCM Control Delay (s)	8.8	0	-	11.5	12.6	7.6	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	6	4	30	0	0
Future Vol, veh/h	25	6	4	30	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
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	68	68	68	68	68	68
Heavy Vehicles, %	13	0	0	14	0	0
Mvmt Flow	37	9	6	44	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	46	0	98
Stage 1	-	-	-	-	42
Stage 2	-	-	-	-	56
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1575	-	906
Stage 1	-	-	-	-	986
Stage 2	-	-	-	-	972
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1575	-	902
Mov Cap-2 Maneuver	-	-	-	-	902
Stage 1	-	-	-	-	986
Stage 2	-	-	-	-	968

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1575	-
HCM Lane V/C Ratio	-	-	-	0.004	-
HCM Control Delay (s)	0	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection				
Intersection Delay, s/veh	5.3			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	35	64	308	364
Demand Flow Rate, veh/h	41	67	322	397
Vehicles Circulating, veh/h	413	303	48	33
Vehicles Exiting, veh/h	17	67	406	337
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.1	4.3	5.0	5.7
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	41	67	322	397
Cap Entry Lane, veh/h	906	1013	1314	1334
Entry HV Adj Factor	0.854	0.955	0.957	0.917
Flow Entry, veh/h	35	64	308	364
Cap Entry, veh/h	773	968	1257	1223
V/C Ratio	0.045	0.066	0.245	0.298
Control Delay, s/veh	5.1	4.3	5.0	5.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	1

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	4	15	16	19	7	36	5	272	22	28	320	5
Future Vol, veh/h	4	15	16	19	7	36	5	272	22	28	320	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	300	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	38	6	0	6	0	5	0	0	10	0
Mvmt Flow	4	15	16	20	7	37	5	280	23	29	330	5

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	715	704	333	696	683	280	335	0	0	303	0	0
Stage 1	391	391	-	290	290	-	-	-	-	-	-	-
Stage 2	324	313	-	406	393	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.58	7.16	6.5	6.26	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.642	3.554	4	3.354	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	348	364	633	351	374	749	1236	-	-	1269	-	-
Stage 1	637	611	-	709	676	-	-	-	-	-	-	-
Stage 2	692	661	-	614	609	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	318	352	633	322	362	749	1236	-	-	1269	-	-
Mov Cap-2 Maneuver	318	352	-	322	362	-	-	-	-	-	-	-
Stage 1	634	594	-	705	673	-	-	-	-	-	-	-
Stage 2	647	658	-	566	592	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14		13.4		0.1		0.6	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1236	-	-	435	490	1269	-
HCM Lane V/C Ratio	0.004	-	-	0.083	0.13	0.023	-
HCM Control Delay (s)	7.9	0	-	14	13.4	7.9	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.3	0.4	0.1	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	67	2	0	60	6	3
Future Vol, veh/h	67	2	0	60	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	0	0	5	0	0
Mvmt Flow	78	2	0	70	7	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	80	0	149
Stage 1	-	-	-	-	79
Stage 2	-	-	-	-	70
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1531	-	848
Stage 1	-	-	-	-	949
Stage 2	-	-	-	-	958
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1531	-	848
Mov Cap-2 Maneuver	-	-	-	-	848
Stage 1	-	-	-	-	949
Stage 2	-	-	-	-	958

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	890	-	-	1531	-
HCM Lane V/C Ratio	0.012	-	-	-	-
HCM Control Delay (s)	9.1	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection				
Intersection Delay, s/veh	4.8			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	14	46	320	333
Demand Flow Rate, veh/h	14	47	326	340
Vehicles Circulating, veh/h	346	317	32	20
Vehicles Exiting, veh/h	14	41	328	344
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.8	4.1	4.9	4.9
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	14	47	326	340
Cap Entry Lane, veh/h	970	999	1336	1352
Entry HV Adj Factor	1.000	0.979	0.981	0.979
Flow Entry, veh/h	14	46	320	333
Cap Entry, veh/h	970	977	1310	1324
V/C Ratio	0.014	0.047	0.244	0.251
Control Delay, s/veh	3.8	4.1	4.9	4.9
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	1

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	0	7	7	8	9	28	2	297	9	24	294	2
Future Vol, veh/h	0	7	7	8	9	28	2	297	9	24	294	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	300	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	13	0	0	0	2	0	0	2	50
Mvmt Flow	0	7	7	8	9	29	2	309	9	25	306	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	694	679	307	677	671	309	308	0	0	318	0	0
Stage 1	357	357	-	313	313	-	-	-	-	-	-	-
Stage 2	337	322	-	364	358	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	360	376	738	352	380	736	1264	-	-	1253	-	-
Stage 1	665	632	-	675	661	-	-	-	-	-	-	-
Stage 2	681	655	-	633	631	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	332	366	738	337	370	736	1264	-	-	1253	-	-
Mov Cap-2 Maneuver	332	366	-	337	370	-	-	-	-	-	-	-
Stage 1	664	617	-	674	660	-	-	-	-	-	-	-
Stage 2	643	654	-	604	616	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.6		12.6		0.1		0.6	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1264	-	-	489	523	1253	-
HCM Lane V/C Ratio	0.002	-	-	0.03	0.09	0.02	-
HCM Control Delay (s)	7.9	0	-	12.6	12.6	7.9	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.1	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	33	4	0	40	4	0
Future Vol, veh/h	33	4	0	40	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	3	0	0
Mvmt Flow	37	4	0	44	4	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	41	0	83
Stage 1	-	-	-	-	39
Stage 2	-	-	-	-	44
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1581	-	924
Stage 1	-	-	-	-	989
Stage 2	-	-	-	-	984
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1581	-	924
Mov Cap-2 Maneuver	-	-	-	-	924
Stage 1	-	-	-	-	989
Stage 2	-	-	-	-	984

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	924	-	-	1581	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection				
Intersection Delay, s/veh	4.9			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	30	41	194	340
Demand Flow Rate, veh/h	32	42	227	358
Vehicles Circulating, veh/h	380	213	34	43
Vehicles Exiting, veh/h	21	48	378	212
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.5	3.6	4.7	5.3
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	32	42	227	358
Cap Entry Lane, veh/h	937	1110	1333	1321
Entry HV Adj Factor	0.929	0.976	0.856	0.950
Flow Entry, veh/h	30	41	194	340
Cap Entry, veh/h	870	1084	1141	1254
V/C Ratio	0.034	0.038	0.170	0.271
Control Delay, s/veh	4.5	3.6	4.7	5.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	1

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	2	9	16	21	8	8	5	155	14	17	288	1
Future Vol, veh/h	2	9	16	21	8	8	5	155	14	17	288	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	300	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	50	13	0	6	0	0	75	16	8	7	5	100
Mvmt Flow	2	10	18	23	9	9	6	172	16	19	320	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	560	559	321	557	543	172	321	0	0	188	0	0
Stage 1	359	359	-	184	184	-	-	-	-	-	-	-
Stage 2	201	200	-	373	359	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.63	6.2	7.16	6.5	6.2	4.85	-	-	4.17	-	-
Critical Hdwy Stg 1	6.6	5.63	-	6.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.63	-	6.16	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.95	4.117	3.3	3.554	4	3.3	2.875	-	-	2.263	-	-
Pot Cap-1 Maneuver	374	423	724	435	450	877	921	-	-	1357	-	-
Stage 1	571	608	-	809	751	-	-	-	-	-	-	-
Stage 2	703	715	-	640	631	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	358	413	724	409	439	877	921	-	-	1357	-	-
Mov Cap-2 Maneuver	358	413	-	409	439	-	-	-	-	-	-	-
Stage 1	567	598	-	803	746	-	-	-	-	-	-	-
Stage 2	683	710	-	603	620	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	12		13.4		0.3		0.4			
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	921	-	-	546	470	1357	-
HCM Lane V/C Ratio	0.006	-	-	0.055	0.087	0.014	-
HCM Control Delay (s)	8.9	0	-	12	13.4	7.7	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	28	7	5	33	0	0
Future Vol, veh/h	28	7	5	33	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
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	68	68	68	68	68	68
Heavy Vehicles, %	13	0	0	14	0	0
Mvmt Flow	41	10	7	49	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	51	0	109
Stage 1	-	-	-	-	46
Stage 2	-	-	-	-	63
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1568	-	893
Stage 1	-	-	-	-	982
Stage 2	-	-	-	-	965
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1568	-	889
Mov Cap-2 Maneuver	-	-	-	-	889
Stage 1	-	-	-	-	982
Stage 2	-	-	-	-	960

Approach	EB	WB	NB
HCM Control Delay, s	0	1	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1568	-
HCM Lane V/C Ratio	-	-	-	0.005	-
HCM Control Delay (s)	0	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection				
Intersection Delay, s/veh	5.6			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	42	71	344	407
Demand Flow Rate, veh/h	49	74	360	444
Vehicles Circulating, veh/h	461	340	55	37
Vehicles Exiting, veh/h	20	75	455	377
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.4	4.5	5.4	6.1
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	49	74	360	444
Cap Entry Lane, veh/h	862	976	1305	1329
Entry HV Adj Factor	0.857	0.959	0.956	0.917
Flow Entry, veh/h	42	71	344	407
Cap Entry, veh/h	739	936	1248	1218
V/C Ratio	0.057	0.076	0.276	0.334
Control Delay, s/veh	5.4	4.5	5.4	6.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	1

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	5	17	18	21	8	40	6	304	24	31	358	6
Future Vol, veh/h	5	17	18	21	8	40	6	304	24	31	358	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	300	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	38	6	0	6	0	5	0	0	10	0
Mvmt Flow	5	18	19	22	8	41	6	313	25	32	369	6

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	798	786	372	780	764	313	375	0	0	338	0	0
Stage 1	436	436	-	325	325	-	-	-	-	-	-	-
Stage 2	362	350	-	455	439	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.58	7.16	6.5	6.26	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.642	3.554	4	3.354	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	306	326	601	308	336	718	1195	-	-	1232	-	-
Stage 1	603	583	-	679	653	-	-	-	-	-	-	-
Stage 2	661	636	-	577	582	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	274	313	601	277	323	718	1195	-	-	1232	-	-
Mov Cap-2 Maneuver	274	313	-	277	323	-	-	-	-	-	-	-
Stage 1	599	564	-	675	649	-	-	-	-	-	-	-
Stage 2	611	632	-	524	563	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.3		14.7		0.1		0.6	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1195	-	-	390	441	1232	-
HCM Lane V/C Ratio	0.005	-	-	0.106	0.161	0.026	-
HCM Control Delay (s)	8	0	-	15.3	14.7	8	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.4	0.6	0.1	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	75	2	0	67	7	3
Future Vol, veh/h	75	2	0	67	7	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	86	86	86	86	86	86
Heavy Vehicles, %	3	0	0	5	0	0
Mvmt Flow	87	2	0	78	8	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	89	0	166 88
Stage 1	-	-	-	-	88 -
Stage 2	-	-	-	-	78 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1519	-	829 976
Stage 1	-	-	-	-	940 -
Stage 2	-	-	-	-	950 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1519	-	829 976
Mov Cap-2 Maneuver	-	-	-	-	829 -
Stage 1	-	-	-	-	940 -
Stage 2	-	-	-	-	950 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	868	-	-	1519	-
HCM Lane V/C Ratio	0.013	-	-	-	-
HCM Control Delay (s)	9.2	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection				
Intersection Delay, s/veh	5.1			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	16	51	357	371
Demand Flow Rate, veh/h	16	52	364	379
Vehicles Circulating, veh/h	386	354	35	22
Vehicles Exiting, veh/h	15	45	367	384
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.0	4.3	5.2	5.2
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	16	52	364	379
Cap Entry Lane, veh/h	931	962	1331	1349
Entry HV Adj Factor	1.000	0.981	0.981	0.979
Flow Entry, veh/h	16	51	357	371
Cap Entry, veh/h	931	943	1306	1321
V/C Ratio	0.017	0.054	0.273	0.281
Control Delay, s/veh	4.0	4.3	5.2	5.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	1

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	0	8	8	9	10	31	2	331	10	26	328	2
Future Vol, veh/h	0	8	8	9	10	31	2	331	10	26	328	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	300	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	13	0	0	0	2	0	0	2	50
Mvmt Flow	0	8	8	9	10	32	2	345	10	27	342	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	772	756	343	754	747	345	344	0	0	355	0	0
Stage 1	397	397	-	349	349	-	-	-	-	-	-	-
Stage 2	375	359	-	405	398	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	319	340	704	312	344	702	1226	-	-	1215	-	-
Stage 1	633	607	-	645	637	-	-	-	-	-	-	-
Stage 2	650	631	-	601	606	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	291	330	704	296	334	702	1226	-	-	1215	-	-
Mov Cap-2 Maneuver	291	330	-	296	334	-	-	-	-	-	-	-
Stage 1	632	591	-	644	636	-	-	-	-	-	-	-
Stage 2	609	630	-	570	590	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.3		13.5		0		0.6	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1226	-	-	449	478	1215	-
HCM Lane V/C Ratio	0.002	-	-	0.037	0.109	0.022	-
HCM Control Delay (s)	7.9	0	-	13.3	13.5	8	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0.1	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	37	5	0	45	5	0
Future Vol, veh/h	37	5	0	45	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	3	0	0
Mvmt Flow	41	6	0	50	6	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	47	0	94
Stage 1	-	-	-	-	44
Stage 2	-	-	-	-	50
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1573	-	911
Stage 1	-	-	-	-	984
Stage 2	-	-	-	-	978
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1573	-	911
Mov Cap-2 Maneuver	-	-	-	-	911
Stage 1	-	-	-	-	984
Stage 2	-	-	-	-	978

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	911	-	-	1573	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Control Delay (s)	9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

# D

## SYNCHRO QUEUE REPORTS

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Summary of All Intervals

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

Interval #0 Information Seeding

Start Time	6:55
End Time	7:00
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

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

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

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**Intersection: 1: NY 77 & Indian Falls Rd**

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

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**Intersection: 2: Cemetery DDrive & Indian Falls Rd**

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

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**Network Summary**

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Network wide Queuing Penalty: 0

Summary of All Intervals

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

Interval #0 Information Seeding

Start Time	3:55
End Time	4:00
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

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

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

Intersection: 1: NY 77 & Indian Falls Rd

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

Intersection: 2: Cemetery DRive & Indian Falls Rd

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

Network Summary

Network wide Queuing Penalty: 0
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Summary of All Intervals

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

Interval #0 Information Seeding

Start Time	11:40
End Time	11:45
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

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

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

Intersection: 1: NY 77 & Indian Falls Rd

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

Intersection: 2: Cemetery DDrive & Indian Falls Rd

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

Network Summary

Network wide Queuing Penalty: 0
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Summary of All Intervals

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

Interval #0 Information Seeding

Start Time	6:55
End Time	7:00
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

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

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

**Intersection: 1: NY 77 & Indian Falls Rd**

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

**Intersection: 2: Cemetery DRive & Indian Falls Rd**

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

**Network Summary**

Network wide Queuing Penalty: 0
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Summary of All Intervals

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

Interval #0 Information Seeding

Start Time	3:55
End Time	4:00
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

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

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

Intersection: 1: NY 77 & Indian Falls Rd

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

Intersection: 2: Cemetery DDrive & Indian Falls Rd

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

Network Summary

Network wide Queuing Penalty: 0
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Summary of All Intervals

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

Interval #0 Information Seeding

Start Time	11:40
End Time	11:45
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

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

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

Intersection: 1: NY 77 & Indian Falls Rd

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

Intersection: 2: Cemetery DRive & Indian Falls Rd

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

Network Summary

Network wide Queuing Penalty: 0
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Summary of All Intervals

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

Interval #0 Information Seeding

Start Time	6:55
End Time	7:00
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

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

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

Intersection: 1: NY 77 & Indian Falls Rd

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

Intersection: 2: Cemetery DRive & Indian Falls Rd

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

Network Summary

Network wide Queuing Penalty: 0
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Summary of All Intervals

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

Interval #0 Information Seeding

Start Time	3:55
End Time	4:00
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

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

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

**Intersection: 1: NY 77 & Indian Falls Rd**

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

**Intersection: 2: Cemetery DDrive & Indian Falls Rd**

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

**Network Summary**

Network wide Queuing Penalty: 0
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Summary of All Intervals

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

Interval #0 Information Seeding

Start Time	11:40
End Time	11:45
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

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

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

Intersection: 1: NY 77 & Indian Falls Rd

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

Intersection: 2: Cemetery DRive & Indian Falls Rd

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

Network Summary

Network wide Queuing Penalty: 0
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# E

## TRAFFIC SIGNAL WARRANT

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**STUDY AND ANALYSIS INFORMATION**

Municipality:   
 County:

Analysis Date:   
 Conducted By:   
 Agency/Company Name:

**Analysis Information**

Data Collection Date:   
 Day of the Week:

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

**Major Street Information**

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

Number of Lanes for Moving Traffic on Each Major Street Approach:  LANE(S)  
 Speed Limit or 85th Percentile Speed on the Major Street:  MPH

**Minor Street Information**

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

Number of Lanes for Moving Traffic on Each Minor Street Approach:  LANE(S)

**TRAFFIC SIGNAL WARRANT ANALYSIS FINDINGS**

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

## MUTCD WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

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

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

Combination of Conditions A and B Necessary?\*: No

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

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

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

### Condition A Evaluation

Number of Unique Hours Met: 0      Condition A Satisfied? No

### Condition B Evaluation

Number of Unique Hours Met: 2      Condition B Satisfied? No

### Combination of Condition A and Condition B Evaluation

Number of Unique Hours Met for Condition A: N/A

Number of Unique Hours Met for Condition B: N/A

Combination of Condition A and Condition B Satisfied? N/A

**MUTCD WARRANT 2, FOUR-HOUR VEHICULAR VOLUME**

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

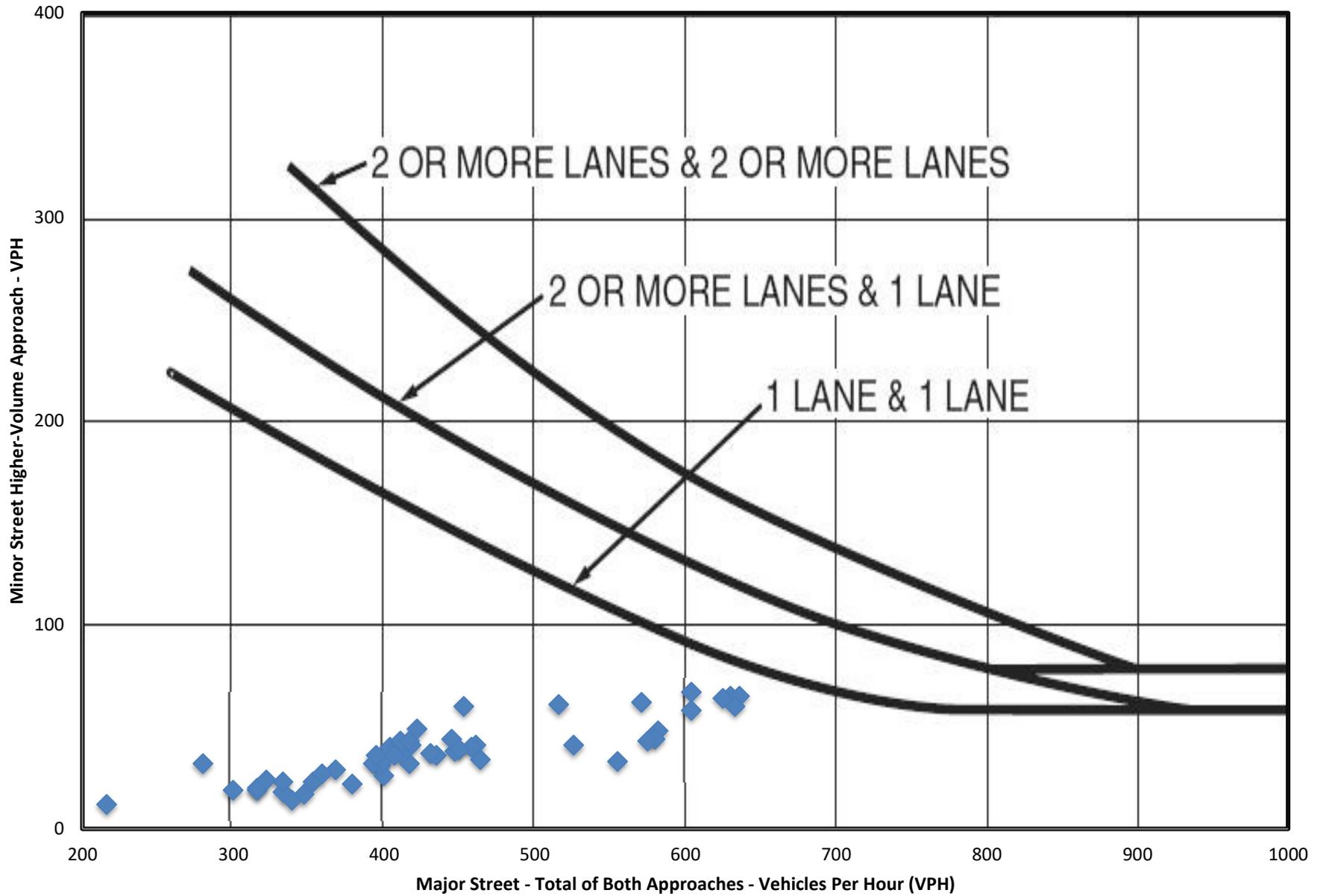
Total Number of Unique Hours Met On Figure 4C-2
<b>0</b>

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

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

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

MUTCD Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)



**MUTCD WARRANT 3, PEAK HOUR**

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

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

Is this signal warrant being applied for an unusual case, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time?	Yes
---	-----

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

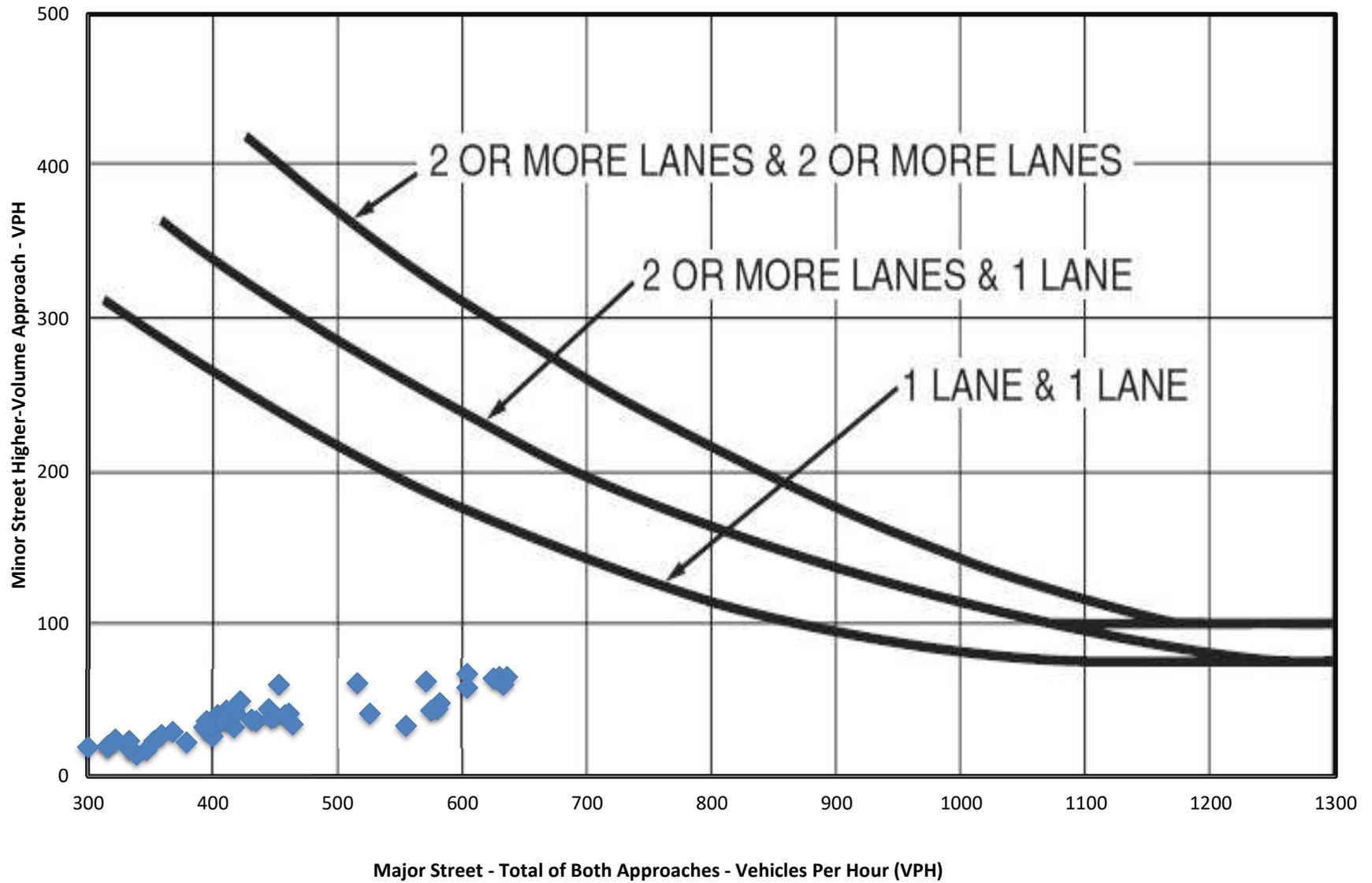
<b>Total Number of Unique Hours Met On Figure 4C-4</b>
<b>0</b>

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

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

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

MUTCD Figure 4C-4. Warrant 3, Peak Hour (70% Factor)



# F

## CRASH HISTORY

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**New Attribute Query**

Attribute Parameters | Street Selection | Accident Parameters | Vehicle Parameters | Save Query

**Query Date Range**  
Complete accident data is available for the period 01/01/1987 to 12/31/2021  
Start Date: 1/1/2012 15 End Date: 4/3/2022 15

**Buffer Distance**  
20 feet

**Study Area**  
 Default study area  Add from map selection  Select from boundaries  
Use the map toolbars to construct a study area polygon.  
Append Selected Polygon on the Map to Study Area  
Delete Study Area Zoom to Study Area

**How should your street selection be defined?**

**By Street Selection**  
Click 'Next' to create a street selection

**By Jurisdiction**

Cancel Next

Show Current Study Area Zoom to Current Study Area Flash Current Study Area

NOTE: RECORDS FROM 12/31/2021 TO 4/3/2022 MAY BE INCOMPLETE.



# NYS DOT QRA ACCIDENT VERBAL DESCRIPTION

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

<u>Query Number/Name</u>	<u>Query Type</u>	<u>Query SubType</u>	<u>Accident Date Range</u>
7005577cem	AttributeQuery	None	1/1/2012 12:00:00AM To 4/3/2022 12:00:00AM

1

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
34271423	16-April-2012	GENESEE	Pembroke Town	[Route] 77	77 41021108	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	6	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	4	WEST	GOING STRAIGHT AHEAD	2594	18	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	TRAFFIC CONTROL DEVICES DISREGARDED					

1

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	GOING STRAIGHT AHEAD	3992	36	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

2

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
34339893	20-June-2012	GENESEE	Pembroke Town	ALLEGHANY RD	77 41021108	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	SLOWED OR STOPPING	3550	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

2

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING LEFT TURN	4551	70	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

3

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
34393732	30-July-2012	GENESEE	Pembroke Town	ALLEGHANY RD	77 41021108	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	4353	17	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					

3

	2	NOT APPLICABLE				
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	3440	17	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

4

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
34502305	30-October-2012	GENESEE	Pembroke Town	INDIAN FALLS RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	GOING STRAIGHT AHEAD	3478	33	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

4

- 1 ANIMAL'S ACTION
- 2 NOT APPLICABLE

5

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
34695648	14-March-2013	GENESEE	Pembroke Town	ALLEGHANY RD	77 41021108	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	NORTH	STOPPED IN TRAFFIC	3524	56	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

5

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	GOING STRAIGHT AHEAD	2868	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	UNSAFE SPEED					

6

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
34796452	30-May-2013	GENESEE	Pembroke Town	[Route] 77	77 41021108	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	STARTING IN TRAFFIC	0	51	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

6

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	4379	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

7

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
34852357	30-June-2013	GENESEE	Pembroke Town	[Route] 77	77 41021108	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	2364	26	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					

7

2		NOT APPLICABLE				
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	6	NORTH	GOING STRAIGHT AHEAD	4606	32	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

8

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
34889446	14-August-2013	GENESEE	Pembroke Town	[Route] 77	77 41021108	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	STOPPED IN TRAFFIC	3258	76	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

8

1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

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

9

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

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	4	EAST	GOING STRAIGHT AHEAD	4191	31	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	5171	87	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<b><u>Case Number</u></b> 34967403	<b><u>Accident Date</u></b> 14-October-2013	<b><u>Region/County</u></b> GENESEE	<b><u>Municipality/Type</u></b> Pembroke Town	<b><u>Street</u></b> INDIAN FALLS RD	<b><u>Reference Marker</u></b>
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<b><u>Road Surface</u></b> DRY	<b><u>Road Cond</u></b> STRAIGHT AND LEVEL	<b><u>Weather</u></b> CLEAR	<b><u>TrafficControls</u></b> STOP SIGN	<b><u>Location Ped/Bike</u></b> NOT APPLICABLE	<b><u>Action of Ped/Bike</u></b> NOT APPLICABLE
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<b><u>Number of Vehicles</u></b> 2	<b><u>Accident Class</u></b> PROPERTY DAMAGE	<b><u>Type of Accident</u></b> COLLISION WITH MOTOR VEHICLE	<b><u>Manner of Collision</u></b> LEFT TURN (WITH OTHER CAR)	<b><u>Fatality</u></b> 0	<b><u>Injury</u></b> 0	<b><u>Ext of Injuries</u></b>
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<b><u>Vehicle Number</u></b> 1	<b><u>Number of Occupants</u></b> 1	<b><u>Dir of Travel</u></b> EAST	<b><u>Pre-Accd Action</u></b> MAKING LEFT TURN	<b><u>Registered Weight</u></b> 4027	<b><u>Drivers Age</u></b> 58	<b><u>Sex</u></b> F
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<b><u>Vehicle Type</u></b> CAR/VAN/PICKUP	<b><u>State of Registration</u></b> NY	<b><u>Citation Issued</u></b> Y	<b><u>School Bus Involved</u></b> N	<b><u>Property Damage</u></b> N
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<b><u>Apparent Factor Sequence Number</u></b> 1	<b><u>Apparent Factor</u></b> TURNING IMPROPER
2	NOT APPLICABLE

<b><u>Vehicle Number</u></b> 2	<b><u>Number of Occupants</u></b> 1	<b><u>Dir of Travel</u></b> WEST	<b><u>Pre-Accd Action</u></b> STOPPED IN TRAFFIC	<b><u>Registered Weight</u></b> 3371	<b><u>Drivers Age</u></b> 17	<b><u>Sex</u></b> F
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<b><u>Vehicle Type</u></b> CAR/VAN/PICKUP	<b><u>State of Registration</u></b> NY	<b><u>Citation Issued</u></b> N	<b><u>School Bus Involved</u></b> N	<b><u>Property Damage</u></b> N
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<b><u>Apparent Factor Sequence Number</u></b> 1	<b><u>Apparent Factor</u></b> NOT APPLICABLE
2	NOT APPLICABLE

<b><u>Case Number</u></b>	<b><u>Accident Date</u></b>	<b><u>Region/County</u></b>	<b><u>Municipality/Type</u></b>	<b><u>Street</u></b>	<b><u>Reference Marker</u></b>
35142348	10-February-2014	GENESEE	Pembroke Town	[Route] 77	77 41021108

<b><u>Road Surface</u></b>	<b><u>Road Cond</u></b>	<b><u>Weather</u></b>	<b><u>TrafficControls</u></b>	<b><u>Location Ped/Bike</u></b>	<b><u>Action of Ped/Bike</u></b>
SNOW/ICE	STRAIGHT AT HILLCREST	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<b><u>Number of Vehicles</u></b>	<b><u>Accident Class</u></b>	<b><u>Type of Accident</u></b>	<b><u>Manner of Collision</u></b>	<b><u>Fatality</u></b>	<b><u>Injury</u></b>	<b><u>Ext of Injuries</u></b>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	2	

<b><u>Vehicle Number</u></b>	<b><u>Number of Occupants</u></b>	<b><u>Dir of Travel</u></b>	<b><u>Pre-Accd Action</u></b>	<b><u>Registered Weight</u></b>	<b><u>Drivers Age</u></b>	<b><u>Sex</u></b>
1	2	SOUTH	MAKING LEFT TURN	2676	81	F

<b><u>Vehicle Type</u></b>	<b><u>State of Registration</u></b>	<b><u>Citation Issued</u></b>	<b><u>School Bus Involved</u></b>	<b><u>Property Damage</u></b>
CAR/VAN/PICKUP	NY	N	N	N

<b><u>Apparent Factor Sequence Number</u></b>	<b><u>Apparent Factor</u></b>
1	NOT APPLICABLE
2	NOT APPLICABLE

<b><u>Vehicle Number</u></b>	<b><u>Number of Occupants</u></b>	<b><u>Dir of Travel</u></b>	<b><u>Pre-Accd Action</u></b>	<b><u>Registered Weight</u></b>	<b><u>Drivers Age</u></b>	<b><u>Sex</u></b>
2	1	SOUTH	GOING STRAIGHT AHEAD	3054	82	M

<b><u>Vehicle Type</u></b>	<b><u>State of Registration</u></b>	<b><u>Citation Issued</u></b>	<b><u>School Bus Involved</u></b>	<b><u>Property Damage</u></b>
CAR/VAN/PICKUP	NY	N	N	N

<b><u>Apparent Factor Sequence Number</u></b>	<b><u>Apparent Factor</u></b>
1	GLARE
2	FOLLOWING TOO CLOSELY

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

2 NOT APPLICABLE

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

13

1	NOT APPLICABLE
2	NOT APPLICABLE

14

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

14

Vehicle  
Number

2

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

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	GOING STRAIGHT AHEAD	9900	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
TRUCK	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

15

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

15

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 2800	<u>Drivers Age</u> 63	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

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

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	3752	53	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

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

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1	FAILURE TO KEEP RIGHT
2	NOT APPLICABLE

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<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36619844	25-February-2017	GENESEE	Pembroke Town	[Route] 77	77 41021108

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	7000	42	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

18

Vehicle  
Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	GOING STRAIGHT AHEAD	6590	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

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<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36797362	04-July-2017	GENESEE	Pembroke Town	[Route] 77	77 41021108	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	MAKING U TURN	0	26	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	SC	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

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<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36906125	25-September-2017	GENESEE	Pembroke Town	ALLEGHANY RD	77 41021108

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AT HILLCREST	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE AND INJURY	COLLISION WITH DEER	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3347	54	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	ANIMAL'S ACTION
2	NOT APPLICABLE

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<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37111774	24-January-2018	GENESEE	Pembroke Town	[Route] 77	77 41021108

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH DEER	OTHER	0	0	

21

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3591	59	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	ANIMAL'S ACTION				
	2	NOT APPLICABLE				

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

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<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	TN	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

23

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

2 NOT ENTERED

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

1 NOT APPLICABLE

2 NOT APPLICABLE

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

<b><u>Case Number</u></b>	<b><u>Accident Date</u></b>	<b><u>Region/County</u></b>	<b><u>Municipality/Type</u></b>	<b><u>Street</u></b>	<b><u>Reference Marker</u></b>
38002926	21-July-2019	GENESEE	Pembroke Town	[Route] 77	77 41021108

<b><u>Road Surface</u></b>	<b><u>Road Cond</u></b>	<b><u>Weather</u></b>	<b><u>TrafficControls</u></b>	<b><u>Location Ped/Bike</u></b>	<b><u>Action of Ped/Bike</u></b>
DRY	CURVE AND HILLCREST	CLOUDY	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE

<b><u>Number of Vehicles</u></b>	<b><u>Accident Class</u></b>	<b><u>Type of Accident</u></b>	<b><u>Manner of Collision</u></b>	<b><u>Fatality</u></b>	<b><u>Injury</u></b>	<b><u>Ext of Injuries</u></b>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<b><u>Vehicle Number</u></b>	<b><u>Number of Occupants</u></b>	<b><u>Dir of Travel</u></b>	<b><u>Pre-Accd Action</u></b>	<b><u>Registered Weight</u></b>	<b><u>Drivers Age</u></b>	<b><u>Sex</u></b>
1	3	NORTH	OVERTAKING	4035	28	F

<b><u>Vehicle Type</u></b>	<b><u>State of Registration</u></b>	<b><u>Citation Issued</u></b>	<b><u>School Bus Involved</u></b>	<b><u>Property Damage</u></b>
CAR/VAN/PICKUP	NY	Y	N	N

<b><u>Apparent Factor Sequence Number</u></b>	<b><u>Apparent Factor</u></b>
1	PASSING OR LANE USAGE IMPROPERLY
2	NOT APPLICABLE

<b><u>Vehicle Number</u></b>	<b><u>Number of Occupants</u></b>	<b><u>Dir of Travel</u></b>	<b><u>Pre-Accd Action</u></b>	<b><u>Registered Weight</u></b>	<b><u>Drivers Age</u></b>	<b><u>Sex</u></b>
2	3	NORTH	MAKING LEFT TURN	2762	34	F

<b><u>Vehicle Type</u></b>	<b><u>State of Registration</u></b>	<b><u>Citation Issued</u></b>	<b><u>School Bus Involved</u></b>	<b><u>Property Damage</u></b>
CAR/VAN/PICKUP	NY	N	N	N

<b><u>Apparent Factor Sequence Number</u></b>	<b><u>Apparent Factor</u></b>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
38473708	06-July-2020	GENESEE	Pembroke Town	[Route] 77	77 41021108	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	3	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	2821	20	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	2837	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

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<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	3	NORTH	GOING STRAIGHT AHEAD	3326	48	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

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

2 PAVEMENT SLIPPERY

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

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

- 1 TRAFFIC CONTROL DEVICES DISREGARDED
- 2 FAILURE TO YIELD RIGHT OF WAY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	GOING STRAIGHT AHEAD	0	30	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	TRUCK	LA	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

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

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	GOING STRAIGHT AHEAD	3198	77	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	ANIMAL'S ACTION
2	NOT APPLICABLE

MV-104 (5/11) PAGE 1 of 2

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New York State Department of Motor Vehicles  
REPORT OF MOTOR VEHICLE ACCIDENT  
www.dmv.ny.gov

Use only for accidents that happen in New York State

BEFORE COMPLETING THIS FORM, READ THE INSTRUCTIONS IN SECTION A ON PAGE 2

DO NOT FORGET ACCIDENT DATE ↓ Page 1 of 1  RUSH - DRIVER OF VEHICLE 1 - LICENSE SUSPENDED FOR FAILURE TO REPORT

Accident Date: Month 7 Day 30 Year 2012 Day of Week Mon Time 8:51  AM  PM Number of Vehicles 2 Number Injured 0 Number Killed 0 Did police investigate accident at scene?  Yes  No If "Yes", Name of Police Agency or Precinct & Accident Number ALBANY PD SP1A43000410

**DRIVER**

**DRIVER OF VEHICLE 1**  **VEHICLE 2**  **PEDESTRIAN**  **BICYCLIST**  **OTHER PEDESTRIAN**

1 Driver Name, exactly as printed on license (Last, First, M.I.) [Redacted] State of License [Redacted] Driver License ID Number [Redacted] State of License [Redacted]

2 Driver Name, exactly as printed on license (Last, First, M.I.) [Redacted] Name, exactly as printed on license (Last, First, M.I.) [Redacted]

3 Date of Birth [Redacted] Sex [Redacted] Number of People in Vehicle 1 Public Property Damaged  Date of Birth [Redacted] Sex [Redacted] Number of People in Vehicle 1 Public Property Damaged

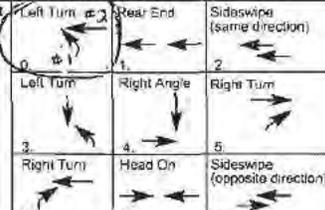
**REGISTRANT**

4 Name-exactly as printed on registration [Redacted] Date of Birth [Redacted] Sex [Redacted] Name-exactly as printed on registration [Redacted] Date of Birth [Redacted] Sex [Redacted]

5 Address (include Number & Street) [Redacted] Apt. Number [Redacted] Address (include Number & Street) [Redacted] Apt. Number [Redacted]

**VEHICLE DAMAGE**

6 Estimated Cost of Property Damage - Vehicle 1  \$1,001-\$1,500  \$1,501-\$2,500  Over \$2,500 Estimated Cost of Property Damage - Vehicle 2  \$1,001-\$1,500  \$1,501-\$2,500  Over \$2,500

7 Describe damage to vehicle 1 Rear passenger side damage. ACCIDENT DIAGRAM: Circle one of the 9 diagrams (numbered 0-8) if it describes the accident, or draw your own diagram below in space #9. Number the vehicles. Your vehicle is # 1.  Describe damage to vehicle 2 Front end damage.

**ACCIDENT LOCATION**

8 Place Where Accident Occurred in New York State: County Genesee  City  Village  Town of Pembroke Permanent Landmark \_\_\_\_\_

Road on which accident occurred Rt. 77 Alleghany Rd. (Route Number or Street Name)

at  1) intersecting street \_\_\_\_\_ (Route Number or Street Name)

or 2) \_\_\_\_\_  N  S  E  W of \_\_\_\_\_ (Milepost, Nearest Intersecting Route Number or Street Name)

How did the accident happen? Several large construction vehicles in area. I stopped at intersection and was clear, then car across in intersection looked like may go left way so I was being cautious watching to make sure they went deep as signaled, then I did not see car coming when I

**ALL INVOLVED**

9 Names of All Persons Involved [Redacted] 10. Which Veh. Occupied 1 11. Position In/on Vehicle Driver 12. Safety Equip. Used 3 13. Age 3 14. Sex [Redacted] 15. Injury A B C none Describe Injuries none If Deceased Enter Date of Death

16. Names of All Persons Involved [Redacted] 17. Which Veh. Occupied 2 18. Position In/on Vehicle Driver 19. Safety Equip. Used 3 20. Age 3 21. Sex [Redacted] 22. Injury A B C none Describe Injuries none If Deceased Enter Date of Death

**INSURANCE**

23 Identify Damaged Property Other Than Vehicle(s) none VIN \_\_\_\_\_

24 Name of Insurance Company That Issued Policy For Vehicle 1 \_\_\_\_\_ Policy Number \_\_\_\_\_

25 Name and Address Policy Holder \_\_\_\_\_

26 If Vehicle was Operated Under Permit (ICC, USDOT or NYSDOT), give No. \_\_\_\_\_ Name and Address of Permit Holder \_\_\_\_\_

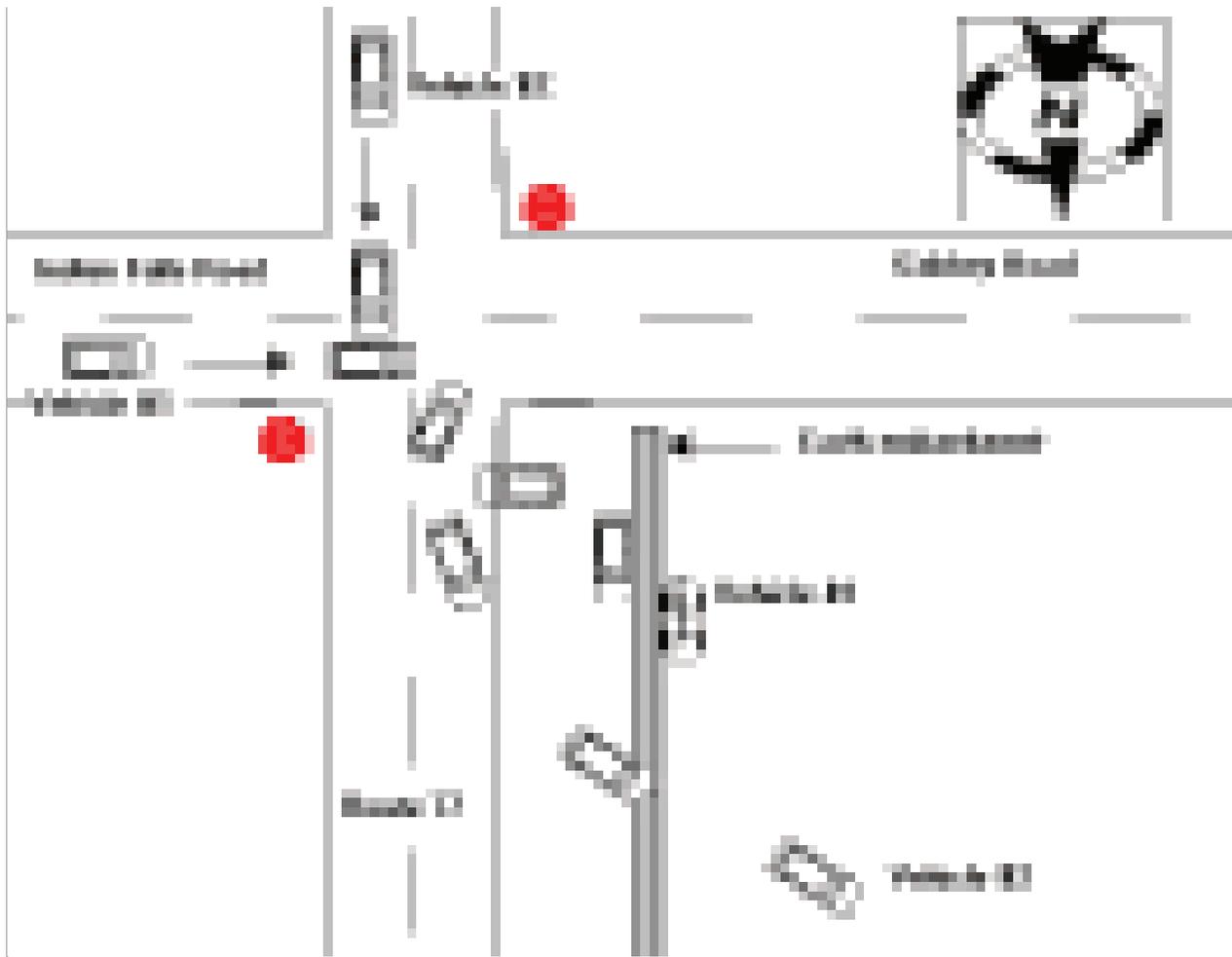
27 If Self-Insured, give Certificate No. \_\_\_\_\_ and State \_\_\_\_\_

28 Date \_\_\_\_\_ Print Name of Driver (or Representative) of Vehicle 1 \_\_\_\_\_

\* A representative may sign for the driver if the driver is unable to sign because of injury or death. If you are signing as the driver's representative, check the box that describes why the driver cannot sign.  Injury  Death An accident report is not considered complete and filed unless it is signed, and if not signed may result in the suspension of your driver's license.



Accident Type: 4



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

DOT Case: 34339893

Local Codes
SP1A41000467
4627304

MV-104A (7/01)
DMV COPY

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USE COVER SHEET
N

1 Accident Date: 06/20/2012, Day of Week: Wed, Military Time: 12:40, No. of Vehicles: 2, No. Injured: 0, No. Killed: 0, Not Investigated at Scene: [ ], Left Scene: [ ], Police Photos: [ ] Yes [X] No

VEHICLE 1, VEHICLE 2, BICYCLIST, PEDESTRIAN, OTHER PEDESTRIAN

2 VEHICLE 1 - Driver License ID Number, State of Lic., VEHICLE 2 - Driver License ID Number, State of Lic., Driver Name-exactly as printed on license

Address (Include Number & Street), Apt. No., City or Town, State, Zip Code

3 Date of Birth, Sex, Unlicensed, No. of Occupants 1, Public Property Damaged

Name-exactly as printed on registration, Sex, Date of Birth

Address (Include Number & Street), Apt. No., Haz. Mat. Code, Released

4 City or Town, State, Zip Code, Plate Number, State of Reg, Vehicle Year & Make, Vehicle Type, Ins. Code

Ticket/Arrest Number(s), Violation Section(s)

VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE, 15. TRAILER, 16. OVERTURNED, 17. DEMOLISHED, 18. NO DAMAGE, 19. OTHER

VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE, 15. TRAILER, 16. OVERTURNED, 17. DEMOLISHED, 18. NO DAMAGE, 19. OTHER

VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE, 15. TRAILER, 16. OVERTURNED, 17. DEMOLISHED, 18. NO DAMAGE, 19. OTHER

VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE, 15. TRAILER, 16. OVERTURNED, 17. DEMOLISHED, 18. NO DAMAGE, 19. OTHER

VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE, 15. TRAILER, 16. OVERTURNED, 17. DEMOLISHED, 18. NO DAMAGE, 19. OTHER

Reference Marker, Coordinates (if available), Latitude/Northing, Longitude/Easting

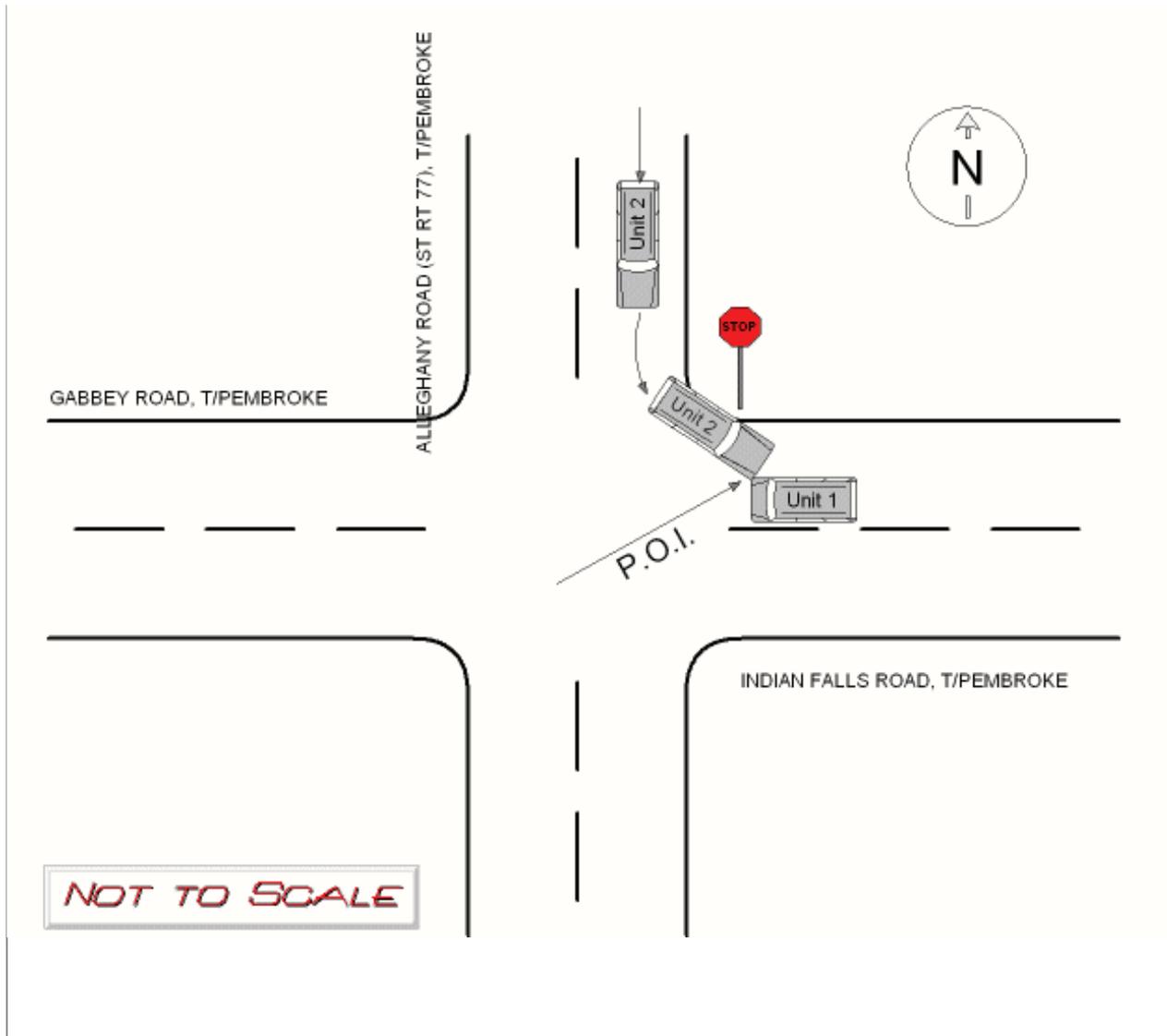
Place Where Accident Occurred: County GENE, City Village Town of PEMBROKE, TOWN OF, Road on which accident occurred ALLEGHANY RD

Accident Description/Officer's Notes: UNIT ONE FACING WESTBOUND ON INDIAN FALLS ROAD STOPPED AT A STOP SIGN, IN THE TOWN OF PEMBROKE. UNIT TWO HEADED SOUTHBOUND ON ALLEGHANY ROAD WHEN UNIT TWO FAILS TO MAINTAIN ITS LANE WHILE MAKING AN IMPROPER LEFT HAND TURN ONTO INDIAN FALLS ROAD, EASTBOUND. WHILE TURNING, UNIT TWO ENTERS THE LANE OCCUPIED BY UNIT ONE AND STRIKES SAME IN THE RIGHT FRONT BUMPER AND QUARTER PANEL CAUSING MINOR DAMAGE. UNIT ONE SUSTAINS MINOR COSMETIC SCUFF MARKS TO RIGHT FRONT BUMPER.

Table with columns: 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, BY, TO, 18, Names of all involved, Date of Death Only

Officer's Rank, Name and Signature: T J FERRIS, Badge/ID No. 2531, NCIC No. 11801, Precinct/Post Troop/Zone A1, Station/Beat Sector 41, Reviewing Officer Lobur, Ronald J, Date/Time Reviewed 06/21/2012 18:07

Accident Type: 7



New York State Department of Motor Vehicles  
**POLICE ACCIDENT REPORT**  
 MV-104A (7/01)  
 DMV COPY

DOT Case: 34393732

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USE COVER SHEET  
N

1 Accident Date: Month 07, Day 30, Year 2012. Day of Week: Mon. Military Time: 08:51. No. of Vehicles: 2. No. Injured: 0. No. Killed: 0. Not Investigated at Scene: . Left Scene: . Police Photos:  Yes,  No. Accident Reconstructed: .

VEHICLE 1  VEHICLE 2  BICYCLIST  PEDESTRIAN  OTHER PEDESTRIAN

2 VEHICLE 1 - Driver License ID Number: [Redacted], State of Lic: [Redacted]. VEHICLE 2 - Driver License ID Number: [Redacted], State of Lic: [Redacted]. Driver Name-exactly as printed on license: [Redacted].

Address (Include Number & Street): [Redacted], Apt. No.: [Redacted]. City or Town: [Redacted], State: [Redacted], Zip Code: [Redacted].

3 Date of Birth: [Redacted], Sex: [Redacted], Unlicensed: . No. of Occupants: 1. Public Property Damaged: . Name-exactly as printed on registration: [Redacted].

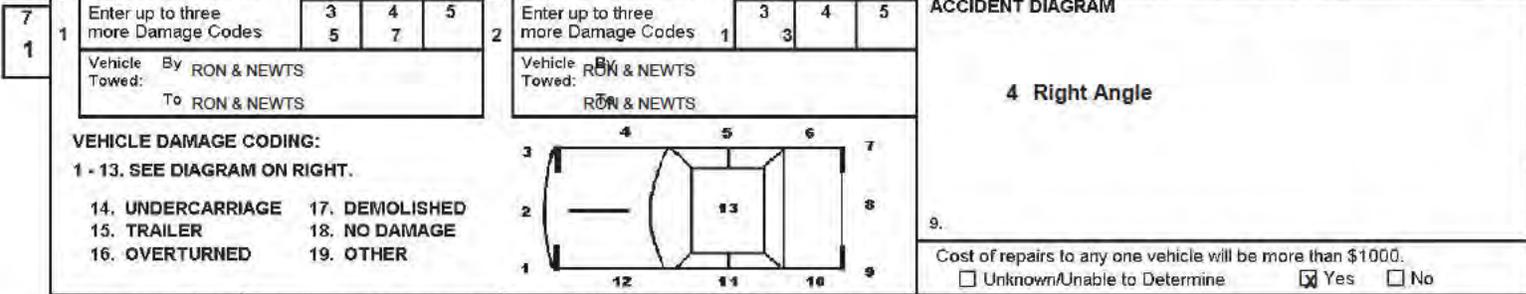
Address (Include Number & Street): [Redacted], Apt. No.: [Redacted], Haz. Mat. Code: [Redacted], Released: . City or Town: [Redacted], State: [Redacted], Zip Code: [Redacted].

4 Plate Number: [Redacted], State of Reg: [Redacted], Vehicle Year & Make: FORD 2002, Vehicle Type: PICK, Ins. Code: 240. Ticket/Arrest Number(s): 1A4306RHSP, 1A4306RHSP. Violation Section(s): 1140A, 1140A.

5 Plate Number: [Redacted], State of Reg: [Redacted], Vehicle Year & Make: STRN 2006, Vehicle Type: SUBN, Ins. Code: 413. Ticket/Arrest Number(s): [Redacted]. Violation Section(s): [Redacted].

6 Check if involved vehicle is:  more than 95 inches wide;  more than 34 feet long;  operated with an overweight permit;  operated with an overdimension permit. Check if involved vehicle is:  more than 95 inches wide;  more than 34 feet long;  operated with an overweight permit;  operated with an overdimension permit.

VEHICLE DAMAGE CODING: Box 1 - Point of Impact, Box 2 - Most Damage. Enter up to three more Damage Codes. VEHICLE DAMAGE CODING: 1 - 13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE, 15. TRAILER, 16. OVERTURNED, 17. DEMOLISHED, 18. NO DAMAGE, 19. OTHER.



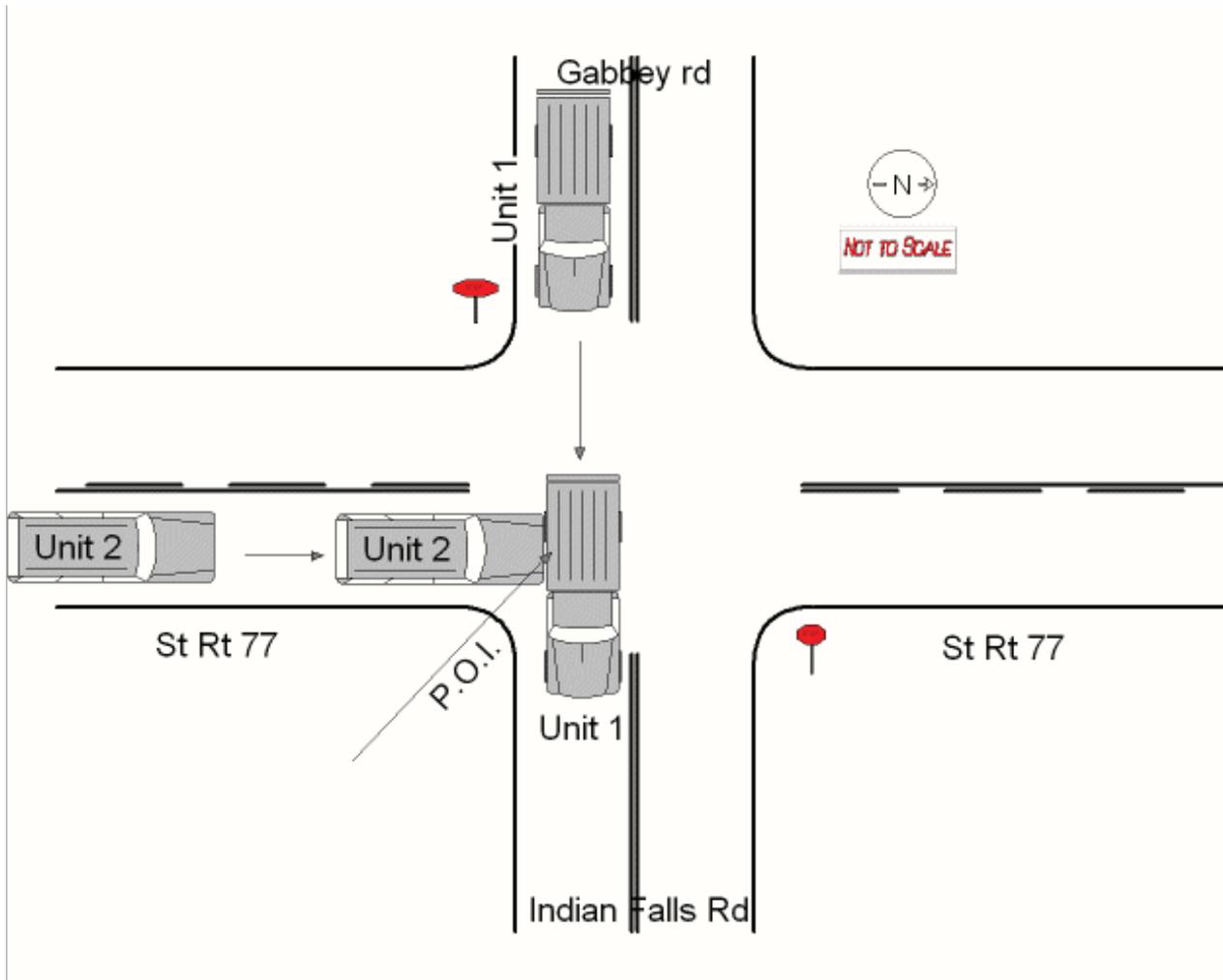
Reference Marker: 7 7, 4 1 0 2, 1 1 0 8. Coordinates (if available): Latitude/Northing: 222991, Longitude/Easting: 4768721. Place Where Accident Occurred: County GENE, Town of PEMBROKE, TOWN OF. Road on which accident occurred: ALLEGHANY RD, GABBEY RD.

Accident Description/Officer's Notes: VEHICLE 1 WAS TRAVELING EAST ON GABBEY ROAD. VEHICLE 1 STOPPED FOR THE STOP SIGN THEN ENTERED THE INTERSECTION TO CONTINUE EAST ONTO INDIAN FALLS ROAD. VEHICLE 1 DID NOT YIELD FOR VEHICLE 2 WHICH WAS TRAVELING NORTH ON ST RT 77. NO INJURIES REPORTED. WITNESS 1 OBSERVED VEHICLE 1 STOP FOR THE STOP SIGN THEN PULL IN FRONT OF VEHICLE 2 WHILE ATTEMPTING TO CROSS THE INTERSECTION.

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	17	1	-	-	-					[Redacted]	N/A
B	02	1	4	1	17	2	-	-	-					[Redacted]	N/A
C															
D															
E															
F															
G															

Officer's Rank, Name and Signature: TROOPER S A BRADY. Badge/ID No.: 695. NCIC No.: 11801. Precinct/Post Troop/Zone: A1. Station/Beat/Sector: 41. Reviewing Officer: Lobur, Ronald J. Date/Time Reviewed: 08/11/2012 10:54.

Accident Type: 4



New York State Department of Motor Vehicles  
**POLICE ACCIDENT REPORT**  
 MV-104A (7/01)  
 DMV COPY

DOT Case: 34502305

19  
61  
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1  
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1  
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7  
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-  
30  
USE COVER SHEET  
N

1  
-  
Accident Date: Month 10, Day 30, Year 2012  
 Day of Week: Tue  
 Military Time: 18:20  
 No. of Vehicles: 1  
 No. Injured: 0  
 No. Killed: 0  
 Not Investigated at Scene   
 Accident Reconstructed   
 Left Scene   
 Police Photos:  Yes  No

VEHICLE 1  VEHICLE 2  BICYCLIST  PEDESTRIAN  OTHER PEDESTRIAN

2  
-  
VEHICLE 1 - Driver License ID Number [Redacted] State of Lic. [Redacted]  
 VEHICLE 2 - Driver License ID Number [Redacted] State of Lic. [Redacted]  
 Driver Name-exactly as printed on license [Redacted]

Address (Include Number & Street) [Redacted] Apt. No. [Redacted]  
 City or Town [Redacted] State [Redacted] Zip Code [Redacted]

3  
1  
Date of Birth [Redacted] Sex [Redacted] Unlicensed   
 No. of Occupants: 2 Public Property Damaged

Name-exactly as printed on registration [Redacted] Sex [Redacted] Date of Birth [Redacted]  
 Address (Include Number & Street) [Redacted] Apt. No. [Redacted] Haz. Mat. Code [Redacted] Released

4  
5  
City or Town [Redacted] State [Redacted] Zip Code [Redacted]

Plate Number [Redacted] State of Reg. [Redacted] Vehicle Year & Make: DODG 2001  
 Vehicle Type: 4DSD Ins. Code: 478

5  
1  
Ticket/Arrest Number(s) [Redacted]  
 Violation Section(s) [Redacted]

6  
2  
Check if involved vehicle is:  
 more than 95 inches wide;  
 more than 34 feet long;  
 operated with an overweight permit;  
 operated with an overdimension permit.

VEHICLE DAMAGE CODING:  
 1 - 13. SEE DIAGRAM ON RIGHT.  
 14. UNDERCARRIAGE 17. DEMOLISHED  
 15. TRAILER 18. NO DAMAGE  
 16. OVERTURNED 19. OTHER

7  
2  
VEHICLE DAMAGE CODING:  
 1 - 13. SEE DIAGRAM ON RIGHT.  
 14. UNDERCARRIAGE 17. DEMOLISHED  
 15. TRAILER 18. NO DAMAGE  
 16. OVERTURNED 19. OTHER

Reference Marker [Redacted] Coordinates (if available) [Redacted]  
 Latitude/Northing: [Redacted]  
 Longitude/Easting: [Redacted]  
 Place Where Accident Occurred:  
 County: GENE  City  Village  Town of: PEMBROKE, TOWN OF  
 Road on which accident occurred: 1254 INDIAN FALLS ROAD (Route Number or Street Name)  
 at 1) intersecting street [Redacted] (Route Number or Street Name)  
 or 2) 10  N  E  S  W of ROUTE 77 (Milepost, Nearest Intersecting Route Number or Street Name)  
 Feet Miles

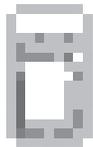
Accident Description/Officer's Notes  
 VEHICLE 1 WAS TRAVELING EAST ON INDIAN FALLS ROAD. A DEER ENTERED THE ROADWAY FROM THE SOUTH SHOULDER. VEHICLE 1 STRUCK THE DEER AS IT ATTEMPTED TO CROSS.

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only	
A	01	3	4	1	32	2	-	-	-					[Redacted]	N/A	
B	01	1	4	1	33	1	-	-	-					[Redacted]	N/A	
C																
D																
E																
F																
G																
Officer's Rank, Name and Signature DEPUTY CHAD J MINUTO											Badge/ID No. 013	NCIC No. 01800	Precinct/Post Troop/Zone NW	Station/Beat/ Sector	Reviewing Officer SANFRATELLO, T A	Date/Time Reviewed 10 / 31 / 2012 12:17

Accident Type: 9

Vehicle 1 Public Works

Event



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

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New York State Department of Motor Vehicles  
REPORT OF MOTOR VEHICLE ACCIDENT  
www.nysdmv.com

Use only for accidents that happen in New York State

BEFORE COMPLETING THIS FORM, READ THE INSTRUCTIONS IN SECTION A ON PAGE 2

DO NOT FORGET: ACCIDENT DATE: Page of  RUSH - DRIVER OF VEHICLE 1 - LICENSE SUSPENDED FOR FAILURE TO REPORT

Accident Date: Month 3, Day 14, Year 13 Day of Week: Thurs Time: 6:00 AM  PM Number of Vehicles: 2 Number Injured: 1 Number Killed: 0 Did police investigate accident at scene?  Yes  No "Yes", Name of Police Agency or Precinct & Accident Number: NYS SP1A45000507

DRIVER OF VEHICLE 1: Driver License ID Number, Driver Name, Address, City/Town, State, Zip Code, Date of Birth, Sex, Number of People in Vehicle (3), Public Property Damaged

DRIVER OF VEHICLE 2: Driver License ID Number, Driver Name, Address, City/Town, State, Zip Code, Date of Birth, Sex, Number of People in Vehicle (2), Public Property Damaged

REGISTRANT 1: Name, Address, City/Town, State, Zip Code, Vehicle Year & Make (2010 CHEV), Vehicle Type (4DSD), Ins. Code (470)

REGISTRANT 2: Name, Address, City/Town, State, Zip Code, Vehicle Year & Make (2012 KIA), Vehicle Type (4DSD), Ins. Code (352)

Estimated Cost of Property Damage - Vehicle 1:  \$1,001-\$1,500  \$1,501-\$2,500  Over \$2,500

VEHICLE DAMAGE: Describe damage to vehicle 1: REAR BUMPER RIGHT SIDE, TAIL LIGHT ASSEMBLY RIGHT SIDE, RIGHT SIDE QUARTER PANEL. ACCIDENT DIAGRAM: Circle one of the 9 diagrams (numbered 0-8) if it describes the accident. Describe damage to vehicle 2: LEFT FRONT FENDER, LEFT DOOR, FRONT BUMPER.

ACCIDENT LOCATION: Place Where Accident Occurred in New York State: County: GENESSEE City/Village/Town: CORFD Pembroke Road on which accident occurred: RTE 77 at 1) intersecting street: INDIAN FALLS ROAD How did the accident happen?: REAR ENDED WHILE MAKING A LEFT HAND TURN

ALL INVOLVED: Table with columns for Names of All Persons Involved, Which Veh. Occupied, Position in/on Vehicle, Safety Equip. Used, Age, Sex, Injury (A, B, C), Describe Injuries, If Deceased, Enter Date of Death. Includes entry for WHIPLASH.

INSURANCE: Identify Damaged Property Other Than Vehicle(s), Name of Insurance Company That Issued Policy For Vehicle 1, Name and Address of Policy Holder, VIN, Policy Number, Policy Period From, Name and Address of Permit Holder, and State.

Date: 3-24-13 Print Name of Driver (or Representative) of Vehicle 1: VICTOR H. REUBEN JR. Signature of Driver (or Representative) of Vehicle 1: Victor H. Reuben Jr.

\* A representative may sign for the driver if the driver is unable to sign because of injury or death. If you are signing as the driver's representative, check the box that describes why the driver cannot sign.  Injury  Death. An accident report is not considered complete and filed unless it is signed and if not signed may result in the suspension of your driver's license.

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

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CLAIM/FILE # 263 AD HPM3130 A

Use only for accidents that happen in New York State

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

BEFORE COMPLETING THIS FORM, READ THE INSTRUCTIONS IN SECTION A ON PAGE 2

Form sections: DRIVER, REGISTRANT, VEHICLE DAMAGE, ACCIDENT LOCATION, ALL INVOLVED, INSURANCE. Includes accident date (3/14/13), driver name (BUSH), vehicle details (2012 KIA, 2010 Chevy), and accident description (left front fender, right rear bumper).

Vertical column of numbers 1 through 30, likely a checklist or index for the form sections.

\* A representative may sign for the driver if the driver is unable to sign because of injury or death. If you are signing as the driver's representative, check the box that describes why the driver cannot sign. [ ] Injury [ ] Death

New York State Department of Motor Vehicles  
**POLICE ACCIDENT REPORT**

DOT Case: 34695648

Local Codes  
SP1A45000507  
5011183

MV-104A (7/01)  
DMV COPY

1 Accident Date: 03/14/2013, Day of Week: Thu, Military Time: 18:15, No. of Vehicles: 2, No. Injured: 0, No. Killed: 0, Not Investigated at Scene: [ ], Left Scene: [ ], Police Photos: [ ]

VEHICLE 1 [ ] VEHICLE 2 [x] BICYCLIST [ ] PEDESTRIAN [ ] OTHER PEDESTRIAN [ ]

2 VEHICLE 1 - Driver License ID Number, State of Lic., VEHICLE 2 - Driver License ID Number, State of Lic.

Driver Name-exactly as printed on license, Address (Include Number & Street), Apt. No.

City or Town, State, Zip Code

3 Date of Birth, Sex, Unlicensed, No. of Occupants, Public Property Damaged

Name-exactly as printed on registration, Sex, Date of Birth

Address (Include Number & Street), Apt. No., Haz. Mat. Code, Released

4 City or Town, State, Zip Code

Plate Number, State of Reg, Vehicle Year & Make, Vehicle Type, Ins. Code

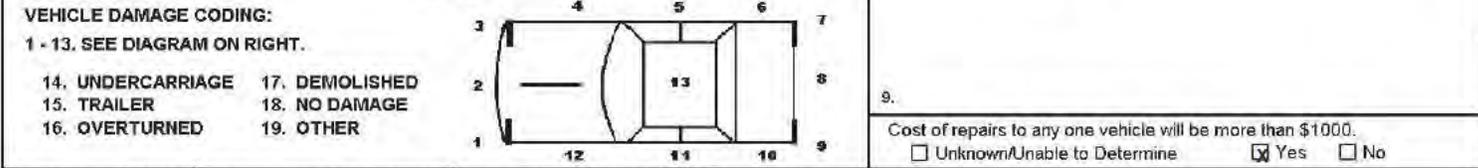
5 Ticket/Arrest Number(s), Violation Section(s)

6 Check if involved vehicle is: [ ] more than 95 inches wide; [ ] more than 34 feet long; [ ] operated with an overweight permit; [ ] operated with an overdimension permit.

VEHICLE DAMAGE CODING: Box 1 - Point of Impact, Box 2 - Most Damage

7 Enter up to three more Damage Codes, Vehicle By Towed: To

VEHICLE DAMAGE CODING: 1 - 13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE, 15. TRAILER, 16. OVERTURNED, 17. DEMOLISHED, 18. NO DAMAGE, 19. OTHER



Reference Marker: 7 7, 4 1 0 2, 1 1 0 8

Coordinates (if available): Latitude/Northing: 222991, Longitude/Easting: 4768721

Place Where Accident Occurred: County GENE, Town of PEMBROKE, TOWN OF, Road on which accident occurred ALLEGHANY RD, at 1) intersecting street GABBEY RD

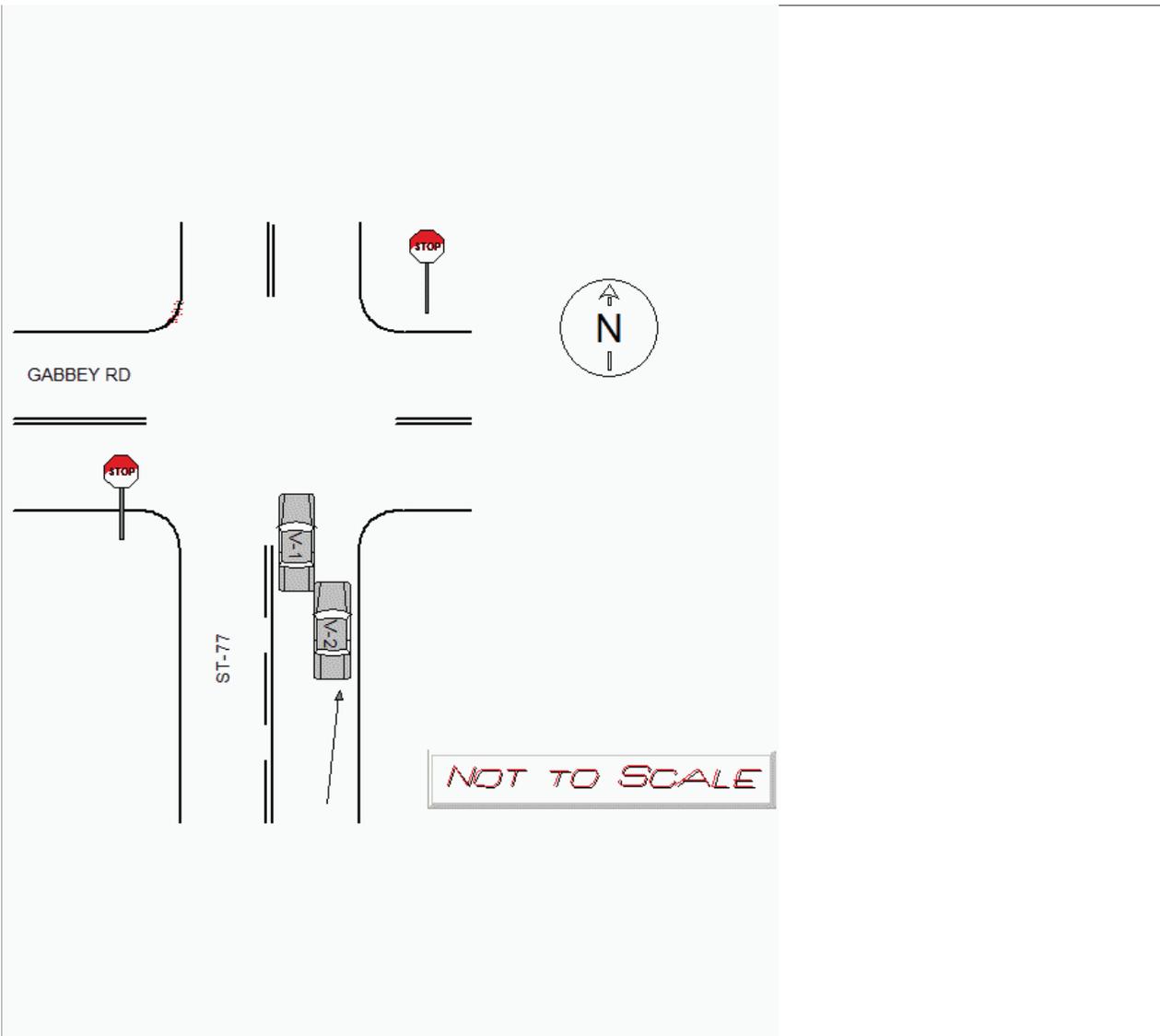
Accident Description/Officer's Notes: V-1 STOPPED IN TRAFFIC ON ST-77, IN A NORTHBOUND DIRECTION, ATTEMPTING TO MAKE A LEFT TURN ONTO GABBEY RD. V-2 TRAVELING NORTHBOUND ON ST-77. OPERATOR OF V-2 FAILS TO OBSERVE V-1 STOPPED IN TRAFFIC. THE LEFT FRONT OF V-2 STRIKES THE RIGHT REAR OF V-1.

Table with columns: 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, BY, TO, 18, Names of all involved, Date of Death Only. Rows A through G.

Officer's Rank, Name and Signature: TROOPER Ryan A Dulkiewicz, Badge/ID No. 4931, NCIC No. 11801, Precinct/Post Troop/Zone A1, Station/Beat/Sector 41, Reviewing Officer LOBUR, RONALD, Date/Time Reviewed 03/16/2013 16:16

19  
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23  
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29  
30  
USE COVER SHEET  
N

Accident Type: 2



FOLD → ← HERE

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

www.nysdmv.com

BEFORE COMPLETING THIS FORM, READ THE INSTRUCTIONS IN SECTION A ON PAGE 2

Use only for accidents that happen in New York State

DO NOT FORGET ACCIDENT DATE Page of  RUSH - DRIVER OF VEHICLE 1 - LICENSE SUSPENDED FOR FAILURE TO REPORT

Accident Date: Month 05 Day 30 Year 2013 Day of Week THUR Time 1142  AM  PM Number of Vehicles 2 Number Injured 1 Number Killed 0 Did police investigate accident at scene?  Yes  No If "Yes", Name of Police Agency or Precinct & Accident Number GENESEE CO. SHERIFF W12398000153

**DRIVER**

**DRIVER OF VEHICLE 1**  VEHICLE 2  PEDESTRIAN  BICYCLIST  OTHER PEDESTRIAN

**REGISTRANT**

**VEHICLE DAMAGE**

**ACCIDENT LOCATION**

**ALL INVOLVED**

**INSURANCE**

Date 06/03/2013 Print Name of Driver (or Representative) of Vehicle 1 \_\_\_\_\_ Signature of Driver (or Representative) of Vehicle 1 \_\_\_\_\_

1

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

Injury  Death

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

New York State Department of Motor Vehicles  
**POLICE ACCIDENT REPORT**  
 MV-104A (7/01)  
 DMV COPY

DOT Case: 34796452

Page of Pages  
 Local Codes  
 W12398000155  
 13-11953

1 Accident Date Month 05 Day 30 Year 2013 Day of Week Thu Military Time 11:42 No. of Vehicles 2 No. Injured 1 No. Killed 0 Not Investigated at Scene  Left Scene  Police Photos  Yes  No  
 Accident Reconstructed

VEHICLE 1  VEHICLE 2  BICYCLIST  PEDESTRIAN  OTHER PEDESTRIAN

2 VEHICLE 1 - Driver License ID Number [Redacted] State of Lic. [Redacted] VEHICLE 2 - Driver License ID Number [Redacted] State of Lic. [Redacted]  
 Driver Name-exactly as printed on license [Redacted] Driver Name-exactly as printed on license [Redacted]

3 Address (Include Number & Street) [Redacted] Apt. No. [Redacted] Address (Include Number & Street) [Redacted] Apt. No. [Redacted]  
 City or Town [Redacted] State [Redacted] Zip Code [Redacted]

3 Date of Birth [Redacted] Sex 2 Unlicensed  No. of Occupants 1 Public Property Damaged  Date of Birth [Redacted] Sex 1 Unlicensed  No. of Occupants 1 Public Property Damaged

Name-exactly as printed on registration [Redacted] Sex [Redacted] Date of Birth [Redacted] Name-exactly as printed on registration [Redacted] Sex [Redacted] Date of Birth [Redacted]  
 Address (Include Number & Street) [Redacted] Apt. No. [Redacted] Haz. Mat. Code [Redacted] Released  Address (Include Number & Street) [Redacted] Apt. No. [Redacted] Haz. Mat. Code [Redacted] Released

4 City or Town [Redacted] State [Redacted] Zip Code [Redacted] City or Town [Redacted] State [Redacted] Zip Code [Redacted]

1 Plate Number [Redacted] State of Reg. [Redacted] Vehicle Year & Make TOYT 2003 Vehicle Type SUBN Ins. Code 355 Plate Number [Redacted] State of Reg. [Redacted] Vehicle Year & Make DODG 2002 Vehicle Type SUBN Ins. Code 011

5 Ticket/Arrest Number(s) 23980078W1 Ticket/Arrest Number(s) [Redacted]  
 Violation Section(s) 1142A Violation Section(s) [Redacted]

6 Check if involved vehicle is:  
 more than 95 inches wide;  
 more than 34 feet long;  
 operated with an overweight permit;  
 operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES  
 Box 1 - Point of Impact 1 2  
 Box 2 - Most Damage 5 5  
 Enter up to three more Damage Codes 3 4 5

VEHICLE 2 DAMAGE CODES  
 Box 1 - Point of Impact 1 1 2  
 Box 2 - Most Damage 1 1 1  
 Enter up to three more Damage Codes 2 3 4 5

VEHICLE DAMAGE CODING:  
 1 - 13. SEE DIAGRAM ON RIGHT.  
 14. UNDERCARRIAGE 17. DEMOLISHED  
 15. TRAILER 18. NO DAMAGE  
 16. OVERTURNED 19. OTHER

VEHICLE 1 Towed: By RON AND NEWT'S To RON AND NEWT'S  
 VEHICLE 2 Towed: By JIM AND BOB'S To JIM AND BOB'S

VEHICLE DAMAGE CODING: 1 - 13. SEE DIAGRAM ON RIGHT.

VEHICLE DAMAGE CODING: 14. UNDERCARRIAGE 17. DEMOLISHED  
 15. TRAILER 18. NO DAMAGE  
 16. OVERTURNED 19. OTHER

Reference Marker 7 7 Coordinates (if available) Latitude/Northing: [Redacted]  
 4 1 0 2 Longitude/Easting: [Redacted]  
 1 1 0 8

Place Where Accident Occurred:  
 County GENE City  Village  Town of PEMBROKE, TOWN OF  
 Road on which accident occurred 8118 ROUTE 77 (Route Number or Street Name)  
 at 1) intersecting street GABBEY RD (Route Number or Street Name)  
 or 2) [Redacted] N  E  S  W of [Redacted] (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes  
 VEHICLE #1 WAS EASTBOUND ON GABBEY RD AND STOPPED AT THE STOP SIGN AT ROUTE 77. VEHICLE #2 WAS NORTHBOUND ON ROUTE 77. DRIVER #1 STATED SHE DID NOT SEE ANYONE COMING SO SHE PULLED OUT. VEHICLE #2 SWERVED TO THE RIGHT AND ATTEMPTED TO AVOID VEHICLE #1 BUT COULD NOT. VEHICLE #2 COLLIDED WITH VEHICLE #1 IN THE NORTHBOUND LANE OF ROUTE 77. [Redacted]

Reference Marker 7 7 Coordinates (if available) Latitude/Northing: [Redacted]  
 4 1 0 2 Longitude/Easting: [Redacted]  
 1 1 0 8

Place Where Accident Occurred:  
 County GENE City  Village  Town of PEMBROKE, TOWN OF  
 Road on which accident occurred 8118 ROUTE 77 (Route Number or Street Name)  
 at 1) intersecting street GABBEY RD (Route Number or Street Name)  
 or 2) [Redacted] N  E  S  W of [Redacted] (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes  
 VEHICLE #1 WAS EASTBOUND ON GABBEY RD AND STOPPED AT THE STOP SIGN AT ROUTE 77. VEHICLE #2 WAS NORTHBOUND ON ROUTE 77. DRIVER #1 STATED SHE DID NOT SEE ANYONE COMING SO SHE PULLED OUT. VEHICLE #2 SWERVED TO THE RIGHT AND ATTEMPTED TO AVOID VEHICLE #1 BUT COULD NOT. VEHICLE #2 COLLIDED WITH VEHICLE #1 IN THE NORTHBOUND LANE OF ROUTE 77. [Redacted]

Reference Marker 7 7 Coordinates (if available) Latitude/Northing: [Redacted]  
 4 1 0 2 Longitude/Easting: [Redacted]  
 1 1 0 8

Place Where Accident Occurred:  
 County GENE City  Village  Town of PEMBROKE, TOWN OF  
 Road on which accident occurred 8118 ROUTE 77 (Route Number or Street Name)  
 at 1) intersecting street GABBEY RD (Route Number or Street Name)  
 or 2) [Redacted] N  E  S  W of [Redacted] (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes  
 VEHICLE #1 WAS EASTBOUND ON GABBEY RD AND STOPPED AT THE STOP SIGN AT ROUTE 77. VEHICLE #2 WAS NORTHBOUND ON ROUTE 77. DRIVER #1 STATED SHE DID NOT SEE ANYONE COMING SO SHE PULLED OUT. VEHICLE #2 SWERVED TO THE RIGHT AND ATTEMPTED TO AVOID VEHICLE #1 BUT COULD NOT. VEHICLE #2 COLLIDED WITH VEHICLE #1 IN THE NORTHBOUND LANE OF ROUTE 77. [Redacted]

Reference Marker 7 7 Coordinates (if available) Latitude/Northing: [Redacted]  
 4 1 0 2 Longitude/Easting: [Redacted]  
 1 1 0 8

Place Where Accident Occurred:  
 County GENE City  Village  Town of PEMBROKE, TOWN OF  
 Road on which accident occurred 8118 ROUTE 77 (Route Number or Street Name)  
 at 1) intersecting street GABBEY RD (Route Number or Street Name)  
 or 2) [Redacted] N  E  S  W of [Redacted] (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes  
 VEHICLE #1 WAS EASTBOUND ON GABBEY RD AND STOPPED AT THE STOP SIGN AT ROUTE 77. VEHICLE #2 WAS NORTHBOUND ON ROUTE 77. DRIVER #1 STATED SHE DID NOT SEE ANYONE COMING SO SHE PULLED OUT. VEHICLE #2 SWERVED TO THE RIGHT AND ATTEMPTED TO AVOID VEHICLE #1 BUT COULD NOT. VEHICLE #2 COLLIDED WITH VEHICLE #1 IN THE NORTHBOUND LANE OF ROUTE 77. [Redacted]

Reference Marker 7 7 Coordinates (if available) Latitude/Northing: [Redacted]  
 4 1 0 2 Longitude/Easting: [Redacted]  
 1 1 0 8

Place Where Accident Occurred:  
 County GENE City  Village  Town of PEMBROKE, TOWN OF  
 Road on which accident occurred 8118 ROUTE 77 (Route Number or Street Name)  
 at 1) intersecting street GABBEY RD (Route Number or Street Name)  
 or 2) [Redacted] N  E  S  W of [Redacted] (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes  
 VEHICLE #1 WAS EASTBOUND ON GABBEY RD AND STOPPED AT THE STOP SIGN AT ROUTE 77. VEHICLE #2 WAS NORTHBOUND ON ROUTE 77. DRIVER #1 STATED SHE DID NOT SEE ANYONE COMING SO SHE PULLED OUT. VEHICLE #2 SWERVED TO THE RIGHT AND ATTEMPTED TO AVOID VEHICLE #1 BUT COULD NOT. VEHICLE #2 COLLIDED WITH VEHICLE #1 IN THE NORTHBOUND LANE OF ROUTE 77. [Redacted]

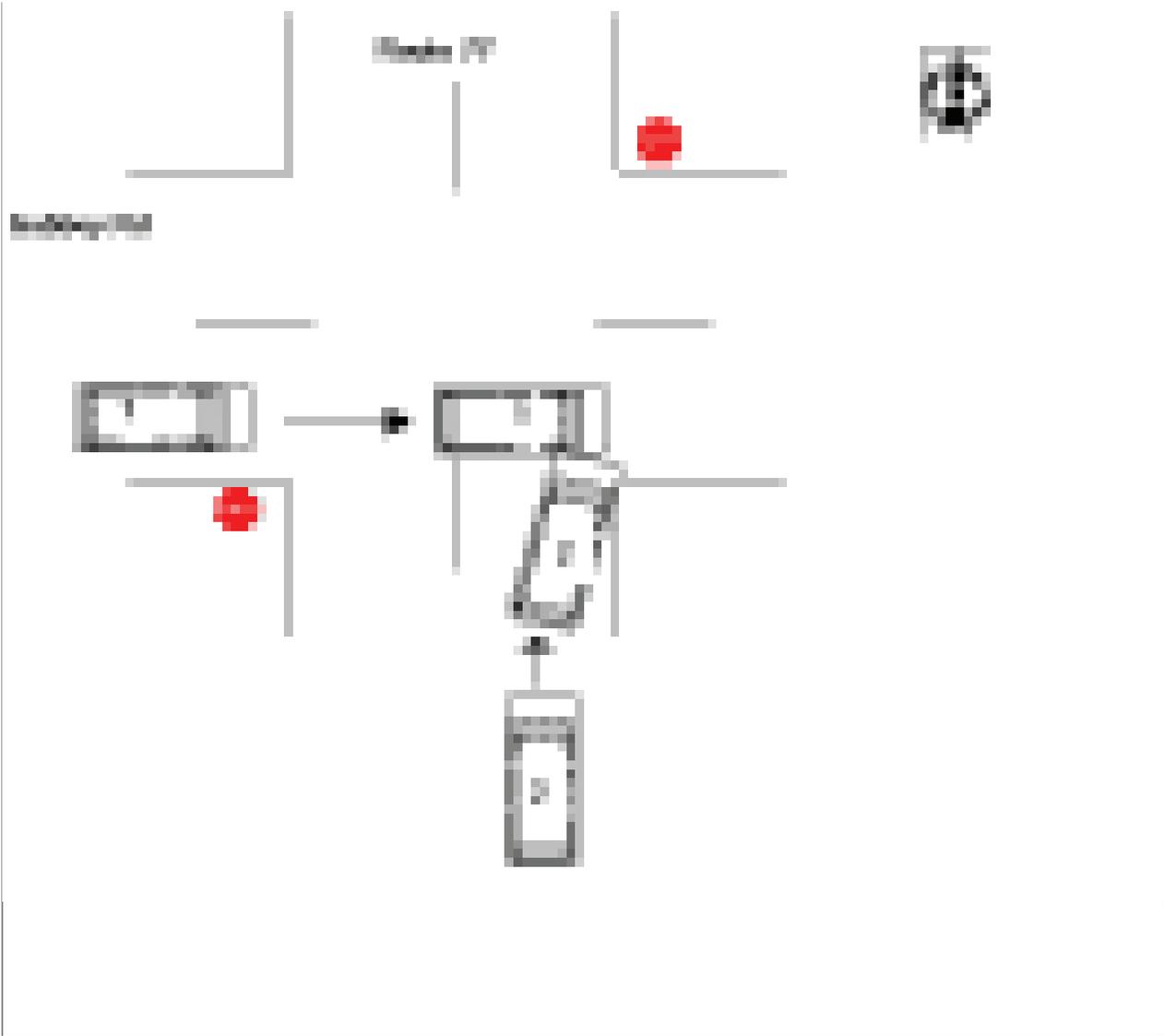
Officer's Rank, Name and Signature DEPUTY E K SEPPALA *Det. E. K. Seppala* Badge/ID No. 031 NCIC No. 01800 Precinct/Post Troop/Zone W Station/Beat/ Sector [Redacted] Reviewing Officer SANFRATELLO, T A Date/Time Reviewed 06 / 03 / 2013 10:55

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	[Redacted]	2	6	12	6	10329	1801	[Redacted]	[Redacted]	N/A	
B	02	1	4	1	[Redacted]	1	-	-	-					N/A	
C															
D															
E															
F															
G															

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1  
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USE COVER SHEET  
N

Accident Type: 4



New York State Department of Motor Vehicles  
**POLICE ACCIDENT REPORT**

DOT Case: 34852357

Local Codes  
W14190000715  
13-14663

MV-104A (7/01)  
DMV COPY

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29  
30  
USE COVER SHEET  
N

1 Accident Date: 06/30/2013, Day of Week: Sun, Military Time: 15:23, No. of Vehicles: 2, No. Injured: 0, No. Killed: 0, Not Investigated at Scene: [ ], Left Scene: [ ], Police Photos: [ ] Yes [X] No

VEHICLE 1 [ ] VEHICLE 2 [X] BICYCLIST [ ] PEDESTRIAN [ ] OTHER PEDESTRIAN [ ]

2 VEHICLE 1 - Driver License ID Number [ ], State of Lic. [ ], VEHICLE 2 - Driver License ID Number [ ], State of Lic. [ ]

3 Driver Name - exactly as printed on license [ ], Address (Include Number & Street) [ ], Apt. No. [ ], City or Town [ ], State [ ], Zip Code [ ]

3 Date of Birth [ ], Sex 1 [ ], Unlicensed [ ], No. of Occupants 1 [ ], Public Property Damaged [ ], VEHICLE 2: Date of Birth [ ], Sex 1 [ ], Unlicensed [ ], No. of Occupants 6 [ ], Public Property Damaged [ ]

4 Name - exactly as printed on registration [ ], Sex [ ], Date of Birth [ ], Address (Include Number & Street) [ ], Apt. No. [ ], Haz. Mat. Code [ ], Released [ ]

4 City or Town [ ], State [ ], Zip Code [ ], VEHICLE 2: City or Town [ ], State NY, Zip Code 14004

1 State Number [ ], State of Reg. [ ], Vehicle Year & Make STRN 2002, Vehicle Type 4DSD, Ins. Code 287, VEHICLE 2: State Number [ ], State of Reg. [ ], Vehicle Year & Make DODG 2003, Vehicle Type SUBN, Ins. Code 011

5 Ticket/Arrest Number(s) [ ], Violation Section(s) 1142A, VEHICLE 2: Ticket/Arrest Number(s) [ ], Violation Section(s) [ ]

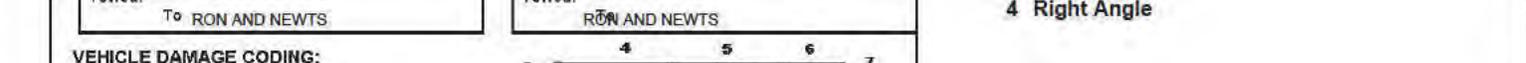
6 Check if involved vehicle is: [ ] more than 95 inches wide; [ ] more than 34 feet long; [ ] operated with an overweight permit; [ ] operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES: Box 1 - Point of Impact [ ], Box 2 - Most Damage [ ], Enter up to three more Damage Codes [ ]

VEHICLE 2 DAMAGE CODES: Box 1 - Point of Impact [ ], Box 2 - Most Damage [ ], Enter up to three more Damage Codes [ ]

VEHICLE 1 Towed: By RON AND NEWTS, To RON AND NEWTS; VEHICLE 2 Towed: By RON AND NEWTS, To RON AND NEWTS

VEHICLE DAMAGE CODING: 1 - 13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE, 15. TRAILER, 16. OVERTURNED, 17. DEMOLISHED, 18. NO DAMAGE, 19. OTHER



Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles. 4 Right Angle

9. Cost of repairs to any one vehicle will be more than \$1000. [ ] Unknown/Unable to Determine [X] Yes [ ] No

Reference Marker: 7 7, 4 1 0 2, 1 1 0 8; Coordinates (if available) Latitude/Northing: [ ], Longitude/Easting: [ ]

Place Where Accident Occurred: County GENE, City [ ], Village [ ], Town of PEMBROKE, TOWN OF; Road on which accident occurred 8112 ROUTE 77

at 1) intersecting street GABBEBY ROAD; or 2) Feet [ ], Miles [ ]

Accident Description/Officer's Notes: VEHICLE 2 WAS TRAVELING NORTH ON ROUTE 77 APPROACHING THE INTERSECTION OF GABBEBY ROAD. VEHICLE 1 WAS STOPPED AT A STOP SIGN ON GABBEBY ROAD AT THE INTERSECTION OF ROUTE 77. DRIVER OF VEHICLE 1 STATED HE DID NOT SEE VEHICLE 2 AS HE PROCEEDED INTO THE INTERSECTION. AS A RESULT, VEHICLE 1 STRUCK VEHICLE 2.

Table with columns: 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, BY, TO, 18, Names of all involved, Date of Death Only

Table with columns: 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, BY, TO, 18, Names of all involved, Date of Death Only

Table with columns: 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, BY, TO, 18, Names of all involved, Date of Death Only

Table with columns: 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, BY, TO, 18, Names of all involved, Date of Death Only

Table with columns: 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, BY, TO, 18, Names of all involved, Date of Death Only

Table with columns: 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, BY, TO, 18, Names of all involved, Date of Death Only

Table with columns: 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, BY, TO, 18, Names of all involved, Date of Death Only

Table with columns: 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, BY, TO, 18, Names of all involved, Date of Death Only

Officer's Rank, Name and Signature: DEPUTY CHAD J MINUTO; Badge/ID No. 013; NCIC No. 01800; Precinct/Post Troop/Zone SW; Station/Beat/Sector [ ]; Reviewing Officer MEIDES, RONALD E; Date/Time Reviewed 07/02/2013 16:31

New York State Department of Motor Vehicles  
**POLICE ACCIDENT REPORT**  
 MV-104A (7/01)  
 DMV COPY

DOT Case: 34852357

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29  
30  
USE COVER SHEET  
N

1 Accident Date: Month 06, Day 30, Year 2013; Day of Week: Sun; Military Time: 15:23; No. of Vehicles: 2; No. Injured: 0; No. Killed: 0; Not Investigated at Scene: ; Left Scene: ; Police Photos:  Yes,  No; Accident Reconstructed:

VEHICLE 1  VEHICLE 2  BICYCLIST  PEDESTRIAN  OTHER PEDESTRIAN

2 VEHICLE 1 - Driver License ID Number: [ ]; State of Lic.: [ ]; VEHICLE 2 - Driver License ID Number: [ ]; State of Lic.: [ ]  
 Driver Name-exactly as printed on license: [ ]

Address (Include Number & Street): [ ]; Apt. No.: [ ]

City or Town: [ ]; State: [ ]; Zip Code: [ ]

3 Date of Birth: [ ]; Sex: [ ]; Unlicensed: ; No. of Occupants: [ ]; Public Property Damaged:

Name-exactly as printed on registration: [ ]; Sex: [ ]; Date of Birth: [ ]

Address (Include Number & Street): [ ]; Apt. No.: [ ]; Haz. Mat. Code: [ ]; Released:

4 City or Town: [ ]; State: [ ]; Zip Code: [ ]

Ticket/Arrest Number(s): [ ]

5 Violation Section(s): [ ]

6 Check if involved vehicle is:  more than 95 inches wide;  more than 34 feet long;  operated with an overweight permit;  operated with an overdimension permit.

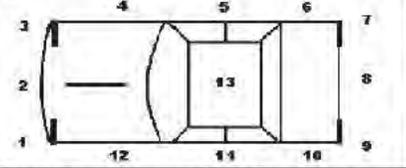
VEHICLE 1 DAMAGE CODES: Box 1 - Point of Impact [ ]; Box 2 - Most Damage [ ]

7 Enter up to three more Damage Codes: [ ] [ ] [ ]

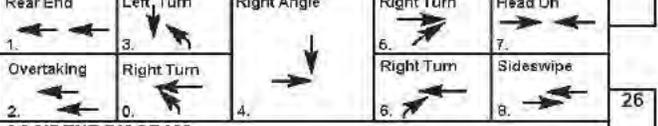
Vehicle By Towed: To [ ]

VEHICLE DAMAGE CODING: 1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED  
 15. TRAILER 18. NO DAMAGE  
 16. OVERTURNED 19. OTHER



Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.



ACCIDENT DIAGRAM  
 4 Right Angle

Cost of repairs to any one vehicle will be more than \$1000.  Unknown/Unable to Determine  Yes  No

Reference Marker: [ ]; Coordinates (if available) Latitude/Northing: [ ]

Place Where Accident Occurred: County GENE; City/Village/Town of PEMBROKE, TOWN OF

Road on which accident occurred: 8112 ROUTE 77; at 1) intersecting street GABBEY ROAD

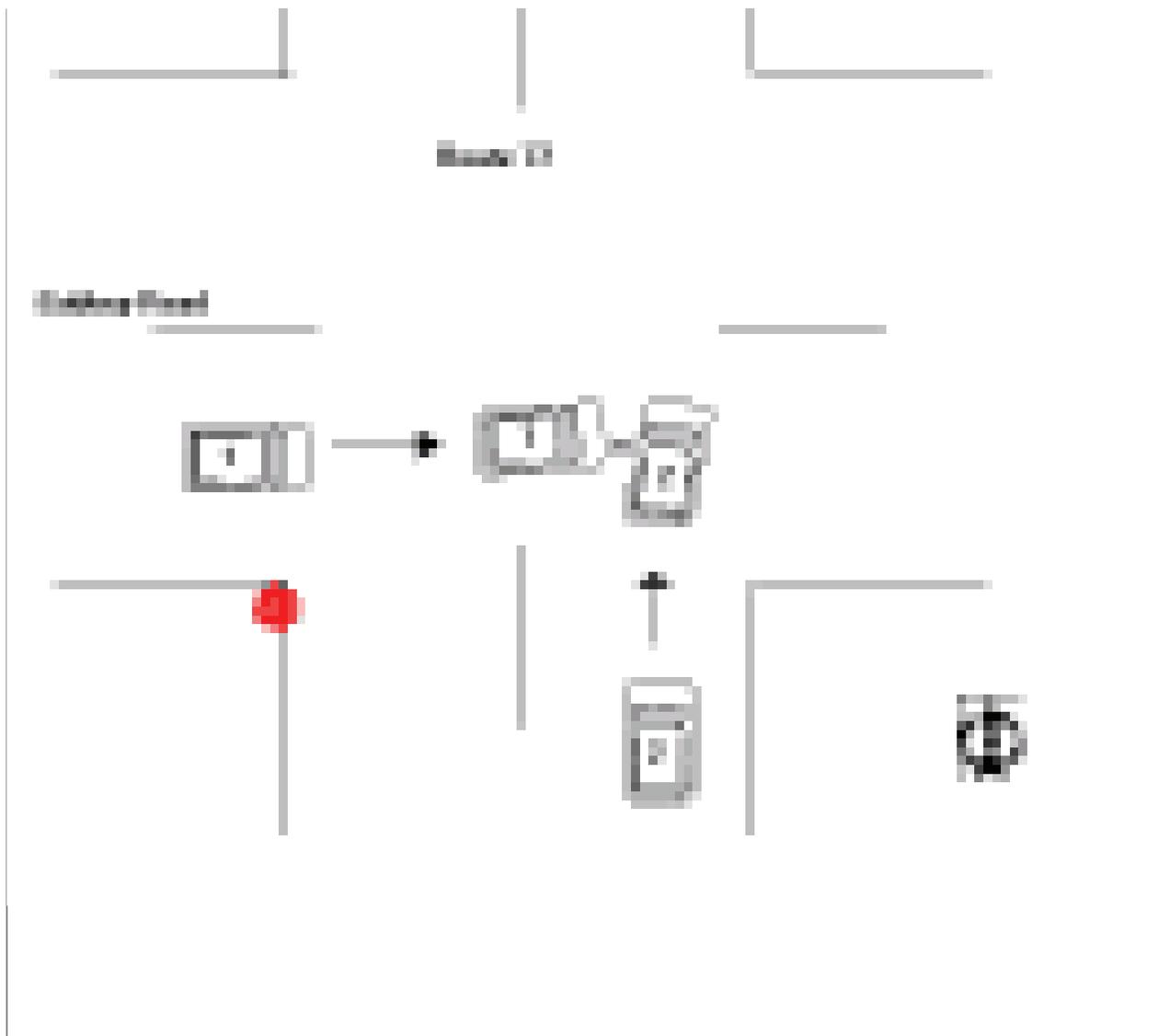
Accident Description/Officer's Notes

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	02	4	5	1	3	2	-	-	-					[REDACTED]	N/A
B															
C															
D															
E															
F															
G															

ALL INVOLVED

Officer's Rank, Name and Signature: DEPUTY CHAD J MINUTO; Badge/ID No. 013; NCIC No. 01800; Precinct/Post Troop/Zone SW; Station/Beat/Sector [ ]; Reviewing Officer: MEIDES, RONALD E; Date/Time Reviewed: 07/02/2013 16:31

Accident Type: 4



FOLD → ← HERE

New York State Department of Motor Vehicles  
REPORT OF MOTOR VEHICLE ACCIDENT  
www.dmv.ny.gov

Use only for accidents that happen in New York State

BEFORE COMPLETING THIS FORM, READ THE INSTRUCTIONS IN SECTION A ON PAGE 2

DO NOT FORGET ACCIDENT DATE Page 1 of 1  RUSH - DRIVER OF VEHICLE 1 - LICENSE SUSPENDED FOR FAILURE TO REPORT

Accident Date: 8/14/13 Day of Week: Weds Time: 8:32 PM Number of Vehicles: 2 Number Injured: 1 Number Killed: 0 Did police investigate accident at scene?  Yes  No Name of Police Agency or Precinct & Accident Number: Genesee County Sheriff

**DRIVER**  
 1. Driver: [Redacted] State of License: [Redacted]  
 2. Address (Include Number & Street): [Redacted] Apt. Number: [Redacted]  
 3. Date of Birth: [Redacted] Sex: [Redacted] Number of People in Vehicle: 1 Public Property Damaged:   
 4. Name exactly as printed on registration: [Redacted] Date of Birth: [Redacted] Sex: [Redacted]  
 5. Address (Include Number & Street): [Redacted] Apt. Number: [Redacted]  
 6. Vehicle Year & Make: 1998 Toyota Vehicle Type: 485D Ins. Code: 220  
 7. Vehicle Year & Make: 2004 Buick Vehicle Type: 485D Ins. Code: 639

**VEHICLE DAMAGE**  
 8. Describe damage to vehicle 1: Front end - Hood, Bumper, Side marker lights, passenger front quarter panel  
 9. Describe damage to vehicle 2: Rear passenger quarter panel  
 10. ACCIDENT DIAGRAM: Circle one of the 9 diagrams (numbered 0-8) if it describes the accident, or draw your own diagram below in space #9.  
 11. Diagram: [Hand-drawn diagram showing a T-junction with a stop sign on the cross street. Vehicle 1 is on the main road, and Vehicle 2 is on the cross street. Arrows indicate directions of travel. A circle is drawn around the 'Right Angle' diagram (1). Handwritten notes include 'RT 77' and 'stop sign'.

**ACCIDENT LOCATION**  
 12. Place Where Accident Occurred in New York State:  
 13. County: Genesee City  Village  Town of: Pembroke Permanent Landmark: \_\_\_\_\_  
 14. Road on which accident occurred: Rt 77 (Route Number or Street Name)  
 15. at (1) intersecting street: Indian Falls Rd. (Route Number or Street Name)  
 16. or (2) \_\_\_\_\_ (Route Number or Street Name)  
 17. How did the accident happen?  
 18. Traveling in 55 mph zone on Rt 77. Car #2 was stopped at the stop sign on Indian Falls Rd pulled out to cross Rt 77 and did not look for traffic. Driver #2 was ticketed at the scene for failure to yield.

**ALL INVOLVED**  
 19. Name of All Persons Involved: [Redacted]  
 20. B. Which Veh Occupied: 1, 2, 2  
 21. C. Position in/on Vehicle: 1, 1, 3  
 22. 10. Safety Equip. Used: 34  
 23. 12. Age: [Redacted]  
 24. 13. Sex: [Redacted]  
 25. 16. Injury: A [checked], B [checked], C [checked]  
 26. Describe Injuries: Back, neck, right shoulder  
 27. If Deceased, Enter Date of Death: \_\_\_\_\_

**INSURANCE**  
 28. Identify Damaged Property Other Than Vehicle(s): [Redacted] VIN: [Redacted]  
 29. Name of Insurance Company That Issued Policy For Vehicle 1: [Redacted] Policy Number: [Redacted]  
 30. Name and Address of Policy Holder: [Redacted] Policy Period From: [Redacted]

Date: 8/22/13 Print Name of Driver (or Representative) of Vehicle 1: [Redacted] Signature of Driver (or Representative) of Vehicle 1: [Redacted]

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

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

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

DOT Case: 34889446

Local Codes
W15514000257
13-18802

MV-104A (7/01)
DMV COPY

19
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1 Accident Date Month 08 / Day 14 / Year 2013 Day of Week Wed Military Time 20:36 No. of Vehicles 2 No. Injured 2 No. Killed 0 Not Investigated at Scene [ ] Left Scene [ ] Police Photos [ ] Yes [X] No Accident Reconstructed [ ]

VEHICLE 1 [ ] VEHICLE 2 [X] BICYCLIST [ ] PEDESTRIAN [ ] OTHER PEDESTRIAN [ ]

2 VEHICLE 1 - Driver License ID Number [ ] State of Lic. [ ] VEHICLE 2 - Driver License ID Number [ ] State of Lic. [ ] Driver Name-exactly as printed on license [ ]

Address (Include Number & Street) Apt. No. [ ]

City or Town [ ] State [ ] Zip Code [ ]

3 Date of Birth [ ] Sex [ ] Unlicensed [ ] No. of Occupants 2 Public Property Damaged [ ]

Name-exactly as printed on registration [ ] Sex [ ] Date of Birth [ ] Address (Include Number & Street) [ ]

4 City or Town [ ] State NY Zip Code 14020

3 Plate Number [ ] State of Reg. [ ] Vehicle Year & Make BUIC 2004 Vehicle Type 4DSD Ins. Code 639

5 Ticket/Arrest Number(s) [ ] Violation Section(s) [ ]

VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER

VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER

VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER

Reference Marker [ ] Coordinates (if available) Latitude/Northing: [ ] Longitude/Easting: [ ] Place Where Accident Occurred: County GENE [ ] City [ ] Village [ ] Town of PEMBROKE, TOWN OF Road on which accident occurred ROUTE 77 (Route Number or Street Name) at 1) intersecting street INDIAN FALLS ROAD (Route Number or Street Name) or 2) [ ] N [ ] E [ ] S [ ] W of [ ] (Milepost, Nearest Intersecting Route Number or Street Name)

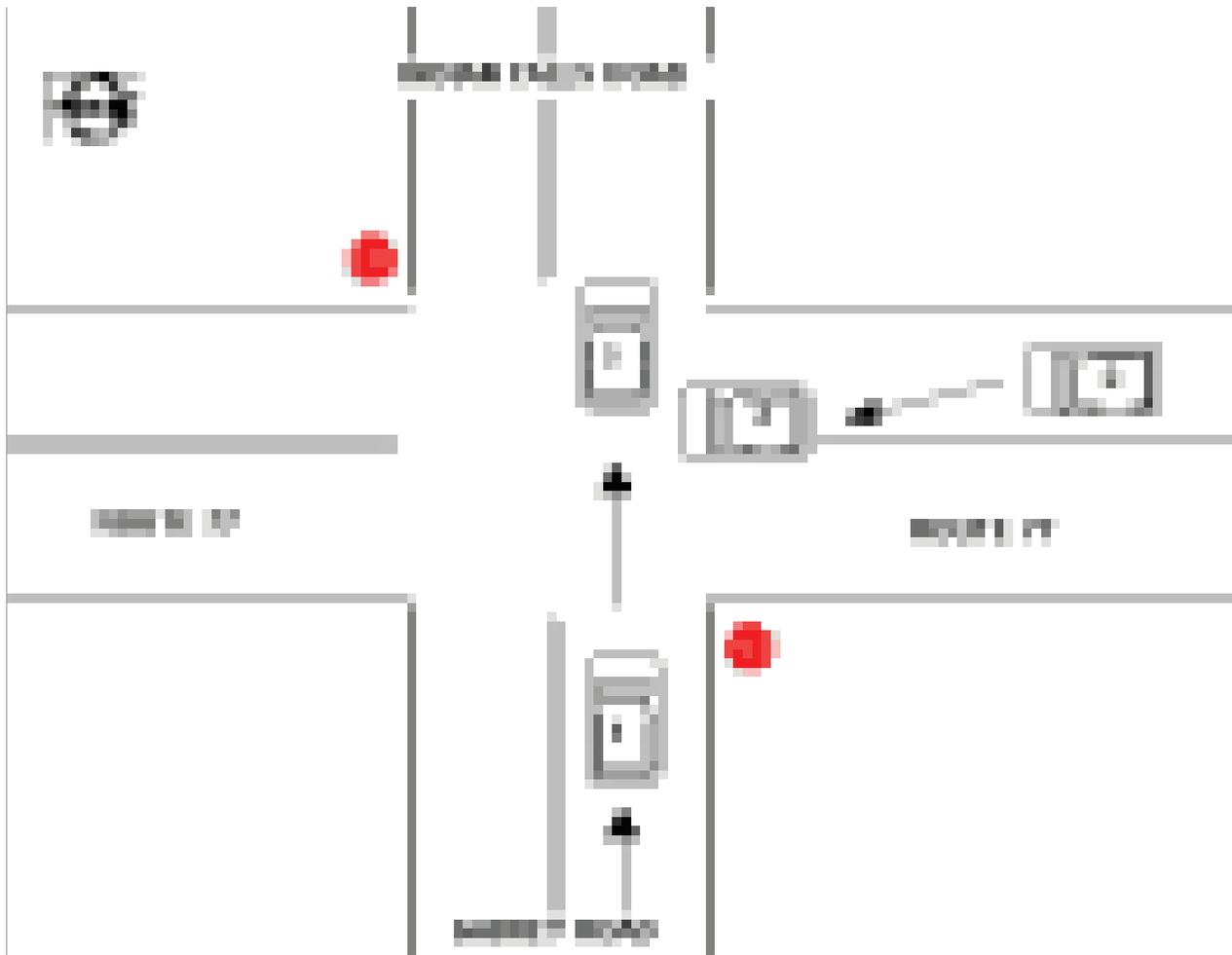
Accident Description/Officer's Notes VEHICLE 1 WAS TRAVELING EASTBOUND ON GABBEY ROAD AND STOPPED AT THE STOP SIGN. VEHICLE 2 WAS TRAVELING NORTHBOUND ON ROUTE 77. VEHICLE 1 ENTERED THE INTERSECTION TO CROSS ROUTE 77 TO INDIAN FALLS ROAD. VEHICLE 1 FAILED TO YIELD TO VEHICLE 2. VEHICLE 2 COLLIDED WITH VEHICLE 1.

Table with columns: 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, BY, TO, 18, Names of all involved, Date of Death Only

Officer's Rank, Name and Signature DEPUTY FRANK G BORDONARO Badge/ID No. 029 NCIC No. 01800 Precinct/Post Troop/Zone Station/Beat/Sector Reviewing Officer FRIEDAY, BRIAN M Date/Time Reviewed 08 / 16 / 2013 00:46

USE COVER SHEET N

Accident Type: 4



New York State Department of Motor Vehicles  
**POLICE ACCIDENT REPORT**

DOT Case: 34909199

Local Codes  
W12397000241  
13-20130

MV-104A (7/01)  
DMV COPY

19  
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USE COVER SHEET  
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1	Accident Date Month Day Year 08 / 29 / 2013	Day of Week Thu	Military Time 16:03	No. of Vehicles 2	No. Injured 3	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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VEHICLE 1  VEHICLE 2  BICYCLIST  PEDESTRIAN  OTHER PEDESTRIAN

2	VEHICLE 1 - Driver License ID Number	State of Lic.	VEHICLE 2 - Driver License ID Number	State of Lic. NY
	Driver Name-exactly as printed on license		Driver Name-exactly as printed on license	

	Address (Include Number & Street)	Apt. No.	Address (Include Number & Street)	Apt. No.
	City or Town	State	City or Town	State
	Zip Code		Zip Code	

3	Date of Birth	Sex	Unlicensed <input type="checkbox"/>	No. of Occupants 4	Public Property Damaged <input type="checkbox"/>	Date of Birth	Sex 1	Unlicensed <input type="checkbox"/>	No. of Occupants 1	Public Property Damaged <input type="checkbox"/>
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	Name-exactly as printed on registration	Sex	Date of Birth	Name-exactly as printed on registration	Sex	Date of Birth		
	Address (Include Number & Street)	Apt. No.	Haz. Mat. Code	Released <input type="checkbox"/>	Address (Include Number & Street)	Apt. No.	Haz. Mat. Code	Released <input type="checkbox"/>

4	City or Town	State	Zip Code	City or Town	State	Zip Code
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	Plate Number	State of Reg.	Vehicle Year & Make TOYT 2008	Vehicle Type VAN	Ins. Code 743	Plate Number	State of Reg. NY	Vehicle Year & Make CHEV 2012	Vehicle Type PICK	Ins. Code 240
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5	Ticket/Arrest Number(s) 239700VCW1	Ticket/Arrest Number(s)
	Violation Section(s) 1142A	Violation Section(s)

6	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.
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7	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes	VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes	ACCIDENT DIAGRAM Rear End, Left Turn, Right Angle, Right Turn, Head On, Overtaking, Right Turn, Sideswipe
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	Vehicle Towed: By RON & NEWTS To RON & NEWTS	Vehicle Towed: By BOBS To 48 BAYUGA CRK
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VEHICLE DAMAGE CODING:  
1 - 13. SEE DIAGRAM ON RIGHT.  
14. UNDERCARRIAGE 17. DEMOLISHED  
15. TRAILER 18. NO DAMAGE  
16. OVERTURNED 19. OTHER

Reference Marker	Coordinates (if available) Latitude/Northing:	Place Where Accident Occurred: County GENE <input type="checkbox"/> City <input type="checkbox"/> Village <input type="checkbox"/> Town of PEMBROKE, TOWN OF
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4 1 0 2	Longitude/Easting:	Road on which accident occurred ROUTE 77 (Route Number or Street Name)
1 1 0 9		at 1) intersecting street GABBAY RD (Route Number or Street Name)
		or 2) (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes  
VEHICLE #1 WAS STOPPED ON GABBAY RD AT THE STOP SIGN AT THE INTERSECTION OF ROUTE 77. VEHICLE #2 WAS TRAVELING NORTHBOUND ON ROUTE 77. OPERATOR OF VEHICLE #1 STATED SHE STOPPED AT THE STOP SIGN AND DIDN'T SEE VEHICLE #2 COMING AND PROCEEDED INTO THE INTERSECTION. VEHICLE #1 AND VEHICLE #2 COLLIDED IN THE INTERSECTION.

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1		2	1	12	6	9993		1405			N/A
B	01	7	5	1		2	-	-	-						N/A
C	01	6	5	1		1	-	-	-						N/A
D	01	7	5	1		1	6	12	6	9993		1405			N/A
E	02	1	A	1		1	5	12	6						N/A
F															
G															

Officer's Rank, Name and Signature DEPUTY TIMOTHY G WESCOTT	Badge/ID No. 045	NCIC No. 01800	Precinct/Post Troop/Zone NW	Station/Beat/ Sector	Reviewing Officer SANFRATELLO, T A	Date/Time Reviewed 09 / 02 / 2013 10:01
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New York State Department of Motor Vehicles  
REPORT OF MOTOR VEHICLE ACCIDENT  
www.dmv.ny.gov

*Dross*

Use only for accidents that happen in New York State

BEFORE COMPLETING THIS FORM, READ THE INSTRUCTIONS IN SECTION A ON PAGE 2

DO NOT FORGET ACCIDENT DATE Page 1 of 1  RUSH - DRIVER OF VEHICLE 1 - LICENSE SUSPENDED FOR FAILURE TO REPORT

Accident Date: Month 10 Day 14 Year 13 Day of Week M Time 4:42  AM  PM Number of Vehicles 2 Number Injured 0 Number Killed 0 Did police investigate accident at scene?  Yes  No If "Yes", Name of Police Agency or Precinct & Accident Number JP Batavia

DRIVER

DRIVER OF VEHICLE 1: Driver License ID Number [redacted] State of License [redacted] Driver License ID Number [redacted] State of License [redacted]  
 Name - exactly as printed on license (Last, First, MI) [redacted]  
 Address (Include Number & Street) [redacted] Apt. Number [redacted]  
 Date of Birth [redacted] Sex [redacted] Number of People in Vehicle 1 Public Property Damaged

VEHICLE 2:  VEHICLE 2  PEDESTRIAN  BICYCLIST  OTHER PEDESTRIAN

REGISTRANT

DRIVER OF VEHICLE 1: Name - exactly as printed on registration [redacted] Date of Birth [redacted] Sex [redacted]  
 Address (Include Number & Street) [redacted] Apt. Number [redacted]  
 City or Town [redacted] State [redacted] Zip Code [redacted]

VEHICLE 2: Name - exactly as printed on registration [redacted] Date of Birth [redacted] Sex [redacted]  
 Address (Include Number & Street) [redacted] Apt. Number [redacted]  
 City or Town [redacted] State [redacted] Zip Code [redacted]

Plate Number: NY 2003 Chev 570 240 State of Reg: NY Vehicle Year & Make: 2008 STON Vehicle Type: 287

VEHICLE DAMAGE

Estimated Cost of Property Damage - Vehicle 1:  \$1,001-\$1,500  \$1,501-\$2,500  Over \$2,500  
 Describe damage to vehicle 1: Front End Damage

ACCIDENT DIAGRAM: Circle one of the 8 diagrams (numbered 0-8) if it describes the accident, or draw your own diagram below in space #9. Number the vehicles. Your vehicle is # 1.

Describe damage to vehicle 2: Front End Damage

ACCIDENT LOCATION

Place Where Accident Occurred in New York State:  
 County Cattaraugus  City  Village  Town of Pembroke Permanent Landmark Rt. 77  
 Road on which accident occurred Rt. 77 and Indian Falls Rd (Route Number or Street Name)  
 at  intersecting street Indian Falls Road (Route Number or Street Name)  
 of 2 Feet M/Sec of at (Milepost, Nearest intersecting Route Number or Street Name)  
 How did the accident happen?  
Veh. 1 was making left turn onto Indian Falls Rd and hit Veh 2 in the front

ALL INVOLVED

Name of All Persons Involved	8. Which Veh Occupied	9. Position In/Veh	10. Safety Equip Used	12. Age	13. Sex	16. Injury	17. Injuries	If Deceased, Enter Date of Death
[redacted]	<u>1</u>	<u>D</u>	<u>SB</u>	[redacted]	[redacted]		<u>NONE APPARENT</u>	
[redacted]	<u>1</u>	<u>D</u>	<u>SB</u>	[redacted]	[redacted]		<u>NONE APPARENT</u>	

INSURANCE

Identify Damaged Property Other Than Vehicle(s): NONE APPARENT

Name of Insurance Company That Issued Policy For Vehicle 1: [redacted] Policy Number: [redacted]  
 Name and Address of Policy Holder: [redacted] Policy Period From: [redacted] To: [redacted]

If Vehicle was Operated Under Permit (ICC, USDOT or NYSOT), give No. [redacted] Name and Address of Permit Holder: [redacted] and State: [redacted]

Date: 10/23/13 Print Name of Driver (or Representative of Vehicle 1): [redacted] Signature of Driver (or Representative of Vehicle 1): [redacted]

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

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

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New York State Department of Motor Vehicles  
**POLICE ACCIDENT REPORT**

DOT Case: 34967403

Local Codes  
SP1A4129LKFC  
5327182

MV-104A (7/01)  
DMV COPY

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USE COVER SHEET  
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1	Accident Date Month 10 / Day 14 / Year 2013	Day of Week Mon	Military Time 16:04	No. of Vehicles 2	No. Injured 0	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
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VEHICLE 1				<input checked="" type="checkbox"/> VEHICLE 2	<input type="checkbox"/> BICYCLIST	<input type="checkbox"/> PEDESTRIAN	<input type="checkbox"/> OTHER PEDESTRIAN
-----------	--	--	--	---	------------------------------------	-------------------------------------	---

2	VEHICLE 1 - Driver License ID Number	State of Lic.	VEHICLE 2 - Driver License ID Number	State of Lic.
	Driver Name-exactly as printed on license		Driver Name-exactly as printed on license	

	Address (Include Number & Street)	Apt. No.	Address (Include Number & Street)	Apt. No.
	City or Town	State	City or Town	State

3	Date of Birth	Sex	Unlicensed <input type="checkbox"/>	No. of Occupants 1	Public Property Damaged <input type="checkbox"/>	Date of Birth	Sex	Unlicensed <input type="checkbox"/>	No. of Occupants 1	Public Property Damaged <input type="checkbox"/>
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	Name-exactly as printed on registration	Sex	Date of Birth	Name-exactly as printed on registration	Sex	Date of Birth		
	Address (Include Number & Street)	Apt. No.	Haz. Mat. Code	Released <input type="checkbox"/>	Address (Include Number & Street)	Apt. No.	Haz. Mat. Code 7	Released <input checked="" type="checkbox"/>

4	City or Town	State	Zip Code	City or Town	State	Zip Code
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1	Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code	Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
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5	Ticket/Arrest Number(s)	Violation Section(s)	Ticket/Arrest Number(s)	Violation Section(s)
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6	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	VEHICLE DAMAGE CODING	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	VEHICLE DAMAGE CODING	Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.
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7	Box 1 - Point of Impact	1	2	Box 1 - Point of Impact	1	2	ACCIDENT DIAGRAM
	Box 2 - Most Damage	3	4	Box 2 - Most Damage	3	4	10 Not Entered

	Vehicle Towed: By RON AND NEWTS To RON AND NEWTS	Vehicle Towed: By RON AND NEWTS To RON AND NEWTS
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	VEHICLE DAMAGE CODING: 1 - 13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 15. TRAILER 16. OVERTURNED 17. DEMOLISHED 18. NO DAMAGE 19. OTHER	
--	---	--

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
7 7	Latitude/Northing: 222991	County GENE City Village <input type="checkbox"/> Town of PEMBROKE, TOWN OF
4 1 0 2	Longitude/Easting: 4768720	Road on which accident occurred INDIAN FALLS RD (Route Number or Street Name)
1 1 0 8		at 1) intersecting street ALLEGHANY RD (Route Number or Street Name)
		or 2) _____ (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes  
V1 TRAVELING SOUTHBOUND ON ST RT 77, T/PEMBROKE. V2, STOPPED IN TRAFFIC AT A STOP SIGN ON INDIAN FALLS RD AT THE INTERSECTION OF ST RT 77. OP/V1 ATTEMPTS TO MAKE A LEFT HAND TURN ON TO INDIAN FALLS RD AND DOES NOT OBSERVE V2, CAUSING V1 TO STRIKE V2.

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	2	-	-	-							N/A
B	02	1	4	1	2	-	-	-							N/A
C															
D															
E															
F															
G															

Officer's Rank, Name and Signature TPR ERIC J DAIGLER	Badge/ID No. 5087	NCIC No. 11801	Precinct/Post Troop/Zone A1	Station/Beat/Sector 41	Reviewing Officer LOBUR, RONALD	Date/Time Reviewed 10/17/2013 20:03
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Accident Type: 10



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New York State Department of Motor Vehicles  
REPORT OF MOTOR VEHICLE ACCIDENT  
www.nysdmv.com

Use only for accidents that happen in New York State

BEFORE COMPLETING THIS FORM, READ THE INSTRUCTIONS IN SECTION A ON PAGE 2

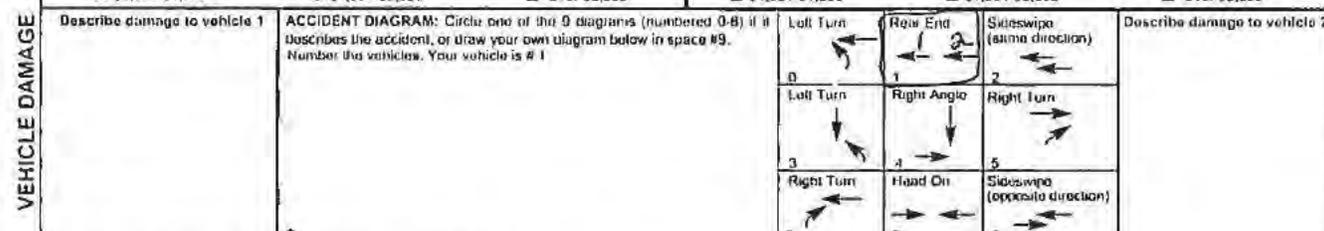
DO NOT FORGET ACCIDENT DATE Page 1 of 1  RUSH - DRIVER OF VEHICLE 1 - LICENSE SUSPENDED FOR FAILURE TO REPORT

Accident Date: Month 02 Day 18 Year 14 Day of Week Mon Time  AM  PM Number of Vehicles 2 Number Injured 2 Number Killed 0 Did police investigate accident at scene?  Yes  No If "Yes", Name of Police Agency or Precinct & Accident Number Genesee County Sheriff's

DRIVER  
1 Driver License ID Number [redacted] State of License [redacted] Driver License ID Number [redacted] State of License [redacted]  
2 Address (Include Number & Street) [redacted] Apt. Number [redacted] Address (Include Number & Street) [redacted] Apt. Number [redacted]  
City or Town [redacted] State [redacted] Zip Code [redacted] City or Town [redacted] State [redacted] Zip Code [redacted]

REGISTRANT  
3 Date of Birth [redacted] Sex [redacted] Number of People in Vehicle 2 Public Property Damaged  Date of Birth [redacted] Sex [redacted] Number of People in Vehicle 1 Public Property Damaged   
4 Name - exactly as printed on registration [redacted] Date of Birth [redacted] Sex [redacted] Name - exactly as printed on registration [redacted] Date of Birth [redacted] Sex [redacted]  
5 Address (Include Number & Street) [redacted] Apt. Number [redacted] Address (Include Number & Street) [redacted] Apt. Number [redacted]  
City or Town [redacted] State [redacted] Zip Code [redacted] City or Town [redacted] State [redacted] Zip Code [redacted]

VEHICLE DAMAGE  
6 In of Reg. 24 Vehicle Year & Make 2001 chev Vehicle Type 4PSD Ins. Code 011 Plate Number [redacted] State of Reg. N.Y. Vehicle Year & Make 2002 chev Vehicle Type Pick Ins. Code 113  
7 Estimated Cost of Property Damage - Vehicle 1  \$1,001-\$1,500  \$1,501-\$2,500  Over \$2,500 Estimated Cost of Property Damage - Vehicle 2  \$1,001-\$1,500  \$1,501-\$2,500  Over \$2,500



ACCIDENT LOCATION  
10 Place Where Accident Occurred in New York State: County Genesee  City  Village  Town of Pembroke Permanent Landmark \_\_\_\_\_  
Road on which accident occurred Allegheny Road at Indian Falls RD  
a)  intersecting street Indian Falls RD / Gabbey RD  
or b) \_\_\_\_\_  N  S  E  W of \_\_\_\_\_  
How did the accident happen? Vehicle #1 was stopped in traffic waiting to make a left turn on Allegheny RD south bound onto Indian Falls RD when Vehicle #2 struck her in the rear.

ALL INVOLVED  
11 Names of All Persons Involved  
12. Which Velt Occupied  
13. Position in/on Vehicle  
14. Safety Equip Used  
15. Age  
16. Sex  
17. Injury  
18. Describe Injuries  
19. If Deceased, Enter Date of Death

INSURANCE  
20 Identify Damaged Property Other Than Vehicle(s) [redacted] VIN [redacted]  
21 Name of Insurance Company That Issued Policy For Vehicle 1 [redacted] Policy Number [redacted]  
22 Name and Address of Policy Holder [redacted] Policy Number [redacted]  
23 If Vehicle was Operating Under Permit (ICC, USDOT or NYS DOT), give No. \_\_\_\_\_ Name and Address of Permit Holder \_\_\_\_\_ and State \_\_\_\_\_  
24 If Self-Insured, give Certificate No. \_\_\_\_\_

25 Date 2/18/2014 Print Name of Driver (or Representative) of Vehicle 1 [redacted] Signature of Driver (or Representative) of Vehicle 1 [redacted]

26 \* A representative may sign for the driver if the driver is unable to sign because of injury or death. If you are signing as the driver's representative, check the box that describes why the driver cannot sign.  Injury  Death  
27 An accident report is not considered complete and filed unless it is signed, and if not signed may result in the suspension of your driver's license.

New York State Department of Motor Vehicles  
**POLICE ACCIDENT REPORT**

DOT Case: 35142348

Local Codes
W13767000220
14-2748

MV-104A (7/01)  
DMV COPY

1	Accident Date Month Day Year 02 / 10 / 2014	Day of Week Mon	Military Time 10:05	No. of Vehicles 2	No. Injured 2	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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VEHICLE 1				<input checked="" type="checkbox"/> VEHICLE 2	<input type="checkbox"/> BICYCLIST	<input type="checkbox"/> PEDESTRIAN	<input type="checkbox"/> OTHER PEDESTRIAN
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2	VEHICLE 1 - Driver License ID Number	State of Lic. NY	VEHICLE 2 - Driver License ID Number	State of Lic. NY
	Driver Name-exactly as printed on license		Driver Name-exactly as printed on license	

	Address (Include Number & Street)	Apt. No.	Address (Include Number & Street)	Apt. No.
	City or Town	State	City or Town	State
	Zip Code		Zip Code	

3	Date of Birth	Sex	Unlicensed <input type="checkbox"/>	No. of Occupants 2	Public Property Damaged <input type="checkbox"/>	Date of Birth	Sex 1	Unlicensed <input type="checkbox"/>	Occupants 1	Property Damaged <input type="checkbox"/>
	Name-exactly as printed on registration	Sex	Date of Birth	Name-exactly as printed on registration	Sex	Date of Birth				

	Address (Include Number & Street)	Apt. No.	Haz. Mat. Code	Released <input type="checkbox"/>	Address (Include Number & Street)	Apt. No.	Haz. Mat. Code	Released <input type="checkbox"/>
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4	City or Town	State	Zip Code	City or Town	State	Zip Code
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	Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code	Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
			CHEV 2001	4DSD	011			CHEV 2002	PICK	113

5	Ticket/Arrest Number(s)	Ticket/Arrest Number(s)
3	Violation Section(s)	Violation Section(s)

6	Check if involved vehicle is:	Check if involved vehicle is:	Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.
4	<input type="checkbox"/> more than 95 inches wide;	<input type="checkbox"/> more than 95 inches wide;	
	<input type="checkbox"/> more than 34 feet long;	<input type="checkbox"/> more than 34 feet long;	
	<input type="checkbox"/> operated with an overweight permit;	<input type="checkbox"/> operated with an overweight permit;	
	<input type="checkbox"/> operated with an overdimension permit.	<input type="checkbox"/> operated with an overdimension permit.	

7	VEHICLE 1 DAMAGE CODES	VEHICLE 2 DAMAGE CODES
1	Box 1 - Point of Impact	Box 1 - Point of Impact
	Box 2 - Most Damage	Box 2 - Most Damage
	Enter up to three more Damage Codes	Enter up to three more Damage Codes

	Vehicle Towed: By RON AND NEWTS To RON AND NEWTS	Vehicle Towed: To
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VEHICLE DAMAGE CODING:	1 - 13. SEE DIAGRAM ON RIGHT.
14. UNDERCARRIAGE	17. DEMOLISHED
15. TRAILER	18. NO DAMAGE
16. OVERTURNED	19. OTHER

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
7 7	Latitude/Northing:	County GENE City <input type="checkbox"/> Village <input type="checkbox"/> Town of PEMBROKE, TOWN OF
4 1 0 2	Longitude/Easting:	Road on which accident occurred 8115 ROUTE 77 (Route Number or Street Name)
1 1 0 9		at 1) intersecting street INDIAN FALLS RD. (Route Number or Street Name)
		or 2) Feet Miles (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes

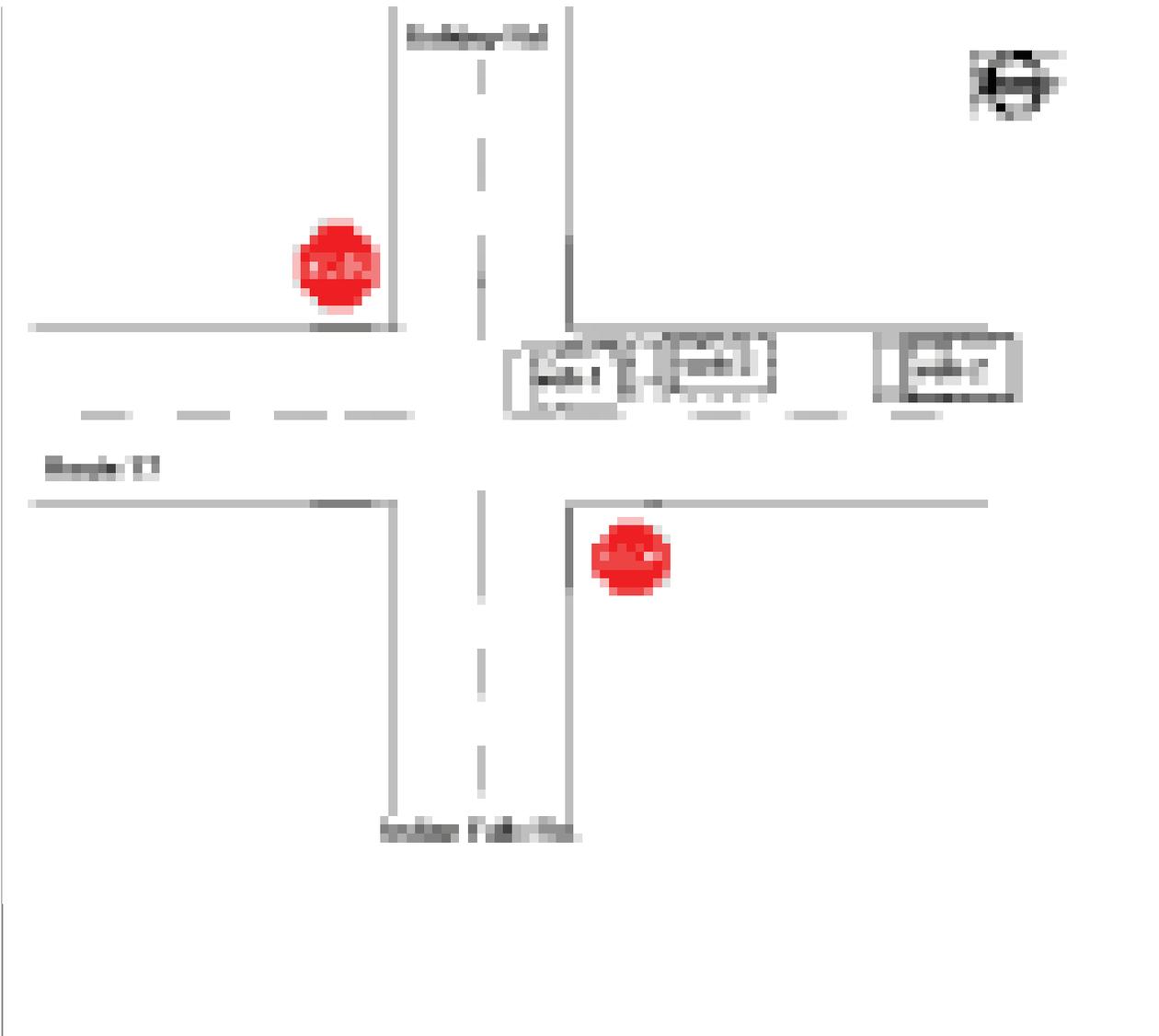
VEHICLE 1 WAS SOUTH ON ROUTE 77. VEHICLE 2 WAS SOUTH ON ROUTE 77 BEHIND VEHICLE 1. VEHICLE 1 STOPPED TO MAKE A LEFT TURN ONTO INDIAN FALLS RD, WHEN VEHICLE 2 STRUCK THEM IN THE REAR END. OPERATOR 1 SAID SHE HAD THE TURN SIGNAL ON WHEN SHE WAS STRUCK FROM BEHIND. OPERATOR 2 SAID THE SUN CAUSED A GLARE AND HE DIDN'T SEE THAT VEHICLE 1 WAS TURNING AND RAN INTO IT. OPERATOR 2 ALSO SAID WHEN HE APPLIED THE BRAKES, VEHICLE 2 SLID ON THE SNOW.

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1		2	4	12	6	10325	1801				N/A
B	01	3	4	1		2	4	12	6	10325	1801				N/A
C	02	1	4	1		1	-	-	-						N/A
D															
E															
F															
G															

Officer's Rank, Name and Signature Deputy D RICHARDSON	Badge/ID No. 043	NCIC No. 01800	Precinct/Post Troop/Zone W	Station/Beat/ Sector	Reviewing Officer MEIDES, RONALD E	Date/Time Reviewed 02 / 19 / 2014 15:38
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USE COVER SHEET  
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Accident Type: 1



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
MV-104A (7/01)
DMV COPY

DOT Case: 35187668

Local Codes
SP1A412VGKRZ
5574880

19
7

1 Accident Date Month 03 Day 21 Year 2014 Day of Week Fri Military Time 18:49 No. of Vehicles 2 No. Injured 2 No. Killed 0 Not Investigated at Scene [ ] Left Scene [ ] Police Photos [ ] Yes [X] No

20

VEHICLE 1 [ ] VEHICLE 2 [X] BICYCLIST [ ] PEDESTRIAN [ ] OTHER PEDESTRIAN [ ]

2 VEHICLE 1 - Driver License ID Number [ ] State of Lic. NY VEHICLE 2 - Driver License ID Number [ ] State of Lic. NY

21

Driver Name-exactly as printed on license [ ] Address (Include Number & Street) [ ] Apt. No. [ ]

City or Town [ ] State [ ] Zip Code [ ]

22

3 Date of Birth [ ] Sex [ ] Unlicensed [ ] No. of Occupants 2 Public Property Damaged [ ]

7 Name-exactly as printed on registration [ ] Sex F Date of Birth [ ]

23

4 Address (Include Number & Street) [ ] Apt. No. [ ] Haz. Mat. Code [ ] Released [ ]

5

3 City or Town [ ] State [ ] Zip Code [ ]

Plate Number [ ] State of Reg. [ ] Vehicle Year & Make FORD 2005 Vehicle Type SUBN Ins. Code 240

24

Ticket/Arrest Number(s) [ ] Violation Section(s) [ ]

1 Check if involved vehicle is: [ ] more than 95 inches wide; [ ] more than 34 feet long; [ ] operated with an overweight permit; [ ] operated with an overdimension permit.

VEHICLE DAMAGE CODING: Box 1 - Point of Impact [ ] Box 2 - Most Damage [ ]

VEHICLE 1 DAMAGE CODING: Enter up to three more Damage Codes [ ]

Vehicle Towed: By RON AND NEWTS To RON AND NEWTS

VEHICLE DAMAGE CODING: 1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER

Reference Marker [ ] Coordinates (if available) Latitude/Northing: 222991 Longitude/Easting: 4768720

Place Where Accident Occurred: County GENE [ ] City [ ] Village [ ] Town of PEMBROKE, TOWN OF

Road on which accident occurred ALLEGHANY RD (Route Number or Street Name)

at 1) intersecting street INDIAN FALLS RD (Route Number or Street Name)

Accident Description/Officer's Notes V1, TRAVELING SOUTHBOUND ON ALLEGHANY RD, T/PEMBROKE, WHEN OP/V1 STOPPED IN TRAFFIC AND THEN ATTEMPTED TO MAKE A LEFT HAND TURN TO TRAVEL EASTBOUND ON INDIAN FALLS RD. OP/V1 FAILED TO YIELD THE RIGHT OF WAY TO V2, WHICH WAS TRAVELING NORTHBOUND ON ALLEGHANY RD. CAUSING V1 AND V2 TO COLLIDE WITHIN THE NORTHBOUND LANE OF TRAFFIC.

30

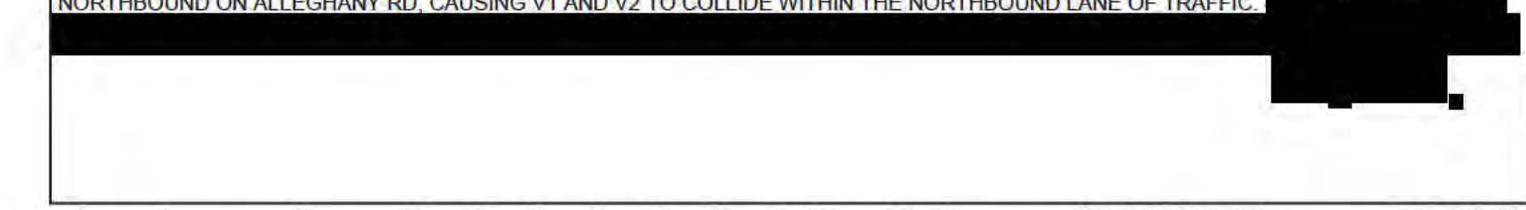


Table with columns: 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, BY, TO, 18, Names of all involved, Date of Death Only

Table with columns: 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, BY, TO, 18, Names of all involved, Date of Death Only

Officer's Rank, Name and Signature TPR Eric J Daigler Badge/ID No. 5087 NCIC No. 11801 Precinct/Post Troop/Zone A1 Station/Beat Sector 41 Reviewing Officer LOBUR, RONALD Date/Time Reviewed 03/22/2014 11:28

USE COVER SHEET

ALL INVOLVED





New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
MV-104A (7/01)
DMV COPY

DOT Case: 35654002

Local Codes
SP1A45451LON

19
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1 Accident Date: 03/18/2015, Day of Week: Wed, Military Time: 08:32, No. of Vehicles: 2, No. Injured: 0, No. Killed: 0

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4

VEHICLE 1, VEHICLE 2, BICYCLIST, PEDESTRIAN, OTHER PEDESTRIAN

2 VEHICLE 1 - Driver License ID Number, State of Lic. NY, VEHICLE 2 - Driver License ID Number, State of Lic. NY

21

3 Driver Name - exactly as printed on license, Address (Include Number & Street), Apt. No.

22

3 City or Town, State, Zip Code

3 Date of Birth, Sex, Unlicensed, No. of Occupants, Public Property Damaged

23

4 Name - exactly as printed on registration, Sex, Date of Birth, Address (Include Number & Street), Apt. No., Haz. Mat. Code, Released

3

4 City or Town, State, Zip Code

1 Plate Number, State of Reg., Vehicle Year & Make, Vehicle Type, Ins. Code

24

5 Ticket/Arrest Number(s), Violation Section(s)

6 Check if involved vehicle is: more than 95 inches wide; more than 34 feet long; operated with an overweight permit; operated with an overdimension permit.

25

VEHICLE DAMAGE CODING: Box 1 - Point of Impact, Box 2 - Most Damage

1 Enter up to three more Damage Codes, Vehicle By Towed: To

26

7 Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.

27

14. UNDERCARRIAGE, 15. TRAILER, 16. OVERTURNED, 17. DEMOLISHED, 18. NO DAMAGE, 19. OTHER

1

Reference Marker, Coordinates (if available), Latitude/Northing, Longitude/Easting

28

Place Where Accident Occurred: County GENE, City Village Town of PEMBROKE, TOWN OF

29

Road on which accident occurred: GABBEY ROAD, at 1) intersecting street SR 77

-

Accident Description/Officer's Notes: V2 NB ON SR 77. V1 EB ON GABBEY RD STOPPED AT STOP SIGN. OPER OF V1 FAILS TO OBSERVED V2 AND ATTEMPTS TO CROSS EB TO INDIAN FALLS ROAD.

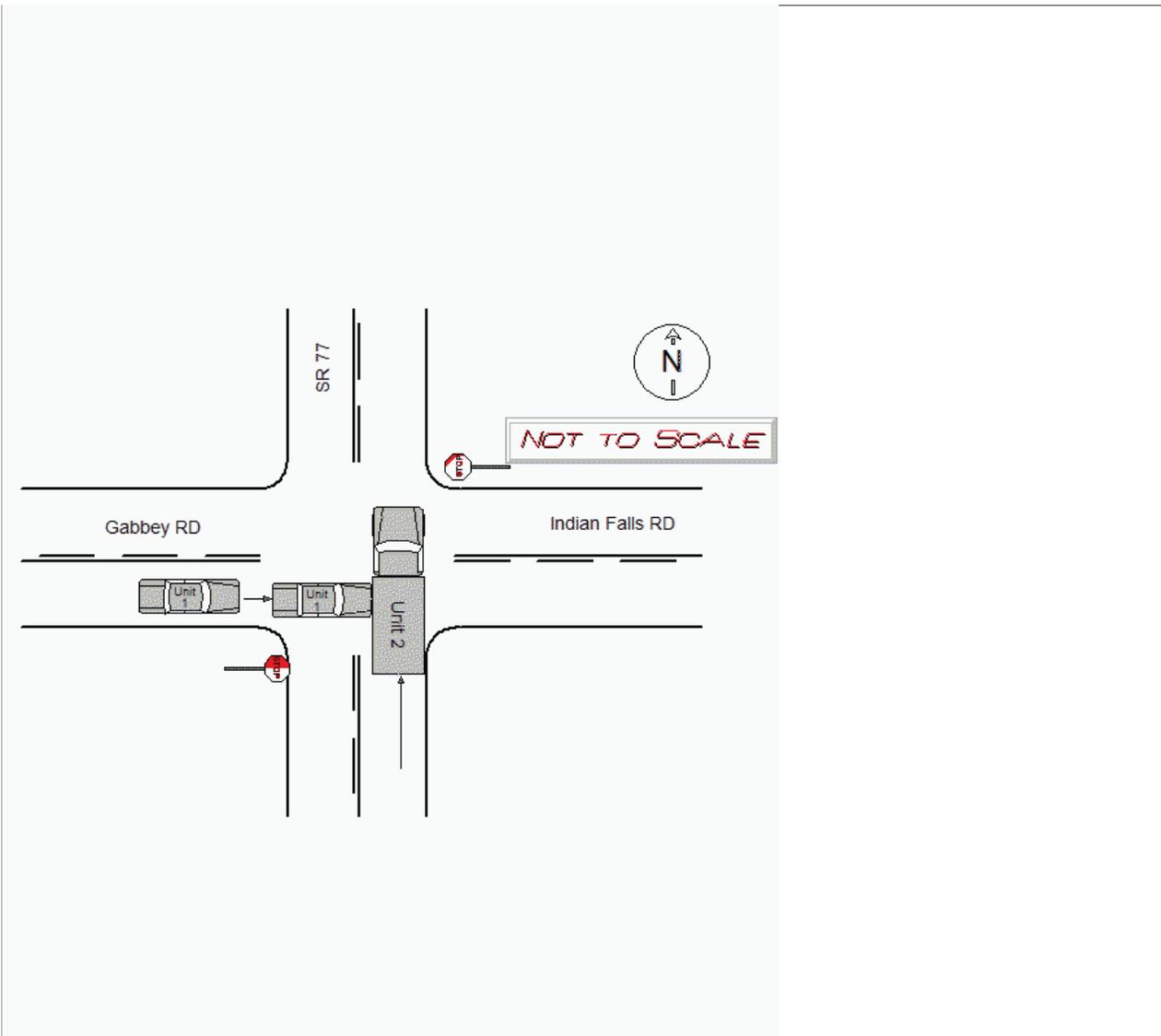
30

ALL INVOLVED: Table with columns for Driver License, State, Date of Birth, Sex, etc.

USE COVER SHEET
N

Officer's Rank, Name and Signature: BRIAN C PRITCHETT, Badge/ID No. 5232, NCIC No. 11801, Precinct/Post Troop/Zone A1, Station/Beat Sector 41, Reviewing Officer LOBUR, RONALD, Date/Time Reviewed 03/18/2015 19:51

Accident Type: 4



FOLD → ← HERE

New York State Department of Motor Vehicles  
REPORT OF MOTOR VEHICLE ACCIDENT  
www.nysdmv.com

Use only for accidents that happen in New York State

BEFORE COMPLETING THIS FORM, READ THE INSTRUCTIONS IN SECTION A ON PAGE 2

DO NOT FORGET ACCIDENT DATE ↓ Page 1 of 1  RUSH - DRIVER OF VEHICLE 1 - LICENSE SUSPENDED FOR FAILURE TO REPORT

Accident Date: Month 07 Day 10 Year 2015 Day of Week Monday Time  AM  PM Number of Vehicles 2 Number Injured 0 Number Killed 0 Did police investigate accident at scene?  Yes  No If "Yes", Name of Police Agency or Precinct & Accident Number Kevin McCarthy

**DRIVER**

DRIVER OF VEHICLE 1: State of License NY VEHICLE 2:  VEHICLE 2  PEDESTRIAN  BICYCLIST  OTHER PEDESTRIAN

Name: [Redacted] State of License: NY

Address: [Redacted] Apt. Number: [Redacted]

City or Town: [Redacted] City or Town: [Redacted]

Number of People in Vehicle: 1 Public Property Damaged:  Number of People in Vehicle: 2 Public Property Damaged:

**REGISTRANT**

Name: [Redacted] Date of Birth: [Redacted] Sex: [Redacted]

Address: [Redacted] Apt. Number: [Redacted]

**VEHICLE DAMAGE**

Estimated Cost of Property Damage - Vehicle 1:  \$1,001-\$1,500  \$1,501-\$2,500  Over \$2,500

Estimated Cost of Property Damage - Vehicle 2:  \$1,001-\$1,500  \$1,501-\$2,500  Over \$2,500

Describe damage to vehicle 1: Cracked front bumper on passenger side

ACCIDENT DIAGRAM: Circle one of the 9 diagrams (numbered 0-8) if it describes the accident, or draw your own diagram below in space #9. Number the vehicles. Your vehicle is #1

Describe damage to vehicle 2: Broken off driver side corner

**ACCIDENT LOCATION**

Place Where Accident Occurred in New York State:

County Genesee  City  Village  Town of Pembroke Permanent Landmark \_\_\_\_\_

Road on which accident occurred Gobbey Road (Route Number or Street Name)

at  1) intersecting street 77 route (Route Number or Street Name)

or 2) \_\_\_\_\_ (Route Number or Street Name)

How did the accident happen? Was stopped at intersection, when pulling forward neither drivers saw each other, thus collision

**ALL INVOLVED**

Names of All Persons Involved	8. Which Veh Occupied	9. Position within Vehicle	10. Safety Equip. Used	12. Age	13. Sex	16. Injury			Describe Injuries	If Deceased Enter Date of Death
						A	B	C		
[Redacted]	#2	driver	seatbelt	[Redacted]	[Redacted]					
[Redacted]	#2	passenger	seatbelt	[Redacted]	[Redacted]					
[Redacted]	#1	driver	seatbelt	[Redacted]	[Redacted]					

**INSURANCE**

Identify Damaged Property Other Than Vehicle(s): [Redacted] VIN: [Redacted]

Name of Insurance Company That issued Policy For Vehicle 1: [Redacted] Pol. No.: [Redacted]

Name and Address of Policy Holder: [Redacted]

If Vehicle was Operated (LIC, USDOT or NYSDOT), give No. of Permit Holder: \_\_\_\_\_ and State \_\_\_\_\_

If Self-Insured, give Certificate No. \_\_\_\_\_ and State \_\_\_\_\_

Date 7/12/15 Print Name of Driver [Redacted] Signature of Driver [Redacted]  
(or Representative of Vehicle 1) (or Representative of Vehicle 1)

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

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

New York State Department of Motor Vehicles  
**POLICE ACCIDENT REPORT**

DOT Case: 35807560

Local Codes
W180244L9MOR
15-17027

MV-104A (7/01)  
DMV COPY

19  
7  
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1	Accident Date Month Day Year 07 / 20 / 2015	Day of Week Mon	Military Time 17:55	No. of Vehicles 2	No. Injured 0	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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VEHICLE 1				<input checked="" type="checkbox"/> VEHICLE 2	<input type="checkbox"/> BICYCLIST	<input type="checkbox"/> PEDESTRIAN	<input type="checkbox"/> OTHER PEDESTRIAN
-----------	--	--	--	---	------------------------------------	-------------------------------------	---

2	VEHICLE 1 - Driver License ID Number	State of Lic.	VEHICLE 2 - Driver License ID Number	State of Lic.
	Driver Name-exactly as printed on license		Driver Name-exactly as printed on license	

	Address (Include Number & Street)	Apt. No.	Address (Include Number & Street)	Apt. No.
	City or Town	State	City or Town	State

3	Date of Birth	Sex	Unlicensed <input type="checkbox"/>	No. of Occupants 1	Public Property Damaged <input type="checkbox"/>	Date of Birth	Sex	Unlicensed <input type="checkbox"/>	No. of Occupants 2	Public Property Damaged <input type="checkbox"/>
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	Name-exactly as printed on registration	Sex	Date of Birth	Name-exactly as printed on registration	Sex	Date of Birth		
	Address (Include Number & Street)	Apt. No.	Haz. Mat. Code	Released <input type="checkbox"/>	Address (Include Number & Street)	Apt. No.	Haz. Mat. Code	Released <input type="checkbox"/>

4	Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code	Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
			FORD 2004	4DSD	011			CHEV 1958	CONV	464

5	Ticket/Arrest Number(s)	Violation Section(s)	Ticket/Arrest Number(s)	Violation Section(s)
---	-------------------------	----------------------	-------------------------	----------------------

6	Check if involved vehicle is:	Check if involved vehicle is:	Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.				
	<input type="checkbox"/> more than 95 inches wide;	<input type="checkbox"/> more than 95 inches wide;	Rear End	Left Turn	Right Angle	Right Turn	Head On
	<input type="checkbox"/> more than 34 feet long;	<input type="checkbox"/> more than 34 feet long;	1. ← ← ←	3. ↙ ↘		5. ↘ ↙	7. → → →
	<input type="checkbox"/> operated with an overweight permit;	<input type="checkbox"/> operated with an overweight permit;	Overtaking	Right Turn		Right Turn	Sideswipe
	<input type="checkbox"/> operated with an overdimension permit.	<input type="checkbox"/> operated with an overdimension permit.	2. ← ← ←	0. ↙ ↘		6. ↘ ↙	8. → → →

7	VEHICLE 1 DAMAGE CODES	VEHICLE 2 DAMAGE CODES	ACCIDENT DIAGRAM
	Box 1 - Point of Impact	Box 1 - Point of Impact	
	Box 2 - Most Damage	Box 2 - Most Damage	

	Vehicle By Towed: To	Vehicle By Towed: To	4 Right Angle
--	----------------------	----------------------	---------------

VEHICLE DAMAGE CODING:

1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED  
15. TRAILER 18. NO DAMAGE  
16. OVERTURNED 19. OTHER

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
7 7	Latitude/Northing:	County GENE City Village <input type="checkbox"/> Town of PEMBROKE, TOWN OF
4 1 0 2	Longitude/Easting:	Road on which accident occurred 8091 ROUTE 77 (Route Number or Street Name)
1 1 0 9		at 1) intersecting street GABBEY RD (Route Number or Street Name)
		or 2) _____ (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes

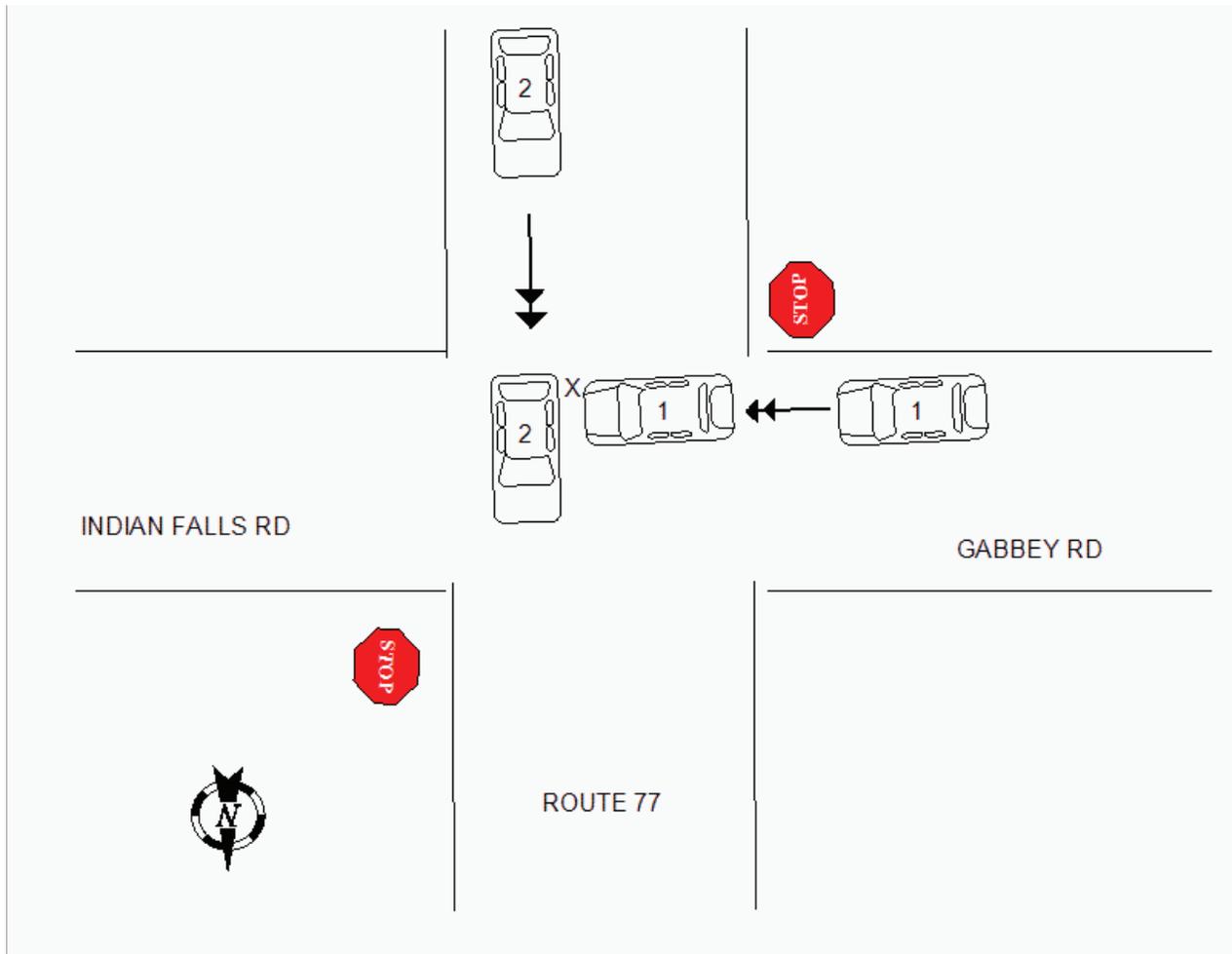
VEHICLE 1 WAS STOPPED AT THE STOP SIGN ON GABBEY AT THE INTERSECTION OF ROUTE 77 FACING EAST. VEHICLE 2 WAS TRAVELING NORTHBOUND ON ROUTE 77 APPROACHING THE INTERSECTION AT GABBEY RD. VEHICLE 1 FAILED TO YIELD THE RIGHT OF WAY TO VEHICLE 2 AND TRAVELED EAST THROUGH THE INTERSECTION. VEHICLE 1 STRUCK VEHICLE 2.

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1		2	-	-	-						N/A
B	02	3	1	1		2	-	-	-						N/A
C	02	1	1	1		1	-	-	-						N/A
D															
E															
F															
G															

Officer's Rank, Name and Signature	Deputy	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
KEVIN R MCCARTHY	Deputy K R McCarthy	037	01800	W		MEIDES, RONALD	07 / 20 / 2015 22:20

USE COVER SHEET  
N

Accident Type: 4



New York State Department of Motor Vehicles  
**POLICE ACCIDENT REPORT**

DOT Case: 35838772

Local Codes
W180204MXFML
15-18513

MV-104A (7/01)  
DMV COPY

19  
7

1	Accident Date Month Day Year 08 / 05 / 2015	Day of Week Wed	Military Time 00:10	No. of Vehicles 2	No. Injured 3	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos Accident Reconstructed <input type="checkbox"/>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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20

VEHICLE 1				<input checked="" type="checkbox"/> VEHICLE 2	<input type="checkbox"/> BICYCLIST	<input type="checkbox"/> PEDESTRIAN	<input type="checkbox"/> OTHER PEDESTRIAN
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2	VEHICLE 1 - Driver License ID Number	State of Lic.	VEHICLE 2 - Driver License ID Number	State of Lic.
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21

3	Driver Name-exactly as printed on license	Address (Include Number & Street)	Apt. No.	City or Town	State	Zip Code
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22

3	Date of Birth	Sex	Unlicensed <input type="checkbox"/>	No. of Occupants	Public Property Damaged <input type="checkbox"/>	Date of Birth	Sex	Unlicensed <input type="checkbox"/>	No. of Occupants	Public Property Damaged <input type="checkbox"/>
---	---------------	-----	-------------------------------------	------------------	--	---------------	-----	-------------------------------------	------------------	--

3	Name-exactly as printed on registration	Sex	Date of Birth	Name-exactly as printed on registration	Sex	Date of Birth
---	---	-----	---------------	---	-----	---------------

23

4	Address (Include Number & Street)	Apt. No.	Haz. Mat. Code	Released <input type="checkbox"/>	Address (Include Number & Street)	Apt. No.	Haz. Mat. Code	Released <input type="checkbox"/>
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7

4	City or Town	State	Zip Code	City or Town	State	Zip Code
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4	Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code	Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
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24

5	Ticket/Arrest Number(s)	Violation Section(s)	Ticket/Arrest Number(s)	Violation Section(s)
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6	Check if involved vehicle is:	Check if involved vehicle is:	Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.			
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6	VEHICLE 1 DAMAGE CODES	VEHICLE 2 DAMAGE CODES	ACCIDENT DIAGRAM			
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7	Box 1 - Point of Impact	Box 2 - Most Damage	Box 1 - Point of Impact	Box 2 - Most Damage	Enter up to three more Damage Codes		Vehicle Towed:	
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7	Vehicle Towed:	By	To	Vehicle Towed:	By	To
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7	VEHICLE DAMAGE CODING:	1 - 13. SEE DIAGRAM ON RIGHT.	14. UNDERCARRIAGE	17. DEMOLISHED	15. TRAILER	18. NO DAMAGE	16. OVERTURNED	19. OTHER
---	------------------------	-------------------------------	-------------------	----------------	-------------	---------------	----------------	-----------

7	Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
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7	7 7	Latitude/Northing:	County GENE	City	Village	Town of PEMBROKE, TOWN OF
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7	4 1 0 2	Longitude/Easting:	Road on which accident occurred ROUTE 77	(Route Number or Street Name)
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7	1 1 0 8	at 1) intersecting street INDIAN FALLS RD	(Route Number or Street Name)
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7	or 2)	Feet	Miles	(Milepost, Nearest Intersecting Route Number or Street Name)
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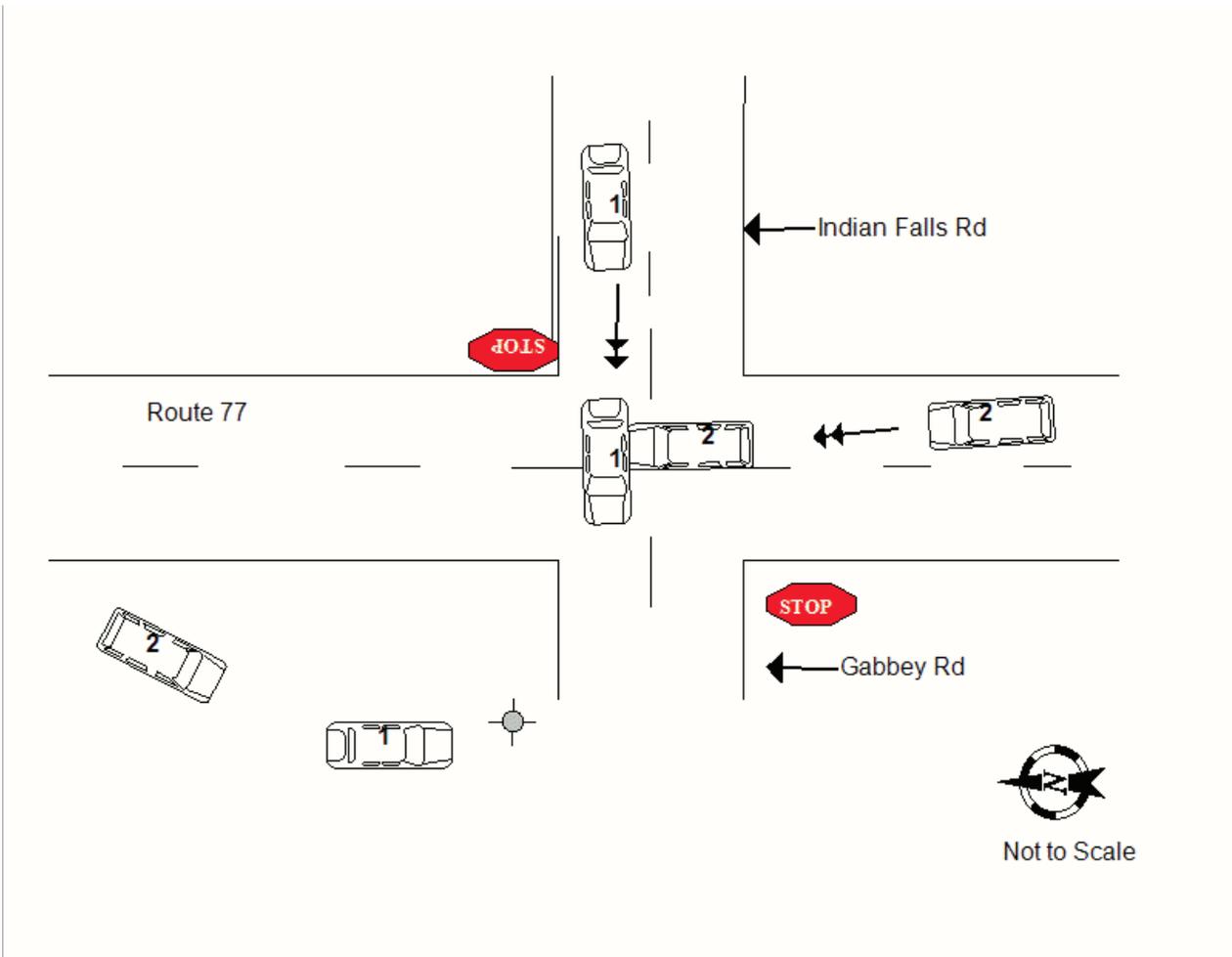
Accident Description/Officer's Notes  
 VEHICLE 1 WAS TRAVELING WESTBOUND ON INDIAN FALLS ROAD. VEHICLE 2 WAS TRAVELING NORTHBOUND ON ROUTE 77. VEHICLE 1 FAILED TO STOP AT THE POSTED STOP SIGN AT THE INTERSECTION OF ROUTE 77 AND INDIAN FALLS ROAD. VEHICLE 2 WAS UNABLE TO AVOID VEHICLE 1 AND STRUCK VEHICLE 1 IN THE DRIVER'S SIDE. BOTH VEHICLES THEN SPUN OFF THE ROADWAY. BOTH VEHICLES CAME TO REST OFF THE ROADWAY, ON THE NORTH WEST CORNER OF ROUTE 77 AND GABBEY ROAD INTERSECTION.

USE COVER SHEET  
N

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1		1	1	3	2	9992		1405			N/A
B	01	3	4	1		1	4	12	6	10221		1405			N/A
C	02	1	4	1		2	12	12	6	10579		1405			N/A
D															
E															
F															
G															

Officer's Rank, Name and Signature	DEPUTY	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
RICHARD S SCHILDWASTER		022	01800	W		MEIDES, RONALD	08 / 12 / 2015 18:02

Accident Type: 4



Local Codes  
W180215ZDH4G  
16-21397

MV-104A (7/01)  
DMV COPY

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27  
2  
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USE COVER SHEET  
N

1 Accident Date: 08 / 09 / 2016, Day of Week: Tue, Military Time: 00:01, No. of Vehicles: 1, No. Injured: 1, No. Killed: 0, Not Investigated at Scene: [ ], Left Scene: [ ], Police Photos: [ ] Yes [X] No

VEHICLE 1 [ ] VEHICLE 2 [ ] BICYCLIST [ ] PEDESTRIAN [ ] OTHER PEDESTRIAN [ ]

2 VEHICLE 1 - Driver License ID Number, State of Lic., VEHICLE 2 - Driver License ID Number, State of Lic., Driver Name-exactly as printed on license

Address (Include Number & Street), Apt. No., City or Town, State, Zip Code

3 Date of Birth, Sex, Unlicensed, No. of Occupants, Public Property Damaged

Name-exactly as printed on registration, Sex, Date of Birth

Address (Include Number & Street), Apt. No., Haz. Mat. Code, Released

City or Town, State, Zip Code

4 Plate Number, State of Reg., Vehicle Year & Make, Vehicle Type, Ins. Code

Ticket/Arrest Number(s), Violation Section(s)

5 Violation Section(s)

6 Check if involved vehicle is: [ ] more than 95 inches wide; [ ] more than 34 feet long; [ ] operated with an overweight permit; [ ] operated with an overdimension permit.

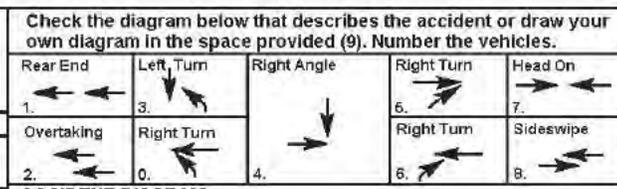
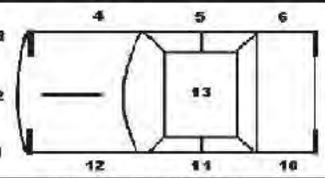
VEHICLE 1 DAMAGE CODES, VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact, Box 2 - Most Damage, Enter up to three more Damage Codes

Vehicle By GEN CTRY AUTO, Towed To GEN CTRY AUTO

VEHICLE DAMAGE CODING: 1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE, 15. TRAILER, 16. OVERTURNED, 17. DEMOLISHED, 18. NO DAMAGE, 19. OTHER



9 Accident Diagram - See Attached.

Cost of repairs to any one vehicle will be more than \$1000. [ ] Unknown/Unable to Determine [X] Yes [ ] No

Reference Marker, Coordinates (if available), Latitude/Northing

Place Where Accident Occurred: County GENE, City [ ] Village [ ] Town of PEMBROKE, TOWN OF

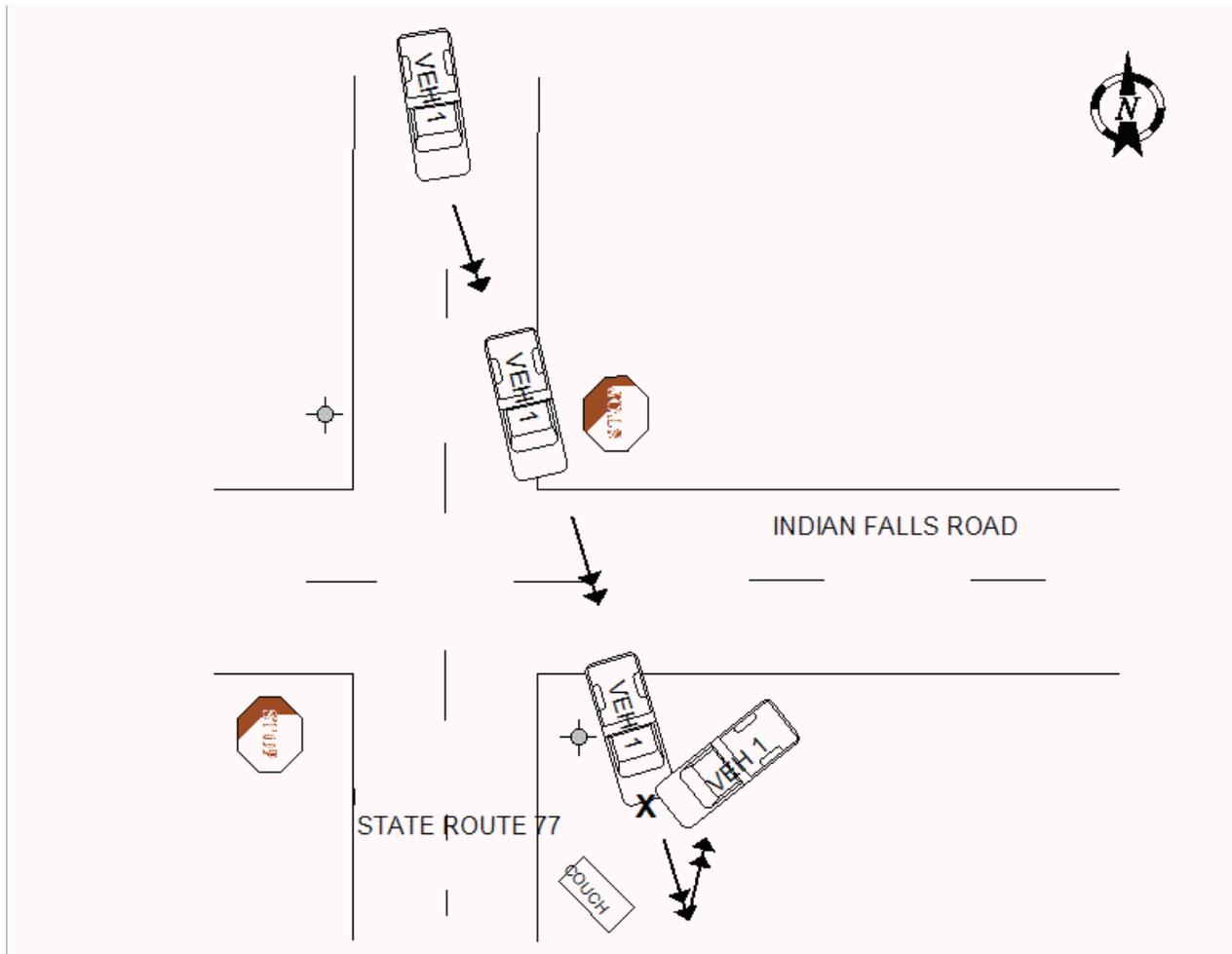
Road on which accident occurred: 1232 INDIAN FALLS ROAD, at 1) intersecting street STATE ROUTE 77

Accident Description/Officer's Notes: VEHICLE 1 WAS TRAVELING SOUTHBOUND ON ROUTE 77. VEHICLE 1 FAILED TO KEEP RIGHT AND TRAVELED INTO THE NORTHBOUND LANE OF ROUTE 77...

Table with columns: 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, BY, TO, 18, Names of all involved, Date of Death Only

Officer's Rank, Name and Signature: DEPUTY ERIC J MEYER, Badge/ID No. 007, NCIC No. 01800, Precinct/Post Troop/Zone W, Station/Beat/ Sector, Reviewing Officer SAILE, JASON, Date/Time Reviewed 08 / 13 / 2016 22:22

Accident Type: 9



New York State Department of Motor Vehicles  
**POLICE ACCIDENT REPORT**

DOT Case: 36619844

Local Codes  
W173616NS4ZC  
2017-00005309

MV-104A (7/01)  
DMV COPY

19  
7

1	Accident Date Month Day Year 02 / 25 / 2017	Day of Week Sat	Military Time 13:00	No. of Vehicles 2	No. Injured 0	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
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20

VEHICLE 1				<input checked="" type="checkbox"/> VEHICLE 2	<input type="checkbox"/> BICYCLIST	<input type="checkbox"/> PEDESTRIAN	<input type="checkbox"/> OTHER PEDESTRIAN
-----------	--	--	--	---	------------------------------------	-------------------------------------	---

2	VEHICLE 1 - Driver License ID Number	State of Lic. NY	VEHICLE 2 - Driver License ID Number	State of Lic. NY
---	--------------------------------------	------------------	--------------------------------------	------------------

21

3	Driver Name-exactly as printed on license	Address (Include Number & Street)	Apt. No.	City or Town	State	Zip Code
---	---	-----------------------------------	----------	--------------	-------	----------

22

3	Date of Birth	Sex 1	Unlicensed <input type="checkbox"/>	No. of Occupants 1	Public Property Damaged <input type="checkbox"/>
---	---------------	-------	-------------------------------------	--------------------	--

3	Name-exactly as printed on registration	Sex	Date of Birth
---	---	-----	---------------

23

4	Address (Include Number & Street)	Apt. No.	Haz. Mat. Code	Released <input type="checkbox"/>
---	-----------------------------------	----------	----------------	-----------------------------------

3

4	Plate Number	State of Reg. NY	Vehicle Year & Make GMC 2003	Vehicle Type PICK	Ins. Code 226
---	--------------	------------------	------------------------------	-------------------	---------------

24

5	Ticket/Arrest Number(s)	Violation Section(s)
---	-------------------------	----------------------

6	Check if involved vehicle is:	Check if involved vehicle is:	Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.
---	-------------------------------	-------------------------------	--

25

6	VEHICLE 1 DAMAGE CODES	VEHICLE 2 DAMAGE CODES	ACCIDENT DIAGRAM
---	------------------------	------------------------	------------------

1

7	Vehicle Towed: By RON AND NEWTS To 1613 IND FALL R	Vehicle Towed: By DABSWELLS To DABSWELLS	4 Right Angle
---	--	--	---------------

26

7	VEHICLE DAMAGE CODING:	1 - 13. SEE DIAGRAM ON RIGHT.	14. UNDERCARRIAGE	17. DEMOLISHED
---	------------------------	-------------------------------	-------------------	----------------

27

7	Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
---	------------------	----------------------------	--------------------------------

1

7	7 7	Latitude/Northing:	County GENE	City <input type="checkbox"/> Village <input type="checkbox"/> Town of PEMBROKE, TOWN OF
---	-----	--------------------	-------------	--

7	4 1 0 2	Longitude/Easting:	Road on which accident occurred ROUTE 77	(Route Number or Street Name)
---	---------	--------------------	--	-------------------------------

28

7	1 1 0 9	at 1) intersecting street INDIAN FALLS ROAD	(Route Number or Street Name)
---	---------	---	-------------------------------

29

7	Accident Description/Officer's Notes	VEHICLE 1 WAS STOPPED AT THE STOP SIGN ON GABBEY ROAD AT THE INTERSECTION OF ROUTE 77 FACING EAST. VEHICLE 2 WAS NORTHBOUND ON ROUTE 77. VEHICLE 1 FAILED TO YIELD THE RIGHT OF WAY OF VEHICLE 2 AND TRAVELED EASTBOUND ACROSS THE INTERSECTION OF ROUTE 77. VEHICLE 2 STRUCK VEHICLE 1.
---	--------------------------------------	--

1

8	01	1	4	1	1	-	-	-	BY	TO	18	Names of all involved	Date of Death Only
---	----	---	---	---	---	---	---	---	----	----	----	-----------------------	--------------------

30

8	02	1	4	1	1	-	-	-	BY	TO	18	Names of all involved	Date of Death Only
---	----	---	---	---	---	---	---	---	----	----	----	-----------------------	--------------------

8	03								BY	TO	18	Names of all involved	Date of Death Only
---	----	--	--	--	--	--	--	--	----	----	----	-----------------------	--------------------

8	04								BY	TO	18	Names of all involved	Date of Death Only
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8	05								BY	TO	18	Names of all involved	Date of Death Only
---	----	--	--	--	--	--	--	--	----	----	----	-----------------------	--------------------

8	06								BY	TO	18	Names of all involved	Date of Death Only
---	----	--	--	--	--	--	--	--	----	----	----	-----------------------	--------------------

8	07								BY	TO	18	Names of all involved	Date of Death Only
---	----	--	--	--	--	--	--	--	----	----	----	-----------------------	--------------------

8	08								BY	TO	18	Names of all involved	Date of Death Only
---	----	--	--	--	--	--	--	--	----	----	----	-----------------------	--------------------

8	09								BY	TO	18	Names of all involved	Date of Death Only
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8	10								BY	TO	18	Names of all involved	Date of Death Only
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8	11								BY	TO	18	Names of all involved	Date of Death Only
---	----	--	--	--	--	--	--	--	----	----	----	-----------------------	--------------------

8	12								BY	TO	18	Names of all involved	Date of Death Only
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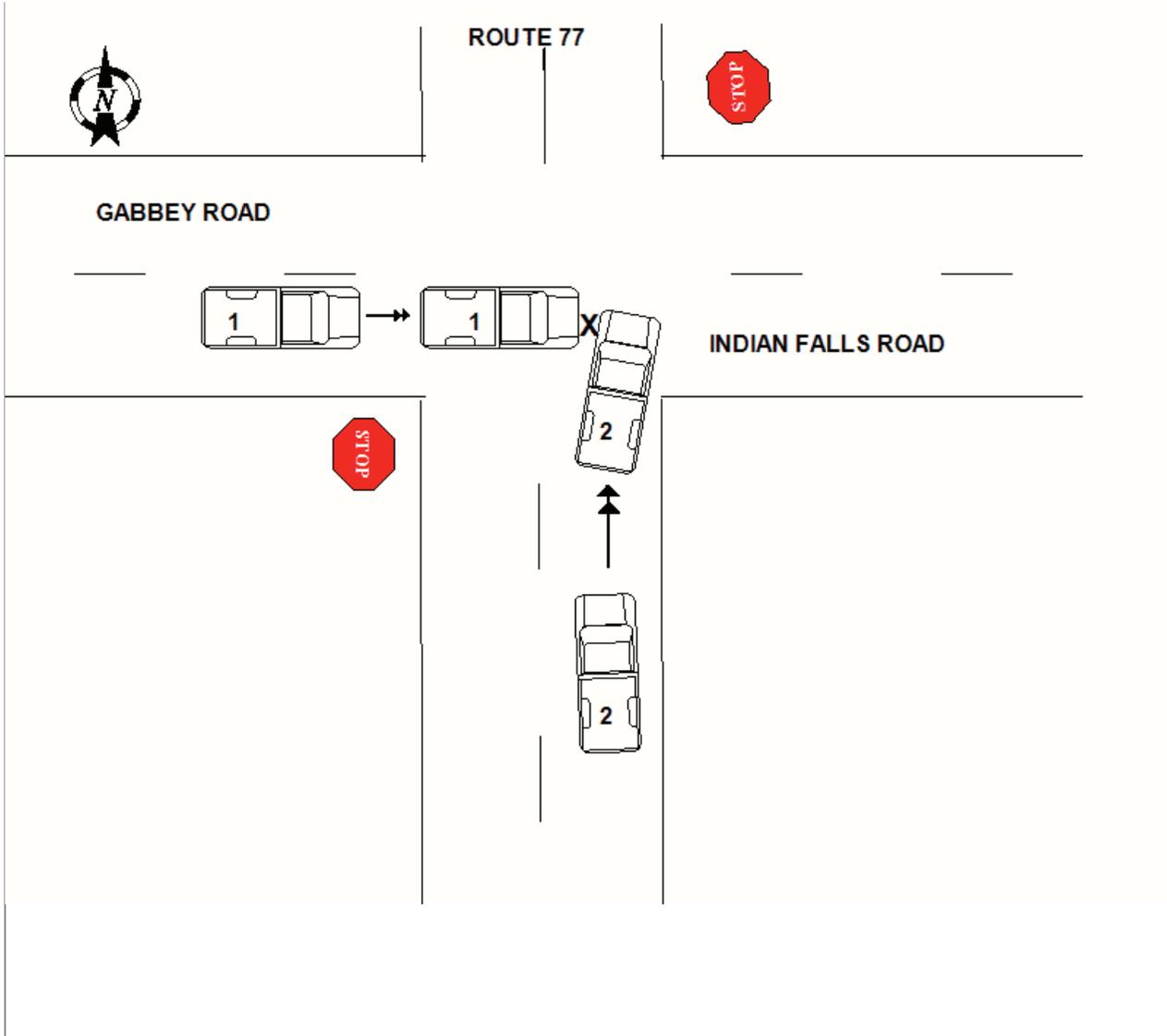
8	13								BY	TO	18	Names of all involved	Date of Death Only
---	----	--	--	--	--	--	--	--	----	----	----	-----------------------	--------------------

USE COVER SHEET  
N

ALL INVOLVED

Officer's Rank, Name and Signature DEPUTY TRAVIS M DEMUTH	Badge/ID No. 019	NCIC No. 01800	Precinct/Post Troop/Zone W	Station/Beat/ Sector	Reviewing Officer SAILE, JASON	Date/Time Reviewed 02 / 26 / 2017 17:47
---	---------------------	-------------------	-------------------------------	----------------------	-----------------------------------	---

Accident Type: 4



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
MV-104A (7/01)
DMV COPY

DOT Case: 36797362

Local Codes
W1802674KC49
2017-00020504

19
3
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26
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28
29
30
USE COVER SHEET
N

1 Accident Date Month 07 / Day 04 / Year 2017
Day of Week Tue
Military Time 15:11
No. of Vehicles 1
No. Injured 0
No. Killed 0
Not Investigated at Scene [ ]
Left Scene [X]
Police Photos [ ] Yes [X] No

VEHICLE 1 [ ] VEHICLE 2 [ ] BICYCLIST [ ] PEDESTRIAN [ ] OTHER PEDESTRIAN [ ]

2 VEHICLE 1 - Driver License ID Number [ ] State of Lic. [ ]
VEHICLE 2 - Driver License ID Number [ ] State of Lic. [ ]
Driver Name-exactly as printed on license [ ]

Address (Include Number & Street) [ ] Apt. No. [ ]
City or Town [ ] State [ ] Zip Code [ ]

3 Date of Birth [ ] Sex 1 [ ] Unlicensed [ ] No. of Occupants 1 [ ] Public Property Damaged [ ]

Name-exactly as printed on registration [ ] Sex [ ] Date of Birth [ ]

Address (Include Number & Street) [ ] Apt. No. [ ] Haz. Mat. Code [ ] Released [ ]

4 City or Town [ ] State [ ] Zip Code [ ]

1 Plate Number [ ] State of Reg. [ ] Vehicle Year & Make [ ] Vehicle Type [ ] Ins. Code [ ]

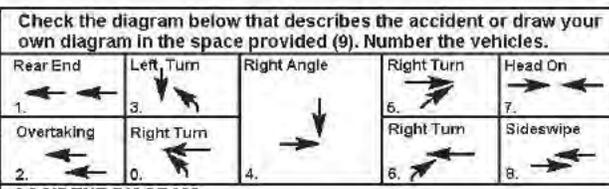
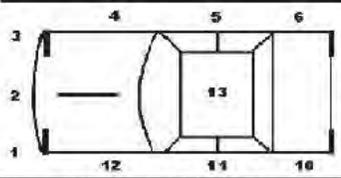
Ticket/Arrest Number(s) [ ] Violation Section(s) [ ]

6 Check if involved vehicle is:
[ ] more than 95 inches wide;
[X] more than 34 feet long;
[ ] operated with an overweight permit;
[ ] operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES
Box 1 - Point of Impact [ ]
Box 2 - Most Damage [ ]
Enter up to three more Damage Codes [ ]

VEHICLE 2 DAMAGE CODES
Box 1 - Point of Impact [ ]
Box 2 - Most Damage [ ]
Enter up to three more Damage Codes [ ]

VEHICLE DAMAGE CODING:
1 - 13. SEE DIAGRAM ON RIGHT.
14. UNDERCARRIAGE 17. DEMOLISHED
15. TRAILER 18. NO DAMAGE
16. OVERTURNED 19. OTHER



9 Accident Diagram - See Attached.
Cost of repairs to any one vehicle will be more than \$1000.
[ ] Unknown/Unable to Determine [X] Yes [ ] No

Reference Marker [ ] Coordinates (if available) [ ]
Place Where Accident Occurred:
County GENE [ ] City [ ] Village [ ] Town of PEMBROKE, TOWN OF

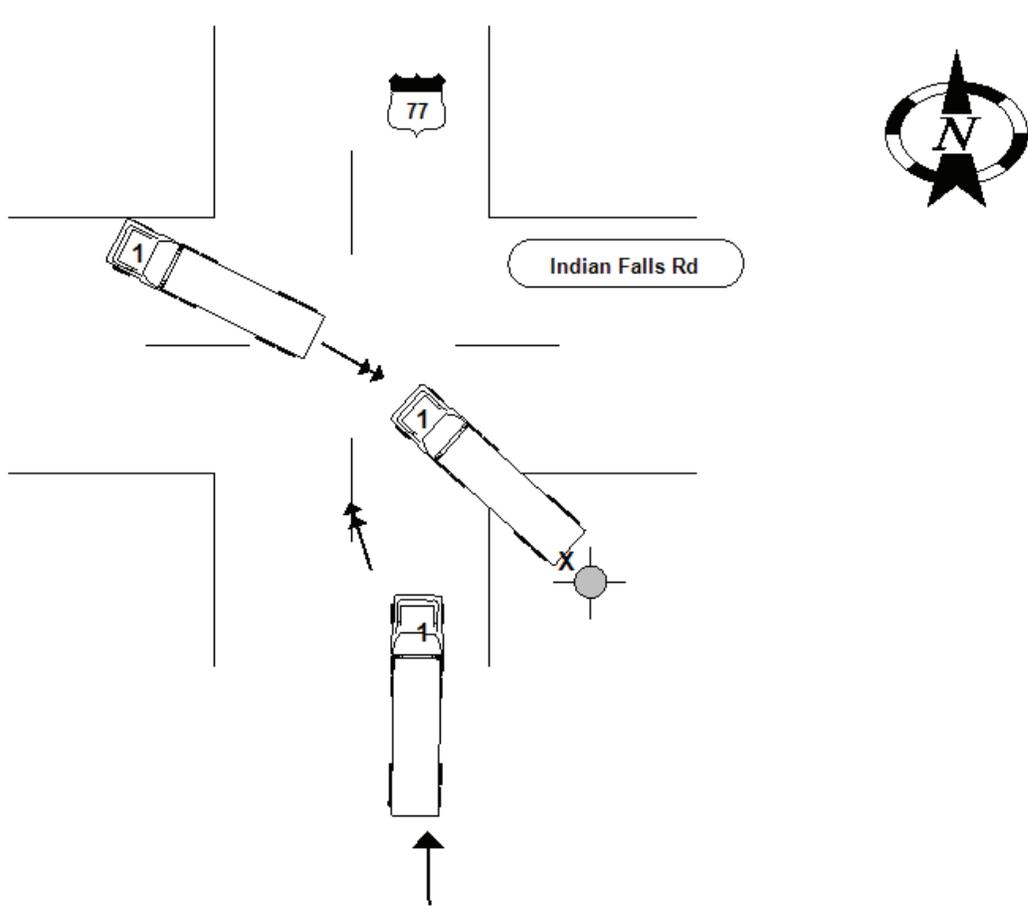
Road on which accident occurred 8091 STATE ROUTE 77
at 1) intersecting street INDIAN FALLS ROAD

Accident Description/Officer's Notes
VEHICLE 1 WAS TRAVELING NORTH ON ROUTE 77. THE OPERATOR OF VEHICLE 1 STATED THAT HE REALIZED HE WAS GOING THE WRONG WAY AND ATTEMPTED TO MAKE A U-TURN. AS A RESULT VEHICLE 1 STRUCK A UTILITY POLE OFF THE SOUTHEAST CORNER OF ROUTE 77 AND INDIAN FALLS ROAD. THE OPERATOR STATED THAT HE DID NOT REALIZE THAT HE HIT SOMETHING AND LEFT THE SCENE.

Table with columns 8-18 and rows A-G. Row A: 01, 1, 4, 1, 1, -, -, -, -, N/A

Officer's Rank, Name and Signature: DEPUTY MICHAEL J LUTE
Badge/ID No. 017
NCIC No. 01800
Precinct/Post Troop/Zone FL
Station/Beat/ Sector
Reviewing Officer SAILE, JASON
Date/Time Reviewed 07 / 08 / 2017 16:18

Accident Type: 9



New York State Department of Motor Vehicles  
**POLICE ACCIDENT REPORT**  
 MV-104A (7/01)  
 DMV COPY

DOT Case: 36906125

Page of Pages

Local Codes  
 W180257FFXQ3  
 2017-00029336

1	Accident Date Month Day Year 09 / 25 / 2017	Day of Week Mon	Military Time 23:26	No. of Vehicles 1	No. Injured 1	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
---	---	--------------------	------------------------	----------------------	------------------	-----------------	--	-------------------------------------	--	---

VEHICLE 1  VEHICLE 2  BICYCLIST  PEDESTRIAN  OTHER PEDESTRIAN

2	VEHICLE 1 - Driver License ID Number [Redacted]	State of Lic. NY	VEHICLE 2 - Driver License ID Number [Redacted]	State of Lic. [Redacted]
	Driver Name-exactly as printed on license [Redacted]		Driver Name-exactly as printed on license [Redacted]	

	Address (Include Number & Street) [Redacted]	Apt. No. [Redacted]	Address (Include Number & Street) [Redacted]	Apt. No. [Redacted]
	City or Town [Redacted]	State [Redacted]	City or Town [Redacted]	State [Redacted]

3	Date of Birth [Redacted]	Sex 2	Unlicensed <input type="checkbox"/>	No. of Occupants 1	Public Property Damaged <input type="checkbox"/>	Date of Birth [Redacted]	Sex [Redacted]	Unlicensed <input type="checkbox"/>	No. of Occupants [Redacted]	Public Property Damaged <input type="checkbox"/>
---	-----------------------------	----------	-------------------------------------	-----------------------	--	-----------------------------	-------------------	-------------------------------------	--------------------------------	--

	Name-exactly as printed on registration [Redacted]	Sex [Redacted]	Date of Birth [Redacted]	Name-exactly as printed on registration [Redacted]	Sex [Redacted]	Date of Birth [Redacted]		
	Address (Include Number & Street) [Redacted]	Apt. No. [Redacted]	Haz. Mat. Code [Redacted]	Released <input type="checkbox"/>	Address (Include Number & Street) [Redacted]	Apt. No. [Redacted]	Haz. Mat. Code [Redacted]	Released <input type="checkbox"/>

4	City or Town [Redacted]	State [Redacted]	Zip Code [Redacted]	City or Town [Redacted]	State [Redacted]	Zip Code [Redacted]		
4	Plate Number [Redacted]	State of Reg. [Redacted]	Vehicle Year & Make NISS 2004	Plate Number [Redacted]	State of Reg. [Redacted]	Vehicle Year & Make 4DSD 148	Vehicle Type [Redacted]	Ins. Code [Redacted]

5	Ticket/Arrest Number(s) [Redacted]	Ticket/Arrest Number(s) [Redacted]
3	Violation Section(s) [Redacted]	Violation Section(s) [Redacted]

6	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.
---	--	--	--

7	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes	VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes	ACCIDENT DIAGRAM 9. Accident Diagram - See Attached.
---	---	---	---

	Vehicle By Towed: DADSWELLS To: DADSWELLS	Vehicle By Towed: To
--	---	-------------------------

VEHICLE DAMAGE CODING:  
 1 - 13. SEE DIAGRAM ON RIGHT.  
 14. UNDERCARRIAGE 17. DEMOLISHED  
 15. TRAILER 18. NO DAMAGE  
 16. OVERTURNED 19. OTHER

Reference Marker	Coordinates (if available) Latitude/Northing: 7 7 Longitude/Easting: 4 1 0 2 1 1 0 8	Place Where Accident Occurred: County GENE City <input type="checkbox"/> Village <input type="checkbox"/> Town of PEMBROKE, TOWN OF Road on which accident occurred 8112 ROUTE 77 (Route Number or Street Name) at 1) intersecting street GABBEY ROAD (Route Number or Street Name) or 2) _____ (Milepost, Nearest Intersecting Route Number or Street Name)
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Accident Description/Officer's Notes  
 VEHICLE 1 WAS TRAVELING SOUTHBOUND ON ROUTE 77. A DEER ENTERED THE ROADWAY FROM THE EAST SHOULDER IN THE AREA OF GABBEY ROAD. VEHICLE 1 STRUCK THE DEER CAUSING HEAVY FRONT END DAMAGE AND AIR BAG DEPLOYMENT.

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	A	1	[Redacted]	2	8	12	6					[Redacted]	N/A
B															
C															
D															
E															
F															
G															

Officer's Rank, Name and Signature DEPUTY ERIC J MEYER	Badge/ID No. 007	NCIC No. 01800	Precinct/Post Troop/Zone W	Station/Beat/ Sector	Reviewing Officer SEPPALA, ERIC	Date/Time Reviewed 09 / 27 / 2017 16:18
--	---------------------	-------------------	----------------------------------	-------------------------	---------------------------------------	---

19  
61  
20  
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1  
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7  
29  
30  
USE COVER SHEET  
N

Accident Type: 9

CAR VS. DEER MVA

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
MV-104A (7/01)
DMV COPY

DOT Case: 37111774

Local Codes
W180237VBRVZ
2018-00002040

19
61
20

1 Accident Date: 01/24/2018, Day of Week: Wed, Military Time: 08:57, No. of Vehicles: 1, No. Injured: 0, No. Killed: 0

VEHICLE 1, VEHICLE 2, BICYCLIST, PEDESTRIAN, OTHER PEDESTRIAN

2 VEHICLE 1 - Driver License ID Number, State of Lic. NY, VEHICLE 2 - Driver License ID Number, State of Lic.

Driver Name-exactly as printed on license, Address (Include Number & Street), Apt. No.

City or Town, State, Zip Code

3 Date of Birth, Sex, Unlicensed, No. of Occupants, Public Property Damaged

Name-exactly as printed on registration, Sex, Date of Birth, Address (Include Number & Street), Apt. No., Haz. Mat. Code, Released

4 City or Town, State, Zip Code

5 Plate Number, State of Reg., Vehicle Year & Make, Vehicle Type, Ins. Code

Ticket/Arrest Number(s), Violation Section(s)

6 Check if involved vehicle is: more than 95 inches wide, more than 34 feet long, operated with an overweight permit, operated with an overdimension permit.

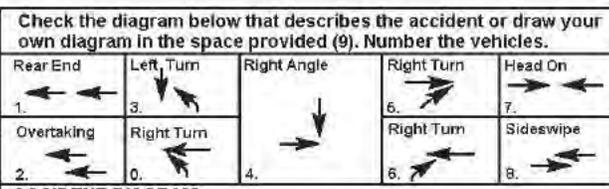
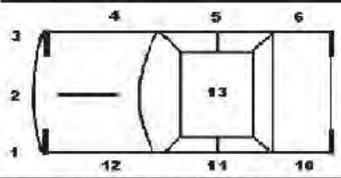
VEHICLE 1 DAMAGE CODES, VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact, Box 2 - Most Damage, Enter up to three more Damage Codes

Vehicle By, Towed To

VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE, 15. TRAILER, 16. OVERTURNED, 17. DEMOLISHED, 18. NO DAMAGE, 19. OTHER



9 Accident Diagram - See Attached.

Cost of repairs to any one vehicle will be more than \$1000. Unknown/Unable to Determine, Yes, No

Reference Marker, Coordinates (if available), Latitude/Northing

Place Where Accident Occurred: County GENE, City Village Town of PEMBROKE, TOWN OF

Road on which accident occurred: ROUTE 77, at 1) intersecting street, or 2) 100 Feet Miles of INDIAN FALLS ROAD

Accident Description/Officer's Notes: VEHICLE 1 WAS TRAVELING NORTHBOUND ON ROUTE 77 WHEN A DEER ENTERED THE ROADWAY FROM THE WEST SHOULDER. VEHICLE 1 STRUCK THE DEER CAUSING DAMAGE TO THE VEHICLE.

ALL INVOLVED: Table with columns 8-18, BY, TO, Names of all involved, Date of Death Only

Officer's Rank, Name and Signature: DEPUTY JEREMY M MCCLELLAN

Badge/ID No. 053, NCIC No. 01800, Precinct/Post Troop/Zone NW, Station/Beat/Sector, Reviewing Officer SAILE, JASON, Date/Time Reviewed 01/28/2018 02:43

USE COVER SHEET
N

Accident Type: 9

CAR VS. DEER

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
MV-104A (7/01)
DMV COPY

DOT Case: 37340411

Local Codes
W1SH158CSBWZ
2018-00016323

19
7

1 Accident Date Month 06 Day 18 Year 2018 Day of Week Mon Military Time 17:26 No. of Vehicles 2 No. Injured 0 No. Killed 0 Not Investigated at Scene [ ] Left Scene [ ] Police Photos [ ] Yes [X] No Accident Reconstructed [ ]

20
17

VEHICLE 1 [ ] VEHICLE 2 [X] BICYCLIST [ ] PEDESTRIAN [ ] OTHER PEDESTRIAN [ ]

2 VEHICLE 1 - Driver License ID Number [ ] State of Lic. [ ] VEHICLE 2 - Driver License ID Number [ ] State of Lic. [ ] Driver Name-exactly as printed on license [ ]

21

Address (Include Number & Street) Apt. No. City or Town State Zip Code

22

3 Date of Birth Sex 2 Unlicensed [ ] No. of Occupants 2 Public Property Damaged [ ]

Name-exactly as printed on registration Sex Date of Birth

23

Address (Include Number & Street) Apt. No. Haz. Mat. Code Released

7

4 City or Town State NY Zip Code 14020 Plate Number State of Reg. Vehicle Year & Make CHEV 2004 Vehicle Type 4DSD Ins. Code 328

24

Plate Number State of Reg. Vehicle Year & Make VOLV 2005 Vehicle Type TRAC Ins. Code 989

5 Violation Section(s) 1142A

6 Check if involved vehicle is: [ ] more than 95 inches wide; [ ] more than 34 feet long; [ ] operated with an overweight permit; [ ] operated with an overdimension permit.

25

VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes

VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes

VEHICLE DAMAGE CODING: 1 - 13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER

VEHICLE DAMAGE CODING: 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER

Place Where Accident Occurred: County GENE City [ ] Village [ ] Town of PEMBROKE, TOWN OF Road on which accident occurred ROUTE 77

1

26

27

1

28

Reference Marker Coordinates (if available) Latitude/Northing Longitude/Easting

29

Accident Description/Officer's Notes VEHICLE 1 WAS STOPPED AT THE INTERSECTION OF INDIAN FALLS ROAD AND ROUTE 77 FACING WEST. VEHICLE 2 WAS SOUTHBOUND ON ROUTE 77. DRIVER 1 STATED SHE DID NOT SEE VEHICLE 2 APPROACHING. VEHICLE 1 BEGAN DRIVING WEST AND STRUCK VEHICLE 2 IN THE INTERSECTION. VEHICLE 1 THEN CONTINUED OFF THE SOUTHWEST CORNER OF THE INTERSECTION AND CAME TO REST FACING SOUTH.

30

ALL INVOLVED

8 9 10 11 12 13 14 15 16 17 BY TO 18 Names of all involved Date of Death Only

Table with columns for names and dates of death. Includes names like KEVIN P FORSYTH and MEIDES, RONALD.

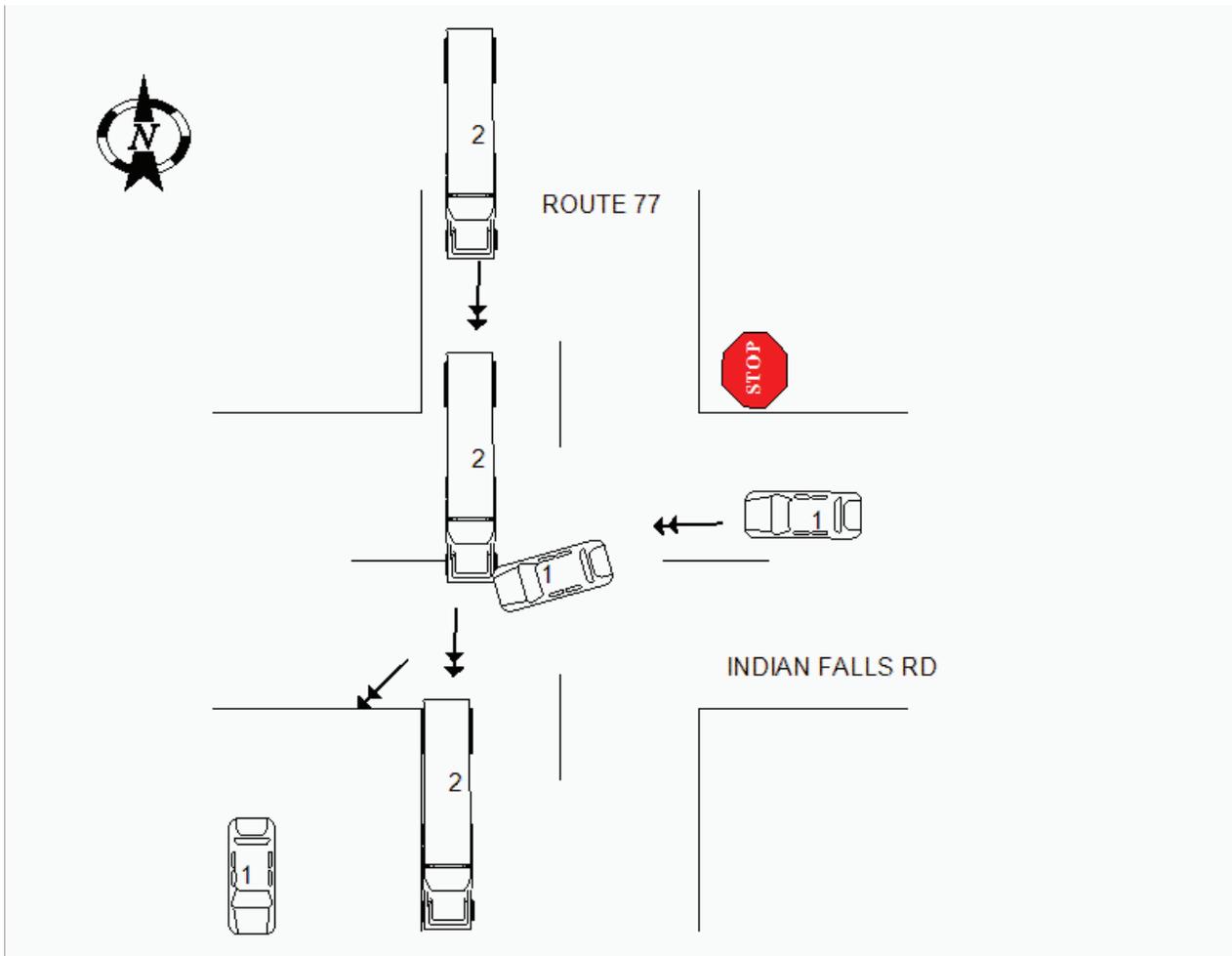
Officer's Rank, Name and Signature DEPUTY KEVIN P FORSYTH

Badge/ID No. 033 NCIC No. 01800 Precinct/Post Troop/Zone W Station/Beat/Sector

Reviewing Officer MEIDES, RONALD Date/Time Reviewed 06/20/2018 10:18

USE COVER SHEET N

Accident Type: 4



Local Codes
2018-00016323



TRUCK and BUS SUPPLEMENTAL POLICE ACCIDENT REPORT

MV-1045 (10/05)
Mail To: NYS Dept. of Motor Vehicles, Accident Records Bureau, PO Box 2084, Albany NY 12220-0084

AMENDED REPORT

INSTRUCTIONS You must complete this form:

- if at least one of the vehicles involved is:
- a truck having a GVWR or GCWR > 10,000 lbs.; or
- a vehicle with a Haz Mat placard; or
- a bus designed to carry 9 or more persons, including the driver;
AND at least one of the following conditions is met:
- at least one person sustained fatal injuries
- at least one person was transported for IMMEDIATE medical treatment
- at least one vehicle is disabled and was towed/transported from the scene.

Number of:
1 Trucks having a GVWR or GCWR > 10,000 lbs.
Vehicles with a Haz Mat placard
Buses designed to carry 9 or more persons

Number of Vehicles:
1 Towed/transported from scene due to damage
Number of Persons:
0 Sustaining fatal injuries
Transported for IMMEDIATE medical treatment

ACCIDENT DATE: 06/18/2018
MILITARY TIME: 17:26
COUNTY: GENE
CITY/TOWN/VILLAGE: PEMBROKE, TOWN OF

DRIVER
LICENSE ID #: 071438015
STATE OF LIC.: TN
DRIVER NAME - exactly as printed on license (Last, First, M.I.)

9 LICENSE CLASS: 1 A, 2 B, 3 CDL C, 4 D, 5 DJ, 6 E, 7 M, 8 MJ, 9 OTHER, 10 DM
DATE OF BIRTH: Mo, Day, Year
SEX: 1 Male, 2 Female

CARRIER NAME

STREET OR P.O. BOX, CITY, STATE, ZIP CODE, TOTAL AXLES (includes trailers): 5

PLATE NUMBER, STATE OF REG., CARRIER'S IDENTIFICATION NUMBERS: US DOT, ICC MC

2 WEIGHT RATING OF TRUCK POWER UNIT: 1 Less than or equal to 10,000 lbs., 2 10,001 - 26,000 lbs., 3 More than 26,000 lbs.
VEHICLE IDENTIFICATION NUMBER

3 6 VEHICLE CONFIGURATION: 1 Bus (seats for more than 15 people, including driver), 2 Single-unit Truck (2-axle, 6-tire), 3 Single-unit Truck (3 or more axles), 4 Truck/Trailer, 5 Truck Tractor (bobtail), 6 Tractor/Semi-trailer, 7 Tractor/Doubles, 8 Tractor/Triples, 9 Unknown Heavy Truck, cannot classify, 10 Passenger Car - only record when vehicle displays a Hazardous Material placard, 11 Light truck (van, mini-van, panel, pickup, sport utility vehicle) only record when vehicle displays an HM placard, 12 Bus (seats for 9 - 15 people, including driver)
TRAFFIC WAY: 1 Two-way, not divided, 2 Two-way, divided, unprotected median, 3 Two-way, divided, positive median barrier, 4 One-way not divided, 5 Not reported

4 2 CARGO BODY TYPE: 1 Bus (seats for more than 15 people, including driver), 2 Van/Enclosed Box, 3 Cargo Tank, 4 Flatbed, 5 Dump, 6 Concrete Mixer, 7 Auto Transporter, 8 Garbage/Refuse, 9 Other, 10 Grain, Chips, Gravel, 11 Pole, 12 Bus (seats for 9-15 people, including driver)
ACCESS CONTROL: 1 No Access Control, 2 Full Access Control, 4 Partial Access Control

5 2 HAZARDOUS MATERIALS INVOLVEMENT: Does vehicle have Haz Mat placard? 1 Yes, 2 No
COPY FROM PLACARD: 4-digit identification number from diamond/orange panel, 1 or 2-digit number from bottom of diamond:
NAME OF HAZ MAT CLASS:
WAS HAZARDOUS CARGO RELEASED FROM VEHICLE (other than fuel from fuel tank)? 1 Yes, 2 No
SEQUENCE OF EVENTS (FOR THIS VEHICLE): 1 Ran Off Road (noncollision), 2 Jackknife (noncollision), 3 Overturn/Rollover (noncollision), 4 Downhill Runaway (noncollision), 5 Cargo Loss or Shift (noncollision), 6 Explosion or Fire (noncollision), 7 Separation of Units (noncollision), 8 Involving Pedestrian (collision), 9 Involving Motor Vehicle in Transport (collision), 10 Involving Parked Motor Vehicle (collision), 11 Involving Train (collision), 12 Involving Pedalcycle (collision), 13 Involving Animal (collision), 14 Involving Fixed Object (collision), 18 Cross Median/Centerline (noncollision), 19 Equipment Failure (noncollision) (brake failure, blown tires, etc.), 20 Other (noncollision), 21 Unknown (noncollision), 22 With Work Zone Maintenance Equipment (collision), 23 With Other Movable Object (collision), 24 With Unknown Movable Object (collision)

OFFICER'S RANK AND SIGNATURE, PRINT NAME IN FULL, BADGE/ID NO.: 033, NCIC NO., DATE OF REPORT: 06/18/2018 17:26



FOLD → ← HERE

New York State Department of Motor Vehicles  
REPORT OF MOTOR VEHICLE ACCIDENT  
www.nysdmv.com

Use only for accidents that happen in New York State

BEFORE COMPLETING THIS FORM, READ THE INSTRUCTIONS IN SECTION A ON PAGE 2

DO NOT FORGET ACCIDENT DATE Page 1 of 1  RUSH - DRIVER OF VEHICLE 1 - LICENSE SUSPENDED FOR FAILURE TO REPORT

Accident Date: Month 9 Day 9 Year 2018 Day of Week SAT Time 5:45  AM  PM Number of Vehicles 1 Number Injured 0 Number Killed 0 Did police investigate accident at scene?  Yes  No

**DRIVER**

DRIVER OF VEHICLE 1: Driver License ID Number [Redacted] State of License N.Y. Name—exactly as printed on license (Last, First, M.I.) [Redacted] Address (Include Number & Street) [Redacted] Apt. Number [Redacted] City or Town [Redacted] State [Redacted] Zip Code [Redacted]

DRIVER OF VEHICLE 2:  VEHICLE 2  PEDESTRIAN  BICYCLIST  OTHER PEDESTRIAN

**REGISTRANT**

REGISTRANT 1: Name—exactly as printed on registration [Redacted] Date of Birth Month 10 Day 26 Year 1994 Sex M Address (Include Number & Street) [Redacted] Apt. Number [Redacted] City or Town [Redacted] State [Redacted] Zip Code [Redacted] Plate Number [Redacted] State of Reg. [Redacted] Vehicle Year & Make 2018 subaru Vehicle Type car Ins. Code [Redacted]

REGISTRANT 2: Name—exactly as printed on registration [Redacted] Date of Birth Month [Redacted] Day [Redacted] Year [Redacted] Sex [Redacted] Address (Include Number & Street) [Redacted] Apt. Number [Redacted] City or Town [Redacted] State [Redacted] Zip Code [Redacted] Plate Number [Redacted] State of Reg. [Redacted] Vehicle Year & Make [Redacted] Vehicle Type [Redacted] Ins. Code [Redacted]

**VEHICLE DAMAGE**

Estimated Cost of Property Damage - Vehicle 1:  \$1,001-\$1,500  \$1,501-\$2,500  Over \$2,500

Describe damage to vehicle 1: FRONT BUMPER  
PASSENGER FRONT  
REAR DOOR  
HOOD  
HEADLIGHT

ACCIDENT DIAGRAM: Circle one of the 9 diagrams (numbered 0-8) if it describes the accident, or draw your own diagram below in space #9. Number the vehicles. Your vehicle is #1.

Describe damage to vehicle 2: [Redacted]

**ACCIDENT LOCATION**

Place Where Accident Occurred in New York State: County CATTARAUGUS  City  Village  Town of CORFU Permanent Landmark [Redacted]

Road on which accident occurred: INDIAN FALLS RD (Route Number or Street Name)

at  1) intersecting street \_\_\_\_\_ (Route Number or Street Name)

or 2) 400  N  S  E  W of RT. 77 (Milepost, Nearest intersecting Route Number or Street Name)

How did the accident happen? [Redacted]

**ALL INVOLVED**

Names of All Persons Involved	8. Which Veh. Occupied	9. Position in/on Vehicle	10. Safety Equip. Used	12. Age	13. Sex	14. Injury	Describe Injuries	If Deceased, Enter Date of Death
[Redacted]	<u>2018 sub</u>	<u>DRIVER</u>	<u>YES</u>	[Redacted]	<u>M</u>	A B C	<u>none</u>	

**INSURANCE**

Identify Damaged Property Other Than Vehicle(s): VIN [Redacted]

Name of Insurance Company That Issued Policy For Vehicle 1: [Redacted] Policy Number [Redacted]

Name and Address of Policy Holder: [Redacted] Policy Period From [Redacted] To [Redacted]

If Vehicle was Operated Under Permit (ICC, USDOT or NYSDOT), give No. [Redacted] Name and Address of Permit Holder [Redacted] and State [Redacted]

If Self-Insured, give Certificate No. [Redacted]

Date [Redacted] Print Name of Driver (or Representative) of Vehicle 1 [Redacted] Signature of Driver (or Representative) of Vehicle 1 [Redacted]

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

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

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New York State Department of Motor Vehicles  
**POLICE ACCIDENT REPORT**  
 MV-104A (7/01)  
 DMV COPY

DOT Case: 37607359

19  
19  
20  
66

1 Accident Date: 11/15/2018, Day of Week: Thu, Military Time: 16:13, No. of Vehicles: 2, No. Injured: 0, No. Killed: 0, Not Investigated at Scene: , Left Scene: , Police Photos:  Yes  No, Accident Reconstructed:

VEHICLE 1  VEHICLE 2  BICYCLIST  PEDESTRIAN  OTHER PEDESTRIAN

2 VEHICLE 1 - Driver License ID Number, State of Lic, VEHICLE 2 - Driver License ID Number, State of Lic, Driver Name-exactly as printed on license

3 Address (include Number & Street), Apt. No., City or Town, State, Zip Code

7 Date of Birth, Sex, Unlicensed, No. of Occupants, Public Property Damaged

Name-exactly as printed on registration, Sex, Date of Birth, Address (include Number & Street), Apt. No., Haz. Mat. Code, Released

4 City or Town, State, Zip Code

4 Plate Number, State of Reg, Vehicle Year & Make, Vehicle Type, Ins. Code

Ticket/Arrest Number(s), Violation Section(s)

2 Check if involved vehicle is:  more than 95 inches wide;  more than 34 feet long;  operated with an overweight permit;  operated with an overdimension permit.

VEHICLE DAMAGE CODING: Box 1 - Point of Impact, Box 2 - Most Damage, Enter up to three more Damage Codes

VEHICLE DAMAGE CODING: 14. UNDERCARRIAGE, 15. TRAILER, 16. OVERTURNED, 17. DEMOLISHED, 18. NO DAMAGE, 19. OTHER

VEHICLE DAMAGE CODING: 1 - 13. SEE DIAGRAM ON RIGHT.

VEHICLE DAMAGE CODING: 14. UNDERCARRIAGE, 15. TRAILER, 16. OVERTURNED, 17. DEMOLISHED, 18. NO DAMAGE, 19. OTHER

Reference Marker, Coordinates (if available), Latitude/Northing, Longitude/Easting

Place Where Accident Occurred: County GENE, City Village Town of PEMBROKE, TOWN OF, Road on which accident occurred 8091 STATE ROUTE 77

at 1) intersecting street INDIAN FALLS, or 2) Feet Miles, (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes

VEHICLE 1 WAS TRAVELING NORTH ON STATE ROUTE 77. VEHICLE 2 WAS TRAVELING NORTH ON STATE ROUTE 77 IN FRONT OF VEHICLE 1. THE OPERATOR OF VEHICLE 2 STATED THAT SHE STOPPED FOR THE CAR TURNING IN FRONT OF HER. THE OPERATOR OF VEHICLE 1 STATED THAT SHE STARTED HITTING THE BRAKES BUT KEPT SLIDING AND COULD NOT STOP, AS A RESULT VEHICLE 1 STRUCK VEHICLE 2.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	2	-	-	-							N/A
B	02	1	4	1	2	-	-	-							N/A
C															
D															
E															
F															
G															

Officer's Rank, Name and Signature: DEPUTY MICHAEL J LUTE, Badge/ID No. 017, NCIC No. 01800, Precinct/Post Troop/Zone, Station/Beat/Sector NW, Reviewing Officer: HALE, ANDREW, Date/Time Reviewed: 11/27/2018 15:18

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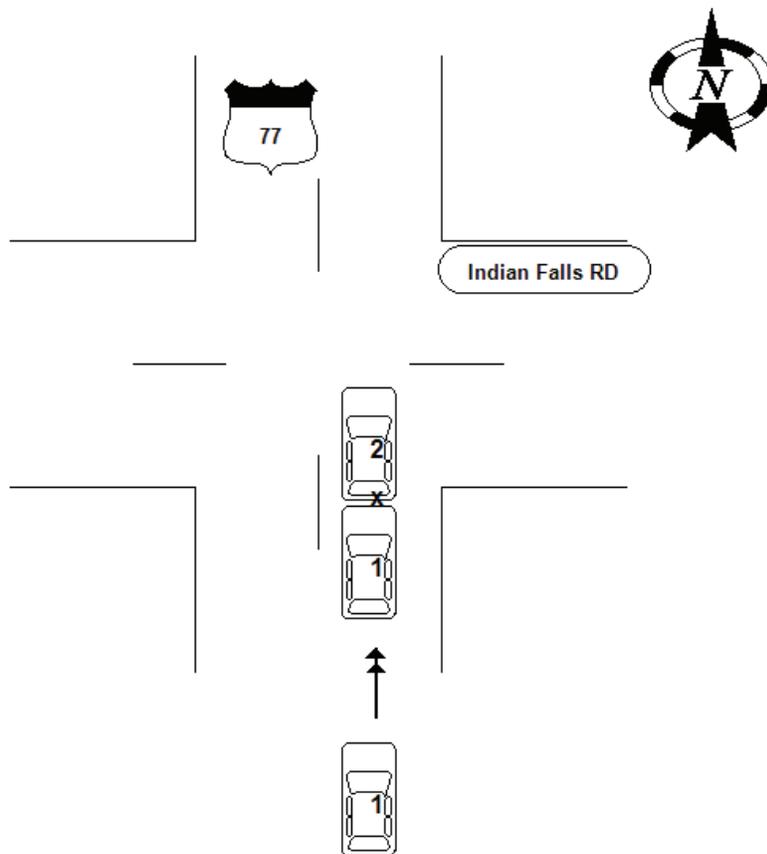
29

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USE COVER SHEET

N

Accident Type: 1



New York State Department of Motor Vehicles  
**POLICE ACCIDENT REPORT**  
 MV-104A (7/01)  
 DMV COPY

DOT Case: 37973921

Page of Pages  
 Local Codes  
 W1SH109QB9P2  
 2019-00017475

1 Accident Date Month 07 / Day 03 / Year 2019 Day of Week Wed Military Time 16:24 No. of Vehicles 1 No. Injured 0 No. Killed 0 Not Investigated at Scene  Left Scene  Police Photos  Yes  No Accident Reconstructed

VEHICLE 1  VEHICLE 2  BICYCLIST  PEDESTRIAN  OTHER PEDESTRIAN

2 VEHICLE 1 - Driver License ID Number State of Lic. VEHICLE 2 - Driver License ID Number State of Lic.  
 Driver Name-exactly as printed on license [Redacted] Driver Name-exactly as printed on license

Address (Include Number & Street) Apt. No. City or Town State Zip Code

3 Date of Birth Sex U Unlicensed  No. of Occupants X Public Property Damaged

Name-exactly as printed on registration Sex Date of Birth Address (Include Number & Street) Apt. No. Haz. Mat. Code Released

City or Town State Zip Code

4 Plate Number State of Reg. Vehicle Year & Make Vehicle Type Ins. Code 000

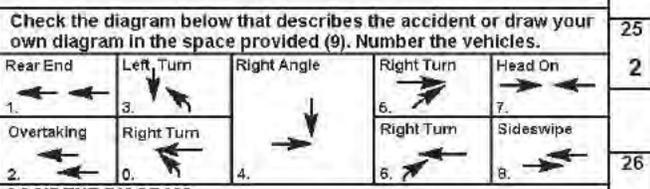
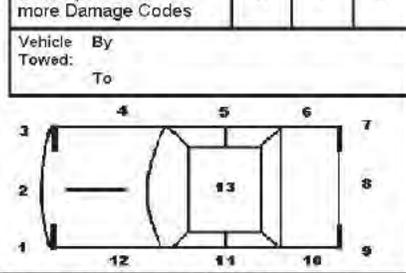
Ticket/Arrest Number(s) Violation Section(s)

5 Check if involved vehicle is:  
 more than 95 inches wide;  
 more than 34 feet long;  
 operated with an overweight permit;  
 operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES  
 Box 1 - Point of Impact 1 2  
 Box 2 - Most Damage 15 15

VEHICLE 2 DAMAGE CODES  
 Box 1 - Point of Impact 1 2  
 Box 2 - Most Damage 3 4 5

VEHICLE DAMAGE CODING:  
 1 - 13. SEE DIAGRAM ON RIGHT.  
 14. UNDERCARRIAGE 17. DEMOLISHED  
 15. TRAILER 18. NO DAMAGE  
 16. OVERTURNED 19. OTHER



9 Accident Diagram - See Attached.  
 Cost of repairs to any one vehicle will be more than \$1000.  
 Unknown/Unable to Determine  Yes  No

Reference Marker Coordinates (if available) Latitude/Northing: Longitude/Easting:

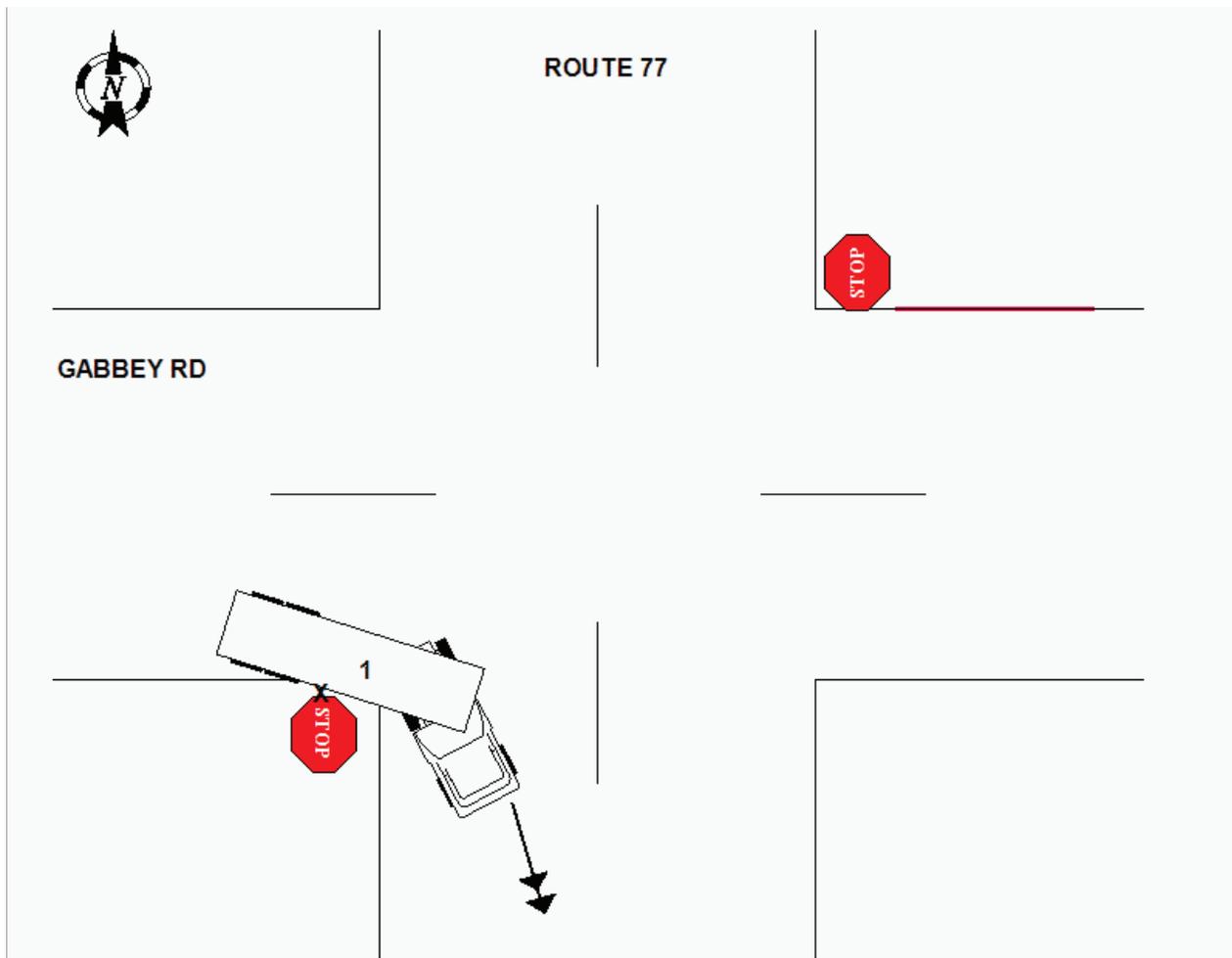
Place Where Accident Occurred:  
 County GENE  City  Village  Town of PEMBROKE, TOWN OF  
 Road on which accident occurred 1176 GABBEY RD (Route Number or Street Name)  
 at 1) intersecting street ROUTE 77 (Route Number or Street Name)  
 or 2) \_\_\_\_\_ (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes  
 VEHICLE 1 WAS TRAVELING SOUTHEAST MAKING A RIGHT HAND TURN ONTO ROUTE 77 FROM GABBEY RD. VEHICLE 1 TURNED IMPROPERLY. VEHICLE 1 STRUCK THE STOP SIGN. VEHICLE 1 LEFT THE SCENE.

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	X	1	X	U	-	-	-	-	-	-	-	[Redacted]	N/A
B															
C															
D															
E															
F															
G															

Officer's Rank, Name and Signature Deputy TRAVIS M DEMUTH  
 Badge/ID No. 019 NCIC No. 01800 Precinct/Post Troop/Zone Station/Beat/ Sector  
 Reviewing Officer HALE, ANDREW Date/Time Reviewed 07 / 12 / 2019 17:09

Accident Type: 9



MV-104 (5/11) PAGE 1 of 2

FOLD → ← HERE

New York State Department of Motor Vehicles
REPORT OF MOTOR VEHICLE ACCIDENT
www.dmv.ny.gov

Use only for accidents that happen in New York State

BEFORE COMPLETING THIS FORM, READ THE INSTRUCTIONS IN SECTION A ON PAGE 2

Form sections: DRIVER OF VEHICLE 1, DRIVER OF VEHICLE 2, REGISTRANT, VEHICLE DAMAGE, ACCIDENT LOCATION, ALL INVOLVED, INSURANCE. Includes fields for names, addresses, dates, vehicle details, and accident description.

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\* A representative may sign for the driver if the driver is unable to sign because of injury or death. If you are signing as the driver's representative, check the box that describes why the driver cannot sign.
An accident report is required, and if not signed may result in the suspension of your driver's license.

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

DOT Case: 38002926

Local Codes
W1RP039VCMG5
2019-00019623

Y Amended Report

MV-104A (7/01)
DMV COPY

Accident Date: 07/21/2019, Day of Week: Sun, Military Time: 18:27, No. of Vehicles: 2, No. Injured: 0, No. Killed: 0

VEHICLE 1, VEHICLE 2, BICYCLIST, PEDESTRIAN, OTHER PEDESTRIAN

VEHICLE 1 - Driver License ID Number, VEHICLE 2 - Driver License ID Number, Driver Name

Address (Include Number & Street), Apt. No., City or Town, State, Zip Code

Date of Birth, Sex, Unlicensed, No. of Occupants, Public Property Damaged

Name - exactly as printed on registration, Sex, Date of Birth, Address (Include Number & Street)

Plate Number, State of Reg, Vehicle Year & Make, Vehicle Type, Ins. Code

Ticket/Arrest Number(s), Violation Section(s)

Check if involved vehicle is: more than 95 inches wide, more than 34 feet long, operated with an overweight permit

VEHICLE 1 DAMAGE CODES, VEHICLE 2 DAMAGE CODES, Box 1 - Point of Impact, Box 2 - Most Damage

Vehicle By Towed: To, Vehicle By Towed: To

VEHICLE DAMAGE CODING: 1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE, 15. TRAILER, 16. OVERTURNED, 17. DEMOLISHED, 18. NO DAMAGE, 19. OTHER

Reference Marker, Coordinates (if available), Latitude/Northing, Longitude/Easting

Place Where Accident Occurred: County GENE, City Village Town of PEMBROKE, TOWN OF, Road on which accident occurred 8091 ROUTE 77

at 1) intersecting street GABBEBY ROAD, or 2) Feet Miles

Accident Description/Officer's Notes: VEHICLE 2 WAS TRAVELING NORTHBOUND ON ROUTE 77. VEHICLE 1 WAS TRAVELING NORTHBOUND ON 77 BEHIND VEHICLE 2.

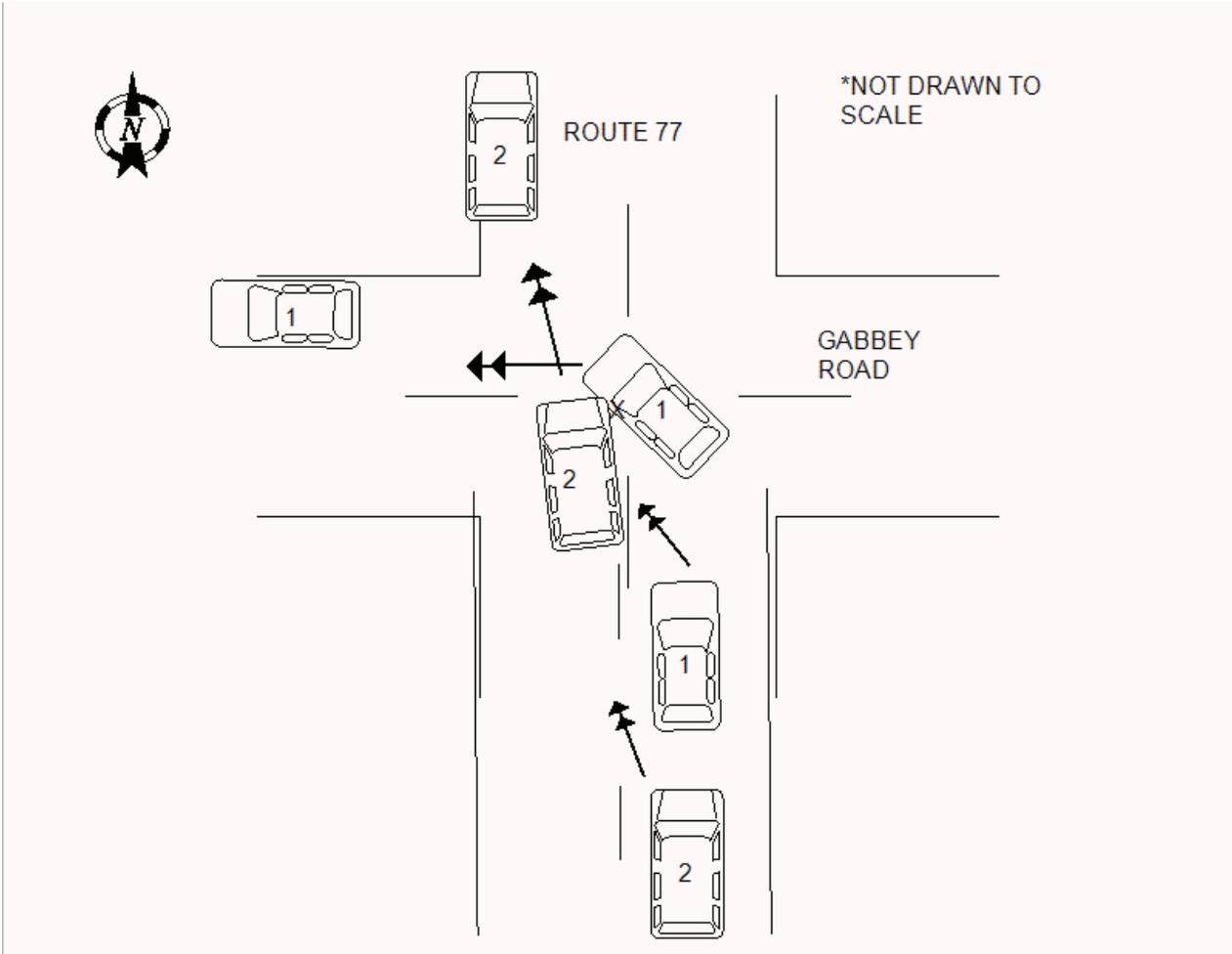
ALL INVOLVED: Table with columns 8-18, BY, TO, Names of all involved, Date of Death Only

Officer's Rank, Name and Signature: DEPUTY JOSHUA A BRABON, Deputy J. Brabon

Badge/ID No. 030, NCIC No. 01800, Precinct/Post Troop/Zone NW, Station/Beat/Sector, Reviewing Officer HALE, ANDREW

Date/Time Reviewed: 08/23/2019 16:41

Accident Type: 2



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
MV-104A (7/01)
DMV COPY

DOT Case: 38473708

Local Codes
W1SH18C1NHNG
2020-00013025

19
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1 Accident Date: 07/06/2020, Day of Week: Mon, Military Time: 12:37, No. of Vehicles: 3, No. Injured: 3, No. Killed: 0

VEHICLE 1, VEHICLE 2, BICYCLIST, PEDESTRIAN, OTHER PEDESTRIAN

2 VEHICLE 1 - Driver License ID Number, VEHICLE 2 - Driver License ID Number

Driver Name - exactly as printed on license

Address (Include Number & Street), Apt. No.

3 Date of Birth, Sex, Unlicensed, No. of Occupants, Public Property Damaged

Name - exactly as printed on registration, Sex, Date of Birth

Address (Include Number & Street), Apt. No., Haz. Mat. Code, Released

4 City or Town, State, Zip Code, Plate Number, State of Reg., Vehicle Year & Make, Vehicle Type, Ins. Code

Ticket/Arrest Number(s), Violation Section(s)

6 Check if involved vehicle is: more than 95 inches wide, more than 34 feet long, operated with an overweight permit, operated with an overdimension permit.

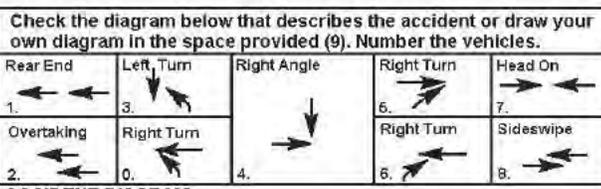
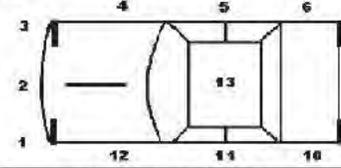
VEHICLE 1 DAMAGE CODES, VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact, Box 2 - Most Damage

Vehicle Towed: By DICKINSONS TOW, To DICKINSONS TOW

VEHICLE DAMAGE CODING: 1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE, 15. TRAILER, 16. OVERTURNED, 17. DEMOLISHED, 18. NO DAMAGE, 19. OTHER



9 Accident Diagram - See Attached.

Reference Marker, Coordinates (if available), Latitude/Northing

Place Where Accident Occurred: County GENE, City Village Town of PEMBROKE, TOWN OF

Road on which accident occurred: 8091 ROUTE 77, at 1) intersecting street INDIAN FALLS ROAD

Accident Description/Officer's Notes: VEHICLE 1 WAS TRAVELING SOUTHBOUND ON ROUTE 77. VEHICLE 2 WAS STOPPED ON ROUTE 77 IN FRONT OF VEHICLE 1 WAITING TO MAKE A LEFT TURN ONTO INDIAN FALLS ROAD.

Table with columns 8-18, BY, TO, Names of all involved, Date of Death Only

Table with columns 8-18, BY, TO, Names of all involved, Date of Death Only

Officer's Rank, Name and Signature: Deputy KEVIN R MCCARTHY, Badge/ID No. 037, NCIC No. 01800, Precinct/Post Troop/Zone W, Station/Beat/Sector, Reviewing Officer BAIOTTO, JOHN, Date/Time Reviewed 07/12/2020 09:39

USE COVER SHEET
N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
MV-104A (7/01)
DMV COPY

DOT Case: 38473708

Local Codes
W1SH18C1NHNG
2020-00013025

Accident Date: 07/06/2020, Day of Week: Mon, Military Time: 12:37, No. of Vehicles: 3, No. Injured: 3, No. Killed: 0

VEHICLE 1, VEHICLE 2, BICYCLIST, PEDESTRIAN, OTHER PEDESTRIAN

VEHICLE 1 - Driver License ID Number, State of Lic., VEHICLE 2 - Driver License ID Number, State of Lic.

Driver Name-exactly as printed on license, Address (Include Number & Street), Apt. No.

State, Zip Code, City or Town, State, Zip Code

Date of Birth, Sex, Unlicensed, No. of Occupants, Public Property Damaged

Name-exactly as printed on registration, Sex, Date of Birth, Address (Include Number & Street), Apt. No., Haz. Mat. Code, Released

City or Town, State, Zip Code, City or Town, State, Zip Code

Plate Number, State of Reg., Vehicle Year & Make, Vehicle Type, Ins. Code

Ticket/Arrest Number(s), Violation Section(s)

Check if involved vehicle is: more than 95 inches wide; more than 34 feet long; operated with an overweight permit; operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES, VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact, Box 2 - Most Damage, Enter up to three more Damage Codes

Vehicle By, Towed To

VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE, 15. TRAILER, 16. OVERTURNED, 17. DEMOLISHED, 18. NO DAMAGE, 19. OTHER

9. Cost of repairs to any one vehicle will be more than \$1000. Unknown/Unable to Determine, Yes, No

Reference Marker, Coordinates (if available), Latitude/Northing

Place Where Accident Occurred: County GENE, City Village Town of PEMBROKE, TOWN OF

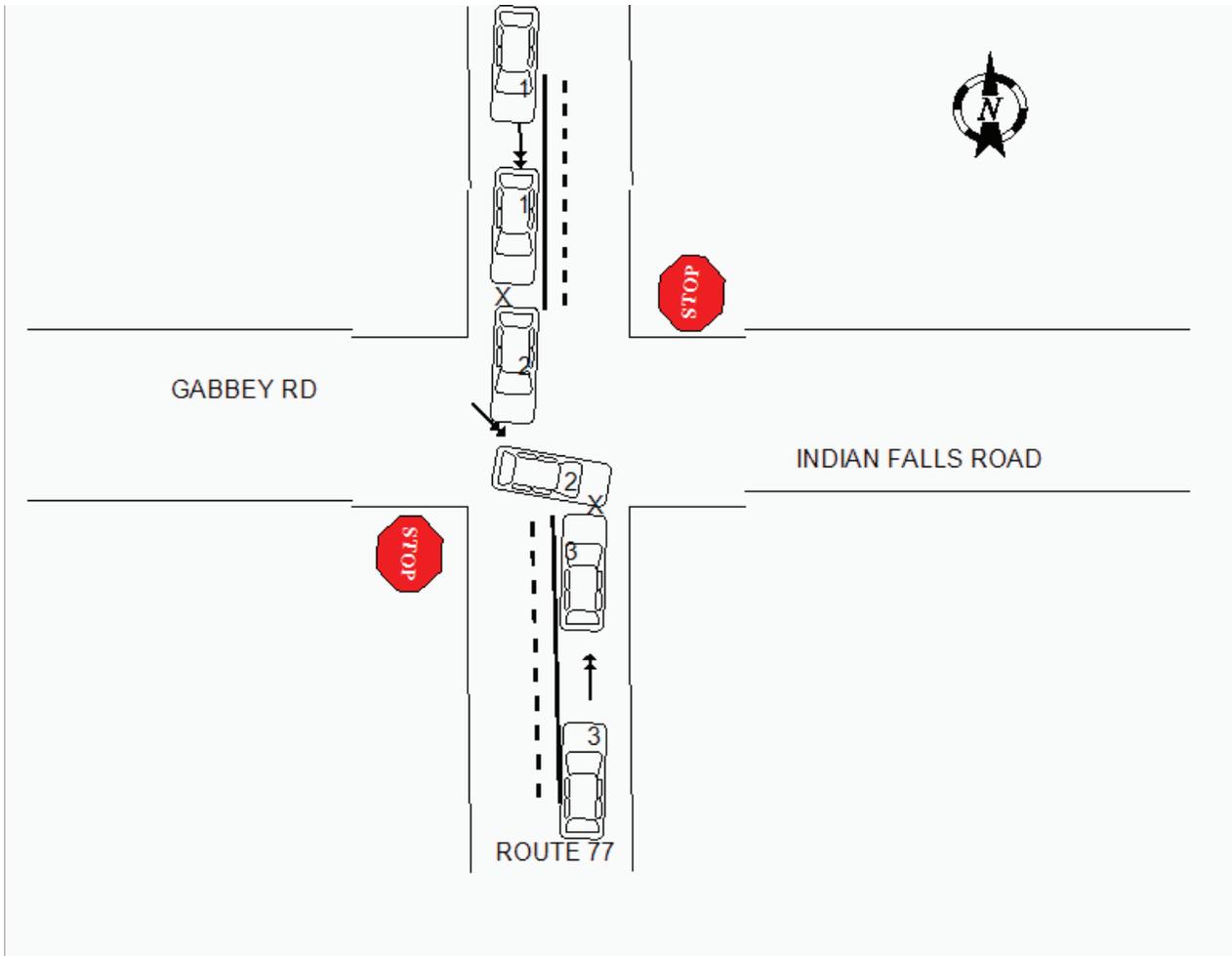
Road on which accident occurred: 8091 ROUTE 77, at 1) intersecting street INDIAN FALLS ROAD

Accident Description/Officer's Notes

Table with columns: 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, BY, TO, 18, Names of all involved, Date of Death Only

Officer's Rank, Name and Signature: Deputy KEVIN R MCCARTHY, Badge/ID No. 037, NCIC No. 01800, Precinct/Post Troop/Zone W, Station/Beat/Sector, Reviewing Officer BAIOTTO, JOHN, Date/Time Reviewed 07/12/2020 09:39

Accident Type: 9



FOLD → ← HERE

*Original*

Local Code: (2020-00026613)

Use only for accidents that happen in New York State

New York State Department of Motor Vehicles  
REPORT OF MOTOR VEHICLE ACCIDENT  
www.dmv.ny.gov

BEFORE COMPLETING THIS FORM, READ THE INSTRUCTIONS IN SECTION A ON PAGE 2

DO NOT FORGET ACCIDENT DATE Page 1 of 3  RUSH - DRIVER OF VEHICLE 1 - LICENSE SUSPENDED FOR FAILURE TO REPORT

Accident Date: 12/26/20 Day of Week: Sat Time: 2:19 AM/PM Number of Vehicles: 2 Number Injured: 0 Number Killed: 0 Did police investigate accident at scene?  Yes  No If "Yes", Name of Police Agency or Precinct & Accident Number: Genesee Co. / WISHI94CN4CCN

DRIVER INFORMATION SECTION. Includes fields for Driver of Vehicle 1 and Driver of Vehicle 2, covering license numbers, names, addresses, and dates of birth.

REGISTRANT INFORMATION SECTION. Includes fields for Registrant of Vehicle 1 and Registrant of Vehicle 2, covering names, addresses, and dates of birth.

VEHICLE INFORMATION SECTION. Includes fields for Vehicle 1 (2016 Ford 4D3D 148) and Vehicle 2 (2019 Toyota Subn 287), covering plate numbers, states, years, makes, and types.

VEHICLE DAMAGE SECTION. Includes estimated cost of property damage for both vehicles and a detailed accident diagram with handwritten notes: "Driver Front Fender, Hood, Front Grill, Passenger Side Mirror" and "Driver Side Front Fender and wheel".

ACCIDENT LOCATION SECTION. Includes place where accident occurred in New York State (Genesee County, Town of Pembroke), road on which accident occurred (RT 77), and a detailed description of the accident: "Extreme snow storm downward slope on RT 77, car in front stopped and waited to make a left turn. I slowly approach vehicle and braked, but my car kept sliding, so I avoided hitting car by passing on right shoulder of Rd. At Road, car would not stop on turn and I ran into a car stopped on Indian Falls Rd."

ALL INVOLVED SECTION. Table listing names of all persons involved, their positions, safety equipment used, ages, sexes, and injuries.

INSURANCE SECTION. Includes fields for damaged property, insurance company name, policy number, and policy holder information.

Signature and Date SECTION. Includes fields for date (10/29/20), print name of driver, and signature of driver or representative.

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

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
MV-104A (7/01)
DMV COPY

Local Codes
W1SH19CN4CCN
2020-00026613

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66

1 Accident Date Month 12 Day 26 Year 2020 Day of Week Sat Military Time 14:19 No. of Vehicles 2 No. Injured 0 No. Killed 0 Not Investigated at Scene [ ] Left Scene [ ] Police Photos [ ] Yes [X] No

VEHICLE 1 [ ] VEHICLE 2 [X] BICYCLIST [ ] PEDESTRIAN [ ] OTHER PEDESTRIAN [ ]

2 VEHICLE 1 - Driver License ID Number [ ] State of Lic. [ ] VEHICLE 2 - Driver License ID Number [ ] State of Lic. [ ]

Driver Name-exactly as printed on license [ ] Address (Include Number & Street) [ ] Apt. No. [ ]

City or Town [ ] State [ ] Zip Code [ ]

3 Date of Birth [ ] Sex 2 Unlicensed [ ] No. of Occupants 2 Public Property Damaged [ ]

Name-exactly as printed on registration [ ] Sex [ ] Date of Birth [ ]

Address (Include Number & Street) [ ] Apt. No. [ ] Haz. Mat. Code [ ] Released [ ]

4 City or Town [ ] State NY Zip Code 14619

Plate Number [ ] State of Reg. [ ] Vehicle Year & Make FORD 2016 Vehicle Type 4DSD Ins. Code 148

Ticket/Arrest Number(s) [ ] Violation Section(s) [ ]

VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER

VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER

Reference Marker 7 7 Coordinates (if available) Latitude/Northing: [ ]

4 1 0 2 Longitude/Easting: [ ]

1 1 0 8

Place Where Accident Occurred: County GENE City [ ] Village [ ] Town of PEMBROKE, TOWN OF

Road on which accident occurred ROUTE 77 (Route Number or Street Name)

at 1) intersecting street INDIAN FALLS ROAD (Route Number or Street Name)

or 2) [ ] N [ ] E [ ] S [ ] W of [ ] (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes VEHICLE 1 WAS TRAVELING NORTH ON ROUTE 77. VEHICLE 2 WAS STOPPED ON INDIAN FALLS ROAD FACING WEST. VEHICLE 1 WAS TRAVELING AT AN UNSAFE SPEED FOR THE SNOW COVERED ROADS. VEHICLE 1 LOST CONTROL AND STRUCK VEHICLE 2.

ALL INVOLVED

Table with columns: 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, BY, TO, 18, Names of all involved, Date of Death Only

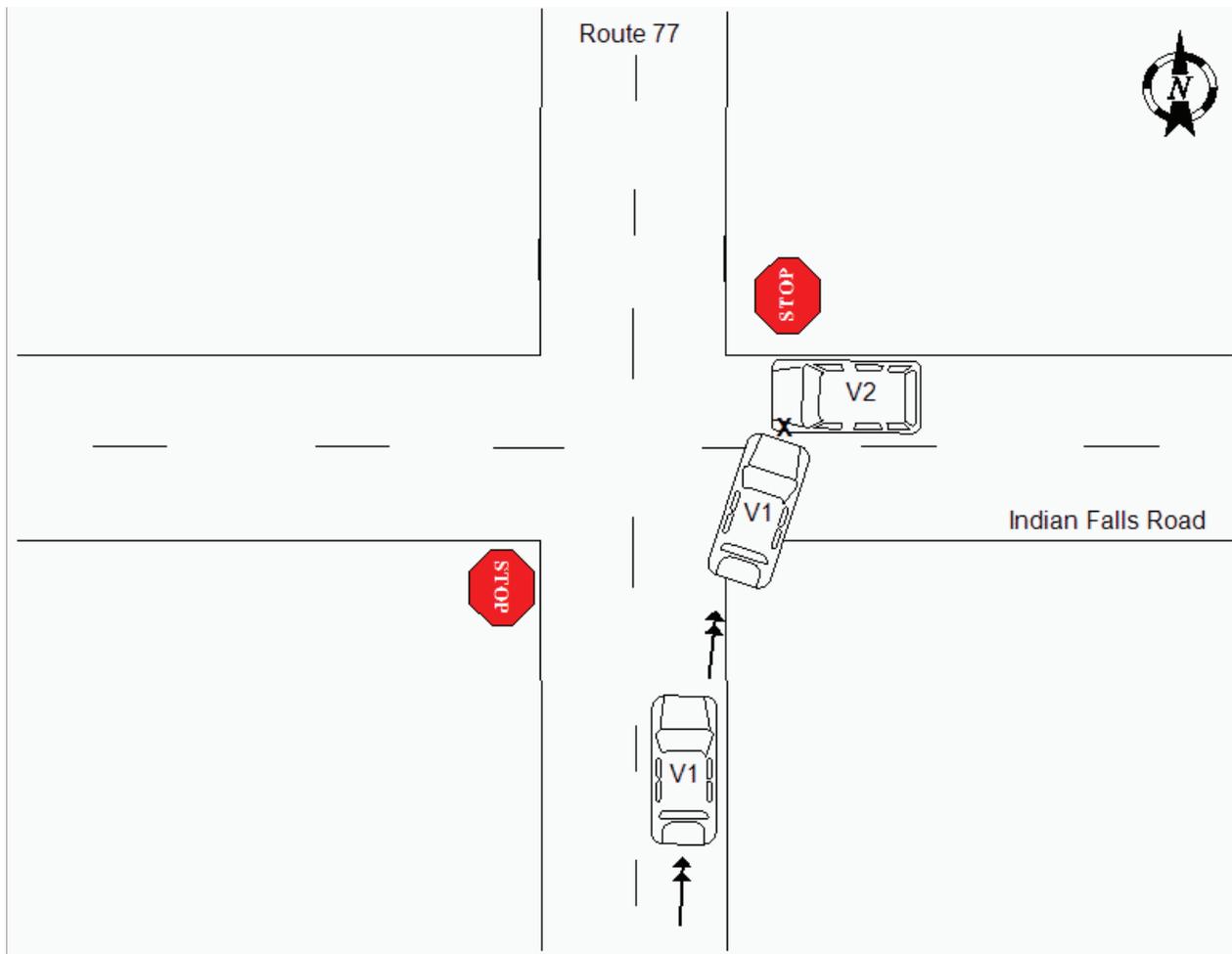
Officer's Rank, Name and Signature DEPUTY JONATHAN M DIMMIG

Badge/ID No. 043 NCIC No. 01800 Precinct/Post Troop/Zone NW Station/Beat Sector [ ]

Reviewing Officer BAIOTTO, JOHN Date/Time Reviewed 01 / 05 / 2021 12:51

USE COVER SHEET
N

Accident Type: 4



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

DOT Case: 39048604

Local Codes
W1SH30DLXB7W
2021-00022676

MV-104A (7/01)
DMV COPY

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USE COVER SHEET
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1 Accident Date Month 09 Day 22 Year 2021 Day of Week Wed Military Time 13:47 No. of Vehicles 2 No. Injured 0 No. Killed 2 Not Investigated at Scene [ ] Left Scene [ ] Police Photos [ ] Yes [X] No Accident Reconstructed [X]

VEHICLE 1 [ ] VEHICLE 2 [X] BICYCLIST [ ] PEDESTRIAN [ ] OTHER PEDESTRIAN [ ]

2 VEHICLE 1 - Driver License ID Number [ ] State of Lic. [ ] VEHICLE 2 - Driver License ID Number [ ] State of Lic. [ ] Driver Name-exactly as printed on license [ ]

3 Address (Include Number & Street) [ ] Apt. No. [ ] City or Town [ ] State [ ] Zip Code [ ]

3 Date of Birth [ ] Sex 1 [ ] Unlicensed [ ] No. of Occupants 2 [ ] Public Property Damaged [ ]

3 Name-exactly as printed on registration [ ] Sex [ ] Date of Birth [ ] Address (Include Number & Street) [ ] Apt. No. [ ] Haz. Mat. Code [ ] Released [ ]

4 City or Town [ ] State [ ] Zip Code [ ]

1 Plate Number [ ] State of Reg. [ ] Vehicle Year & Make CHEV 2009 Vehicle Type 4DSD Ins. Code 149

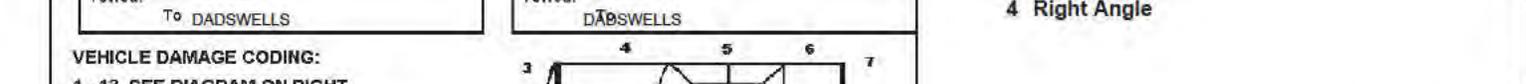
4 Ticket/Arrest Number(s) [ ] Violation Section(s) [ ]

5 Check if involved vehicle is: [ ] more than 95 inches wide; [ ] more than 34 feet long; [ ] operated with an overweight permit; [ ] operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact [ ] Box 2 - Most Damage [ ] Enter up to three more Damage Codes [ ]

VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact [ ] Box 2 - Most Damage [ ] Enter up to three more Damage Codes [ ]

VEHICLE DAMAGE CODING: 1 - 13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER



9. Cost of repairs to any one vehicle will be more than \$1000. [ ] Unknown/Unable to Determine [X] Yes [ ] No

Reference Marker [ ] Coordinates (if available) Latitude/Northing: [ ] Longitude/Easting: [ ]

Place Where Accident Occurred: County GENE City [ ] Village [ ] Town of PEMBROKE, TOWN OF Road on which accident occurred 8098 ROUTE 77

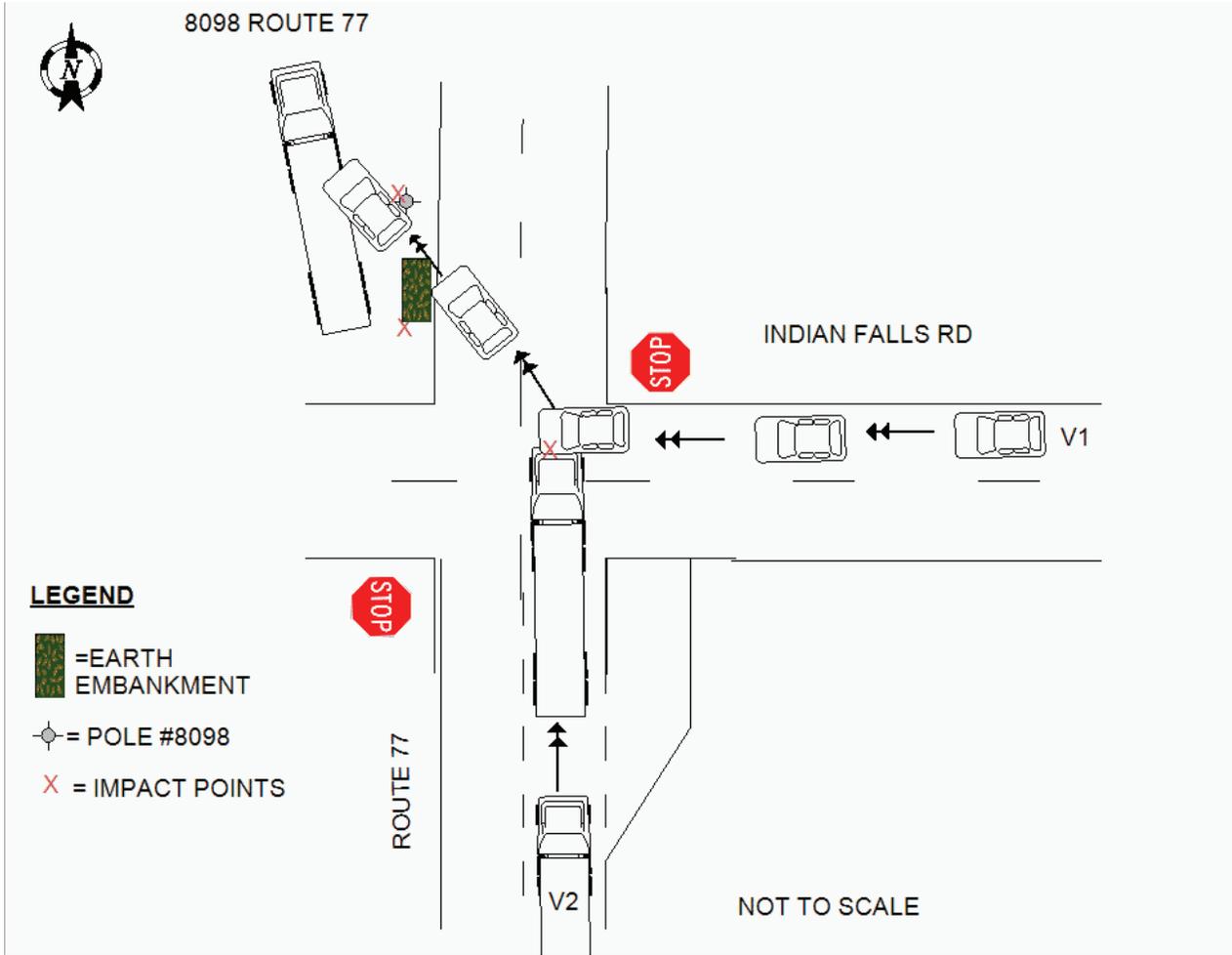
at 1) intersecting street INDIAN FALLS ROAD (Route Number or Street Name) or 2) [ ] N [ ] E [ ] S [ ] W of [ ] (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes VEHICLE 1 WAS WESTBOUND ON INDIAN FALLS ROAD. VEHICLE 2 WAS NORTHBOUND ON ROUTE 77. OPERATOR OF VEHICLE 1 FAILED TO STOP AT THE STOP SIGN AND WAS STRUCK BY VEHICLE 2.

Table with columns 8-18, BY, TO, Names of all involved, Date of Death Only. Includes names like A 01, B 01, C 02, D 02.

Officer's Rank, Name and Signature Deputy K. Krzemien Badge/ID No. 018 NCIC No. 01800 Precinct/Post Troop/Zone Station/Beat/Sector Reviewing Officer LUTE, MICHAEL Date/Time Reviewed 10/09/2021 13:54

Accident Type: 4



# TRUCK and BUS SUPPLEMENTAL POLICE ACCIDENT REPORT

Local Codes

2021-00022676



MV-1045 (10/05)

Mail To: NYS Dept. of Motor Vehicles, Accident Records Bureau, PO Box 2084, Albany NY 12220-0084

AMENDED REPORT

### INSTRUCTIONS You must complete this form:

- if at least one of the vehicles involved is:
  - a truck having a GVWR or GCWR > 10,000 lbs.; or
  - a vehicle with a Haz Mat placard; or
  - a bus designed to carry 9 or more persons, including the driver;
- AND at least one of the following conditions is met:
  - at least one person sustained fatal injuries
  - at least one person was transported for IMMEDIATE medical treatment
  - at least one vehicle is disabled and was towed/transported from the scene.

Number of:

1 Trucks having a GVWR or GCWR > 10,000 lbs.

Vehicles with a Haz Mat placard

Buses designed to carry 9 or more persons

Number of Vehicles:

2 Towed/transported from scene due to damage

Number of Persons:

2 Sustaining fatal injuries

Transported for IMMEDIATE medical treatment

ACCIDENT DATE Mo.   Day   Year 09/22/2021	MILITARY TIME 13:47	COUNTY GENE	CITY/TOWN/VILLAGE PEMBROKE, TOWN OF
---	------------------------	----------------	--

**DRIVER**

DRIVER LICENSE ID # [REDACTED] STATE OF LIC. [REDACTED]

DRIVER NAME - exactly as printed on license (Last, First, MI) [REDACTED]

1 LICENSE CLASS 1 A 2 B 3 CDL C 4 D 5 DJ 6 E 7 M 8 MJ 9 OTHER 10 DM	DATE OF BIRTH Mo. Day Year [REDACTED]	SEX 1 Male 2 Female
---	---	---------------------------

**CARRIER**

CARRIER NAME [REDACTED]

STREET OR P.O. BOX [REDACTED] CITY [REDACTED] STATE [REDACTED] ZIP CODE [REDACTED] TOTAL AXLES (includes trailers) 3

PLATE NUMBER [REDACTED] STATE OF REG. [REDACTED] CARRIER'S IDENTIFICATION NUMBERS  
US DOT [REDACTED] ICC MC [REDACTED]

2 WEIGHT RATING OF TRUCK POWER UNIT 1 Less than or equal to 10,000 lbs. 2 10,001 - 26,000 lbs. 3 More than 26,000 lbs.	VEHICLE IDENTIFICATION NUMBER 4V4NC9EH8FN920488
---	--

4 VEHICLE CONFIGURATION 1 Bus (seats for more than 15 people, including driver) 2 Single-unit Truck (2-axle, 6-tire) 3 Single-unit Truck (3 or more axles) 4 Truck/Trailer 5 Truck Tractor (bobtail) 6 Tractor/Semi-trailer 7 Tractor/Doubles 8 Tractor/Triples 9 Unknown Heavy Truck, cannot classify 10 Passenger Car - only record when vehicle displays a Hazardous Material placard 11 Light truck (van, mini-van, panel, pickup, sport utility vehicle) only record when vehicle displays an HM placard 12 Bus (seats for 9 - 15 people, including driver)	TRAFFIC WAY 1 Two-way, not divided 2 Two-way, divided, unprotected median 3 Two-way, divided, positive median barrier 4 One-way not divided 5 Not reported
--	---

2 CARGO BODY TYPE 1 Bus (seats for more than 15 people, including driver) 2 Van/Enclosed Box 3 Cargo Tank 4 Flatbed 5 Dump 6 Concrete Mixer 7 Auto Transporter 8 Garbage/Refuse 9 Other 10 Grain, Chips, Gravel 11 Pole 12 Bus (seats for 9-15 people, including driver)	ACCESS CONTROL 1 No Access Control 2 Full Access Control 4 Partial Access Control
--	--

5 HAZARDOUS MATERIALS INVOLVEMENT Does vehicle have Haz Mat placard? 1 Yes 2 No COPY FROM PLACARD: 4-digit identification number from diamond/orange panel [REDACTED] 1 or 2-digit number from bottom of diamond: [REDACTED] NAME OF HAZ MAT CLASS [REDACTED]	SEQUENCE OF EVENTS (FOR THIS VEHICLE) 1 Ran Off Road (noncollision) 2 Jackknife (noncollision) 3 Overturn/Rollover (noncollision) 4 Downhill Runaway (noncollision) 5 Cargo Loss or Shift (noncollision) 6 Explosion or Fire (noncollision) 7 Separation of Units (noncollision) 8 Involving Pedestrian (collision) 9 Involving Motor Vehicle in Transport (collision) 10 Involving Parked Motor Vehicle (collision) 11 Involving Train (collision) 12 Involving Pedalcycle (collision) 13 Involving Animal (collision) 14 Involving Fixed Object (collision) 18 Cross Median/Centerline (noncollision) 19 Equipment Failure (noncollision) (brake failure, blown tires, etc.) 20 Other (noncollision) 21 Unknown (noncollision) 22 With Work Zone Maintenance Equipment (collision) 23 With Other Movable Object (collision) 24 With Unknown Movable Object (collision)
---	---

OFFICER'S RANK AND SIGNATURE PRINT NAME IN FULL	BADGE/ID NO. 018	NCIC NO.	DATE OF REPORT 09/22/2021 13:47
--	---------------------	----------	---------------------------------------



New York State Department of Motor Vehicles  
**POLICE ACCIDENT REPORT**  
 MV-104A (7/01)  
 DMV COPY

DOT Case: 39107002

19  
61  
20  
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30  
USE COVER SHEET  
N

1  
-  
Accident Date: Month 11 / Day 07 / Year 2021  
 Day of Week: Sun  
 Military Time: 12:38  
 No. of Vehicles: 1  
 No. Injured: 0  
 No. Killed: 0  
 Not Investigated at Scene   
 Accident Reconstructed   
 Left Scene   
 Police Photos:  Yes  No

VEHICLE 1  VEHICLE 2  BICYCLIST  PEDESTRIAN  OTHER PEDESTRIAN

2  
-  
VEHICLE 1 - Driver License ID Number: [Redacted] State of Lic.: [Redacted]  
 VEHICLE 2 - Driver License ID Number: [Redacted] State of Lic.: [Redacted]  
 Driver Name-exactly as printed on license: [Redacted]

Address (Include Number & Street): [Redacted] Apt. No.: [Redacted]  
 City or Town: [Redacted] State: [Redacted] Zip Code: [Redacted]

3  
1  
Date of Birth: [Redacted] Sex: [Redacted] Unlicensed   
 No. of Occupants: 1 Public Property Damaged   
 Name-exactly as printed on registration: [Redacted] Sex: [Redacted] Date of Birth: [Redacted]

Address (Include Number & Street): [Redacted] Apt. No.: [Redacted] Haz. Mat. Code: [Redacted] Released   
 City or Town: [Redacted] State: [Redacted] Zip Code: [Redacted]

4  
1  
Plate Number: [Redacted] State of Reg.: [Redacted] Vehicle Year & Make: BUIC 2020 Vehicle Type: SUBN Ins. Code: 639  
 Plate Number: [Redacted] State of Reg.: [Redacted] Vehicle Year & Make: [Redacted] Vehicle Type: [Redacted] Ins. Code: [Redacted]

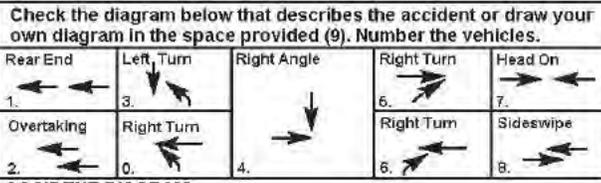
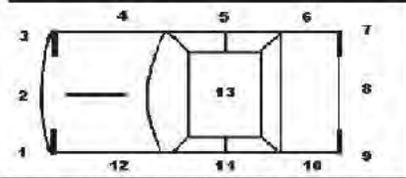
Ticket/Arrest Number(s): [Redacted] Violation Section(s): [Redacted]

5  
1  
Check if involved vehicle is:  
 more than 95 inches wide;  
 more than 34 feet long;  
 operated with an overweight permit;  
 operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES  
 Box 1 - Point of Impact: 1 2  
 Box 2 - Most Damage: 1 1  
 Enter up to three more Damage Codes: 3 4 5  
 Vehicle Towed: By AAA To UNKNOWN

VEHICLE 2 DAMAGE CODES  
 Box 1 - Point of Impact: 1 2  
 Box 2 - Most Damage: [Redacted]  
 Enter up to three more Damage Codes: 3 4 5  
 Vehicle Towed: By To

VEHICLE DAMAGE CODING:  
 1 - 13. SEE DIAGRAM ON RIGHT.  
 14. UNDERCARRIAGE 17. DEMOLISHED  
 15. TRAILER 18. NO DAMAGE  
 16. OVERTURNED 19. OTHER



9. ACCIDENT DIAGRAM  
 9 Accident Diagram - See Attached.  
 Cost of repairs to any one vehicle will be more than \$1000.  
 Unknown/Unable to Determine  Yes  No

Reference Marker: [Redacted] Coordinates (if available): Latitude/Northing: [Redacted] Longitude/Easting: [Redacted]  
 Place Where Accident Occurred:  
 County: GENE City  Village  Town of: PEMBROKE, TOWN OF  
 Road on which accident occurred: 8091 ROUTE 77 (Route Number or Street Name)  
 at 1) intersecting street: INDIAN FALLS RD (Route Number or Street Name)  
 or 2) [Redacted] (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes  
 VEHICLE 1 WAS TRAVELING SOUTHBOUND ON ROUTE 77. A DEER ENTERED THE ROADWAY FROM THE EAST SHOULDER. VEHICLE 1 STRUCK THE DEER.

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	[Redacted]	2	-	-	-					[Redacted]	N/A
B															
C															
D															
E															
F															
G															

Officer's Rank, Name and Signature: DEPUTY KYLE J TOWER [Signature] Badge/ID No.: 050 NCIC No.: 01800 Precinct/Post Troop/Zone: [Redacted] Station/Beat/Sector: [Redacted] Reviewing Officer: LUTE, MICHAEL Date/Time Reviewed: 11/16/2021 11:00

Local Code: W1SH28DRT59Q

Accident Date: 11 / 07 / 2021

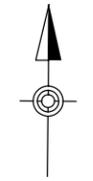
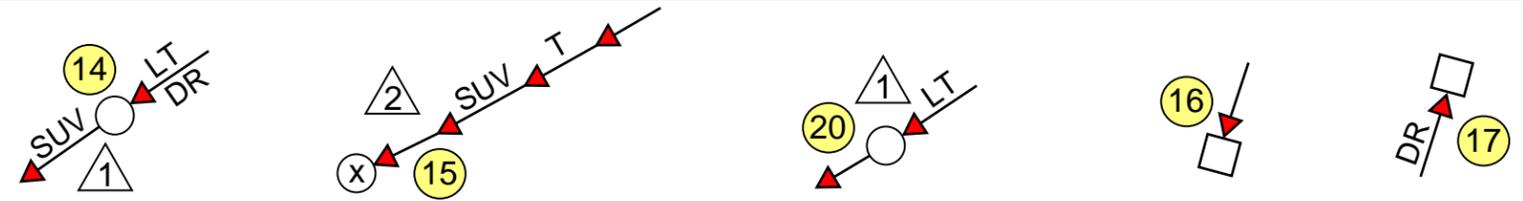
DOT Case: 39107002

Accident Type: 9

CAR V DEER

**LEGEND**

- AUTOMOBILE
- (T) → TRUCK
- (B) → BUS
- (PC) → PEDAL CYCLE (BICYCLE)
- (M) → MOTORCYCLE
- (DR) → ALCOHOL/DRUG RELATED
- (SUV/LT) → SUV/LT
- PEDESTRIAN
- (O) → OTHER
- ..... → UNINVOLVED
- STRAIGHT
- ←←←← BACKING
- ↙ LEFT
- ↘ RIGHT
- HEAD-ON
- REAR-END
- ↘↙ ANGLE
- ↘↙ SIDESWIPE, SAME DIRECTION
- ↘↙ SIDESWIPE, OPPOSITE DIRECTION
- □ COLLISION WITH OBJECT
- A COLLISION WITH ANIMAL
- ∞ OUT OF CONTROL
- ~ SKIDDING
- ● SERIOUS INJURY
- ○ INJURY
- ● FATAL
- ⊗ UNKNOWN SEVERITY
- △ REPORTED INJURIES
- Ⓜ CRASH RESUME NUMBER



PREPARED BY:

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

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

Western New York National Cemetery  
**CRASH DIAGRAM**  
 NTS SHEET 1 OF 1

# DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

MUNICIPALITY	TOWN OF PEMBROKE	COUNTY	GENESEE	FILE	_____					
INTERSECTION	ROUTE 77 @ INDIAN FALLS RD									
PERIOD	YR	MO	FROM	01 / 01 / 2012	TO	04 / 03 / 2022	BY	LNS	DATE	04 / 08 / 2022



## SYMBOLS

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>← MOVING VEHICLE</li> <li>← M- MOTORCYCLE</li> <li>↔ BACKING VEHICLE</li> <li>←● STOPPED VEHICLE</li> <li>▢ PARKED VEHICLE</li> </ul> | <ul style="list-style-type: none"> <li>← - - PEDESTRIAN</li> <li>← B- BICYCLE</li> <li>□ FIXED OBJECT</li> <li>○ PERSONAL INJURY</li> <li>● FATAL INJURY</li> </ul> |
|--|---|

## MANNER OF COLLISION

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>←← REAR-END</li> <li>←  SIDE-SWIPE</li> <li>←~ OUT OF CONTROL</li> <li>←  SKIDDING</li> <li>←  OVERTURNED</li> </ul> | <ul style="list-style-type: none"> <li>→← HEAD-ON</li> <li>→  LEFT-TURN</li> <li>→↓ RIGHT-ANGLE</li> </ul> |
|---|--|

DIAGRAM No.:

<b>COUNTY:</b> Genesee <b>TOWN:</b> Pembroke <b>CITY:</b> <b>VILLAGE OF:</b>	<b>P.I.N.:</b>	<b>ROUTE NO. OR STREET NAME:</b> Route 77  <b>AT INTERSECTION WITH/OR BETWEEN:</b> Indian Falls Rd	<b>CASE No.:</b> _____ <b>FILE:</b> _____ <b>BY:</b> _____ <b>DATE:</b> _____
---	----------------	--	--

<b>TIME PERIOD</b> FROM: 01/01/2012 TO: 04/03/2022					<b>ENVIRONMENTAL:</b> Use Codes from MV 104 (shown at right) for these categories	<b>Light Conditions:</b> 1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted	<b>Roadway Character:</b> 1. Straight & Level 2. Straight & Grade 3. Straight & Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve & Hillcrest	<b>Roadway Surface Condition:</b> 1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other	<b>Weather:</b> 1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other
--	--	--	--	--	--	---	--	---	---

No. OF MONTHS:			No. of VEHICLES	SEVERITY	ENVIRONMENTAL:				DIRECTION	*Use Codes from MV 104 Police Report		REFERENCE MARKER
ACCIDENT No.	DATE	TIME			LIGHT CONDITIONS	ROADWAY CHARACTER	ROADWAY SURFACE CONDITION	WEATHER		APPARENT CONTRIBUTING FACTORS	TYPE <sup>1</sup>	
1	04/16/12	23:22	2	PDO/I		Straight & Level	Dry	Clear	Traffic Control Disregarded	West	Right Angle	77 41021108
2	06/20/12	12:40	2	PDO		Straight & Level	Dry	Clear	Turning Improperly	East	Head On	77 41021108
3	07/30/12	8:51	2	PDO		Straight & Level	Dry	Clear	Failure to Yield Right-of-Way	East	Right Angle	77 41021108
4	10/30/12	18:20	1	PDO		Straight & Level	Wet	Cloudy	Animal's Action	East	Other	-
5	03/14/13	18:15	2	PDO/I		Straight & Level	Dry	Clear	Following Too Closely Unsafe Speed	North	Overtaking	77 41021108
6	05/30/13	11:42	2	PDO/I		Straight & Grade	Dry	Clear	Failure to Yield Right-of-Way	East	Right Angle	77 41021108
7	06/30/13	15:23	2	PDO		Straight & Grade	Dry	Clear	Failure to Yield Right-of-Way	East	Right Angle	77 41021108
8	08/14/13	20:36	2	PDO/I		Straight & Level	Dry	Clear	Failure to Yield Right-of-Way	East	Right Angle	77 41021108
9	08/29/13	16:03	2	PDO/I		Straight & Grade	Dry	Clear	Failure to Yield Right-of-Way	East	Right Angle	77 41021108
10	10/14/13	16:04	2	PDO		Straight & Level	Dry	Clear	Turning Improperly	East	Left Turn	-
11	02/10/14	10:05	2	PDO/I		Straight & Hillcrest	Snow/Ice	Clear	Following Too Closely	South	Rear End due to slowing for left turn	77 41021108
12	03/21/14	18:49	2	I		Straight & Level	Dry	Clear	Failure to Yield Right-of-Way	South	Head On	77 41021108
13	01/02/15	19:18	2	NR		Straight & Level	Dry	Cloudy	Failure to Keep Right	North	Side Swioe	77 41021108
14	03/18/15	8:32	2	PDO		Straight & Grade	Dry	Clear	Failure to Yield Right-of-Way Driver Inattention	East	Right Angle	-
15	07/20/15	17:55	2	PDO		Straight & Level	Dry	Cloudy	Failure to Yield Right-of-Way	East	Right Angle	77 41021108
16	08/05/15	0:10	2	PDO/I		Straight & Level	Dry	Cloudy	Failure to Yield Right-of-Way	West	Right Angle	77 41021108
17	08/09/16	0:01	1	PDO/I		Straight & Hillcrest	Dry	Clear	Failure to Keep Right	South	Other	77 41021108
18	02/25/17	13:00	2	PDO		Straight & Level	Dry	Cloudy	Failure to Yield Right-of-Way	East	Right Angle	77 41021108
19	07/04/17	15:11	1	PDO		Straight & Grade	Dry	Clear	Backing Unsafely	South-East	Making U Turn	77 41021108
20	09/25/17	23:26	1	PDO/I		Straight & Hillcrest	Dry	Clear	Animal's Action	South	Other	77 41021108
21	01/24/18	8:57	1	PDO		Straight & Level	Dry	Clear	Animal's Action	North	Other	77 41021108



# DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

MUNICIPALITY	TOWN OF PEMBROKE	COUNTY	GENESEE	FILE	_____					
INTERSECTION	ROUTE 77 @ INDIAN FALLS RD									
PERIOD	YR	MO	FROM	01 / 01 / 2012	TO	04 / 03 / 2022	BY	LNS	DATE	04 / 08 / 2022



## SYMBOLS

<ul style="list-style-type: none"> <li>← MOVING VEHICLE</li> <li>← M- MOTORCYCLE</li> <li>← → BACKING VEHICLE</li> <li>← ● STOPPED VEHICLE</li> <li>□ PARKED VEHICLE</li> <li>← - - - PEDESTRIAN</li> <li>← B- BICYCLE</li> <li>□ FIXED OBJECT</li> <li>○ PERSONAL INJURY</li> <li>● FATAL INJURY</li> </ul>	
--	--

## MANNER OF COLLISION

<ul style="list-style-type: none"> <li>← ← REAR-END</li> <li>←   SIDE-SWIPE</li> <li>← ~ OUT OF CONTROL</li> <li>←   SKIDDING</li> <li>←   OVERTURNED</li> </ul>	<ul style="list-style-type: none"> <li>→ ← HEAD-ON</li> <li>→ ↙ LEFT-TURN</li> <li>→ ↓ RIGHT-ANGLE</li> </ul>
--	---

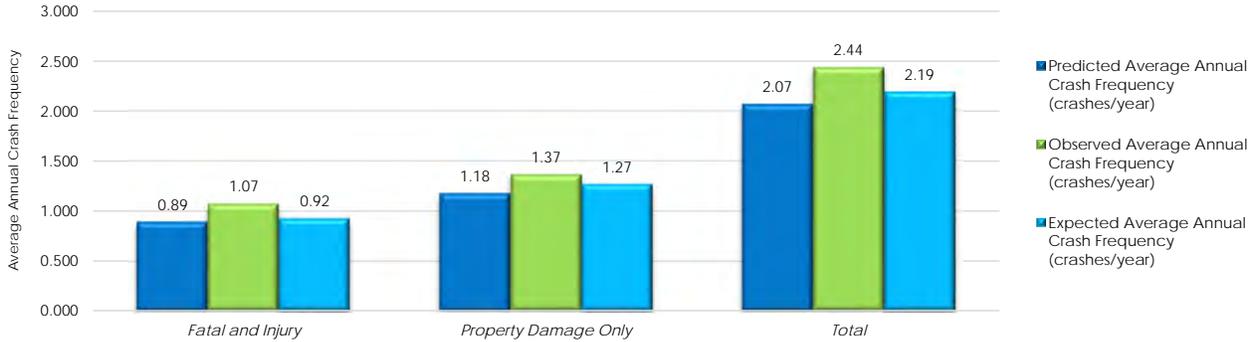
# G HSM WORKSHEET

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# Project Safety Performance Summary Report

Project Description NY 77 and Indian Falls Rd  
 Date 4/11/2022  
 Analysis Year 2022  
 Analysis Type Site Level Analysis  
 Facility Type(s) Rural Two-Lane Roads

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



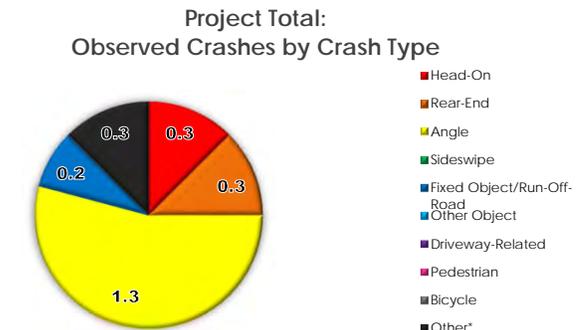
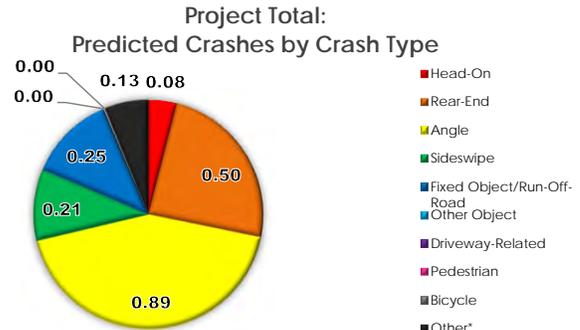
<b>Project Totals</b>	<i>Fatal and Injury Crashes</i>	<i>Property Damage Only Crashes</i>	<i>Total Crashes</i>
Predicted Average Annual Crash Frequency	0.89	1.18	2.07
Observed Average Annual Crash Frequency	1.07	1.37	2.44
Expected Average Annual Crash Frequency	0.92	1.27	2.19
Potential for Safety Improvement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

## Total Project Summary

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

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

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

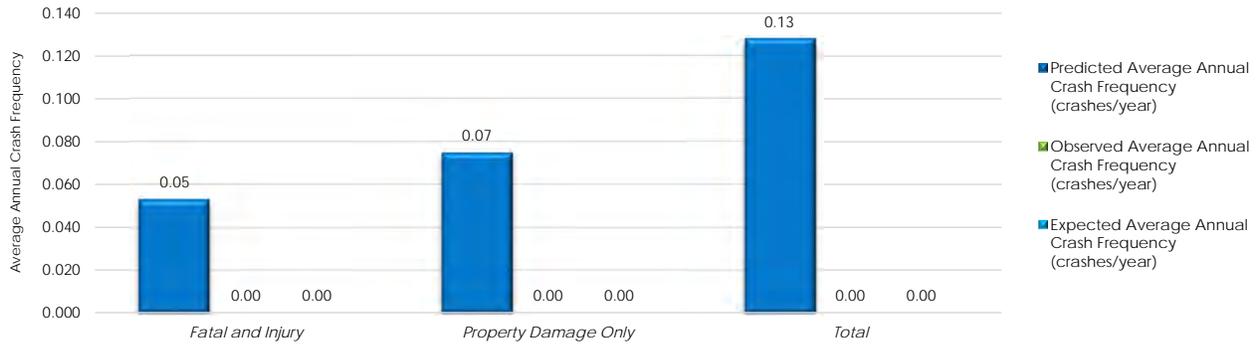


\*Note: "Other Crashes" include animal, overturn, parked vehicle, noncollisions, and other single-/multiple-vehicle crashes

# Project Safety Performance Summary Report

Project Description Indian Falls Rd and WNY National Cemetery Dr  
 Date 4/28/2022  
 Analysis Year 2022  
 Analysis Type Predicted Only (No Crash Data Analysis)  
 Facility Type(s) Rural Two-Lane Roads

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



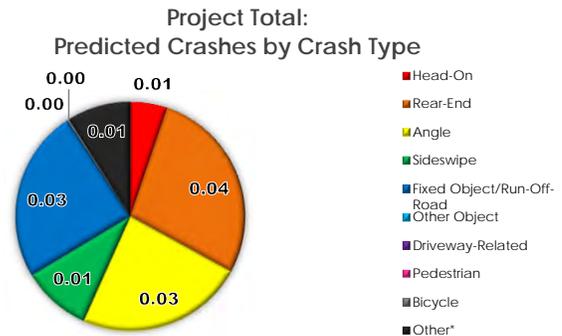
<b>Project Totals</b>	<i>Fatal and Injury Crashes</i>	<i>Property Damage Only Crashes</i>	<i>Total Crashes</i>
Predicted Average Annual Crash Frequency	0.05	0.07	0.13
Observed Average Annual Crash Frequency	0.00	0.00	0.00
Expected Average Annual Crash Frequency	--	--	--
Potential for Safety Improvement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

## Total Project Summary

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

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

<u>Total</u>	<i>Fatal and Injury</i>	<i>Property Damage Only</i>	<i>Total</i>
Predicted Average Annual Crash Frequency (crashes/yr)	0.05	0.07	0.13
Observed Average Annual Crash Frequency (crashes/yr)	0.00	0.00	0.00
Expected Average Annual Crash Frequency (crashes/yr)	--	--	--



No Observed Crash Data Provided

\*Note: "Other Crashes" include animal, overturn, parked vehicle, noncollisions, and other single-/multiple-vehicle crashes

# H

## CORRESPONDENCE

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

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**Objective:** Western New York National Cemetery, Independent Traffic Study for Route 77 and Indian Falls Road  
**Date:** April 7, 2022 10:00 a.m. (EST)

**AGENDA**

- 10:00  
Topic 1: Introductions  
VA / NYSDOT / Town of Pembroke Highway Superintendent / Genesee County Sheriff's Department / Consultant Team (JG&A and LDG)
- 10:05  
Topic 2: Background  
Project History / Scope / Schedule
- 10:15  
Topic 3: Technical Discussion  
Status of requested items (FOIL System) – Study Area Crash Data, Ledge Rd. Study, Speed Study on Rt.77  
No passing zone consideration on Rt. 77 in study area (initiation process)  
Expectations of study
- 10:35  
Topic 4: NYSDOT/stakeholders improvement discussion (Warrants/Justification)  
Stakeholder Discussion  
NYSDOT  
Town of Pembroke  
Genesee County
- 10:45  
Topic 5: Closing Comments  
Questions  
Action items and due outs review  
Next steps

**Attendees:**

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

## **Introductions / Background**

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

## **Technical Discussion / Stakeholder Discussion**

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

## **Closing / Due outs:**

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



Department of  
Transportation

ANDREW M. CUOMO  
Governor

MATTHEW J. DRISCOLL  
Commissioner

KEVIN BUSH, P.E.  
Regional Director

June 6, 2016

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

Project Tracking No. 56210

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

Dear Mr. Bennett,

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

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

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

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

RECEIVED

JUN 08 2016

FISHER ASSOCIATES

Mr. Richard Bennett  
June 6, 2016  
Page 2

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

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

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

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

Sincerely,



David C. Goehring, P.E.  
Regional Traffic Engineer

DCG/RLD/bap

c: D. Stahley, Assistant Resident Engineer, Genesee County  
J. Frank, Permit Group  
R. Lovelace, Permit Group



U.S. Department  
of Veterans Affairs

**Western New York National Cemetery**

1254 Indian Falls Road  
Corfu, NY 14036  
[www.va.gov](http://www.va.gov)

March 4, 2020

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

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

Dear Commissioner Dominguez & Superintendent Hens:

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

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

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

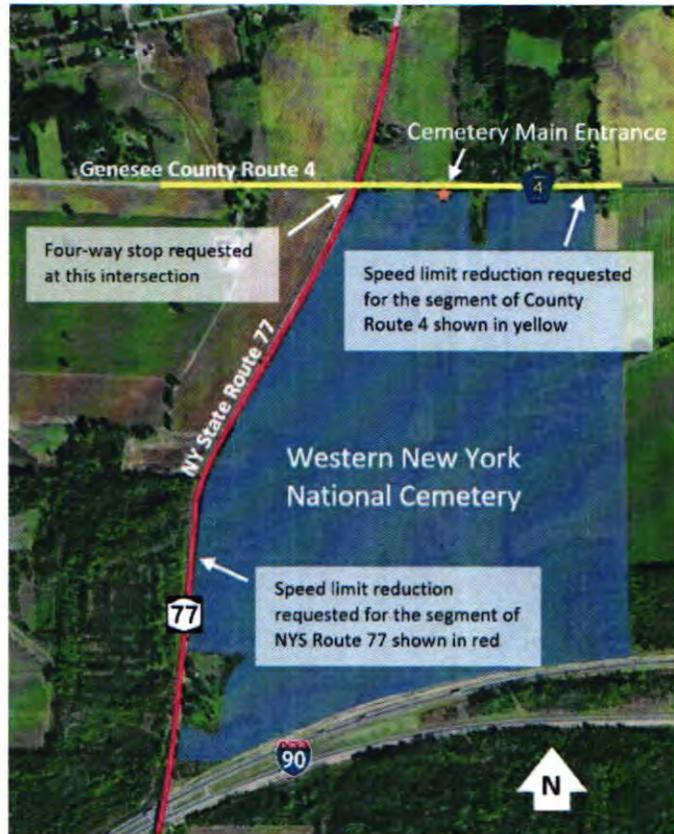
The purpose of this request is to enhance safety for all motorists using NY State Route 77 and Genesee County Route 4 in the vicinity of Western New York National Cemetery, especially where these two roads intersect. Although the cemetery will not open for burials until late 2020, the site is already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

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

The ongoing construction contract for Western New York National Cemetery calls for the installation of a dedicated turn lane for northbound traffic on NY State Route 77 at the intersection of Genesee County Route 4. However, this turn lane will not improve safety for motorists accessing NY State Route 77 from Genesee County Route 4.

Alternatively, a four-way stop would ensure that motorists of all abilities and response times could more safely and reliably navigate this intersection and would eliminate the need for the planned turn lane.

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



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

Thank you for the opportunity to bring these concerns to your attention, and I welcome the opportunity to answer any questions you or your staff might have about my request. I can be reached by email at [James.Metcalf@va.gov](mailto:James.Metcalf@va.gov) or on my personal cell at (717) 609-9090.

Respectfully submitted,

  
James R. Metcalfe II

cc: James D. McDonough, Jr., Director, New York State Division of Veterans' Services  
Thomas Schneider, Supervisor, Town of Pembroke, New York  
William A. Sheron, Jr., Sheriff, Genesee County Sheriff's Office



**Department of  
Transportation**

**ANDREW M. CUOMO**  
Governor

**MARIE THERESE DOMINGUEZ**  
Commissioner

March 26, 2020

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

Dear Mr. Metcalfe:

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

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

Sincerely,

Kevin C. Bush, P.E.  
Regional Director

KCB/PJS/AOQ/MRJ/ds

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

Study: 04200040



**Department of  
Transportation**

**ANDREW M. CUOMO**  
Governor

**MARIE THERESE DOMINGUEZ**  
Commissioner

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

July 15, 2020

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

Dear Mr. Metcalfe:

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

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

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

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

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



July 15, 2020

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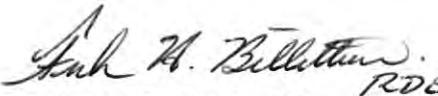
Advanced route marker assemblies exist on all four intersection approaches and help warn drivers of the intersection. Additionally, stop-ahead warning signs and oversized stop signs with back-to-back "CROSS TRAFFIC DOES NOT STOP" warning plaques exist on both County Road 4 approaches. Intersection warning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

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

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

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

Sincerely,

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

KCB/PJS/AOQ/MRJ/CAR/ds

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

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



# PREVIOUS STUDIES REVIEW

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## **Route 77 at Ledge Road Improvement Study**

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

### **Alternatives:**

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

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

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

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

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

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

### **Alternative Comparison:**

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

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

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



# PUBLIC REVIEW COMMENTS

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

Comment Date	Comments and Concerns
5/14/2022 18:29	I am concerned about the intersection at rt 77 and the road to the National cemetery. It is a busy main road and the side road is at the crest of the hill between 2 curves. I can attest to the dangers as I have escorted many funerals of veterans with my motorcycle. The main highway has very high speed traffic due to the country nature of the road. I would hope that we can come to an amicable solution to this situation.
5/14/2022 19:07	After hearing about the traffic problem at the cemetery and some engineers want to put a round about is crazy. They have to think about the truckers trying to make the turns with a 53 foot trailer and causing a lot of tire and rim damage. I've worked at several trucking companies for a lot of years and have seen what can happen to tires and rims and the cost. Lets face it at the cost now days they can't afford it. The state has to be smart about this.
5/14/2022 21:40	IMHO, if DOT extended the 40 mph speed limit from Indian Falls to exit 48A, (Approx. 1 mile) the problem would be solved. Then again with any government entity involved, things will be difficult.
5/15/2022 6:06	<p>I like the traffic circle concept if it is:</p> <ul style="list-style-type: none"> <li>-identified to approaching to approaching traffic from all directions</li> <li>-is wide enough for ALL farm equipment to continue using the highway</li> <li>-doesn't hinder tractor trailers/commercial vehicles</li> <li>- contains a memorial to the farmers and native americans who have made this country safe, free and secure</li> <li>-is essentially a part of the cemetery</li> <li>-is well lit</li> <li>-is winter friendly</li> </ul> <p>Overcoming the american aversion to circles is the biggest issue...I had it but now find they are much better for traffic flow and safety.</p> <p>I own a bakery and already see a positive economic impact from the cemetery being here!</p>
5/15/2022 12:05	<p>I have read the report on this intersection. It seems to me that the intersection is in compliance and needs no changes.</p> <p>I have been through that intersection many times as a Patriot Guard Rider. While traffic on Rt. 77 is fast moving, there is a clear view far up the road. There must be better ways to spend money that in changing out this intersection seems safe for average drivers.</p>
5/15/2022 22:49	Lower speed limit from Thruway to Indian Falls to 45 mph. Reconfigure Indian Falls Rd, Rt. 77 intersection so that the roads meet at 90 degree angles. Install flashing yellow lights. Four way stops will slow traffic too much as will a round about.
5/16/2022 10:06	Our concern is for anyone going in or out of the cemetery. This is a place that should be well protected and highly respected along with the surrounding areas. Proven to not be safe already. Please do something about it.
5/16/2022 13:44	All traffic entering this dangerous intersection must be slowed so all drivers, pedestrians and bicyclists can see each other to avert accidents. The best way to do that is with a traffic circle.
5/16/2022 21:31	This report fails to expressly address the demographic and mindset issue, and I'm insulted that NCA spokesperson Les' Melnyk and CFM project manager Glenn Elliott claimed that this was taken into consideration in the study. If so, there would be a section dedicated to it, so don't lie to the public and think you're going to get away with it. Genesee County has the oldest population of any county in New York State.
5/16/2022 21:34	I'm concerned because the report does not address the traffic that will be generated by the STAMP campus just four miles north of the cemetery. Please ask the Genesee County Economic Development Corp for a copy of the 2010 traffic study. The average annual increase of 1.5 percent that VA applied in this study is invalid - you will understand when you see the STAMP study.
5/16/2022 21:36	I strongly support a roundabout with an appropriate truck apron made of concrete or painted asphalt to ensure ease of maneuvering the intersection. I visit the cemetery a few times a year and I'm very concerned about my safety and that of other motorists.
5/16/2022 21:43	Please immediately install the recommended safety measures like the larger signs, flashing lights, rumble strips on the shoulder and centerline, etc. These lower cost measures will go a long way to making the intersection safer for everyone in the near term.

Comment Date	Comments and Concerns
5/16/2022 21:52	If a traffic circle is not installed, please include alternative traffic calming measures that force vehicles to slow down, such as a chicane or two north and south of the intersection on Route 77. You should also consider narrowing the drive lanes with a painted median. I also recommend reviewing the recommendations in this manual: <a href="https://www.austintexas.gov/sites/default/files/files/Transportation/LATM/ATD%20Speed%20Management%20Toolkit_v21.pdf">https://www.austintexas.gov/sites/default/files/files/Transportation/LATM/ATD%20Speed%20Management%20Toolkit_v21.pdf</a>
5/17/2022 20:09	Why can't you put stop signs or a traffic light at the entrance so its safer to enter or depart.
5/17/2022 22:44	In reference to the dangers at the Indian Falls Rd. and Rt 77 intersection. The study made many references about the past and present traffic concerning the intersection. But as with most studies it can only reference past patterns and use. What I am concerned about is the future use of that intersection, that cannot be predicted and or analyzed with any real accuracy. With the increased use of the WNYNC National Cemetery, which is a certainty considering Veteran demographics. I feel that enhanced Stop signs on Indian Falls road and intersection warning lights on Rt 77 could prevent future accidents and fatalities for our Veterans transiting the area. As we age we need all the help we can get to warn us of potential hazards and be alert. The public should also be made aware to take caution and slow down.
5/18/2022 9:01	I believe action needs to be taken to remediate the dangerous conditions at the intersection of Rt. 77 and Indian Falls Rd. I don't believe a round-about is the best way to proceed, and am in agreement with the reasons so well spelled out by the VFW Legislative Chair. Larger stop signs with blinking lights and rumble strips on Indian Falls Road do nothing to require extra caution and speed reduction for the traffic on Rt. 77. I would prefer stop a light that is triggered by traffic leaving the cemetery on Indian Falls Rd.
5/18/2022 13:55	We should have a lower speed limit in that area. I would recommend 40 MPH. Additionally, a flashing caution light would be very helpful. During funerals, a LE Officer should control the intersection. I don't think another study is required because it's a waste of tax dollars. A CE could solve the problem in 5 minutes or less.
5/19/2022 9:58	I have been following all the articles and news reports about the intersection near the WNY National Cemetery since the unfortunate and untimely deaths of two grieving veterans who had just left a memorial service for their friend. When this horrible incident occurred, it brought back intense memories of my very own, scary, near-miss experience at this very same intersection. I'd like to share what happened to me because I truly hope my account will help any potential decision to change the roadway dynamics... you see, a couple months previous (July 19, 2021) I was almost one of the 2.4 accidents that occur yearly at that intersection. The love of my life, Paul David Fedorsak, left us, (way too soon!) and we made plans to lay him to rest in the WNY National Cemetery. With a distinguished career as a 28 year Air Force Veteran, we made sure he had all the military honors he earned. Our friend (and funeral director) Les Wedekindt offered to drive his hearse with Paul's remains, from the funeral home in Kenmore to the cemetery, along with me to accompany him. We also met up with the Patriot Guard, who proudly proceeded us there. The sunny day provided us with an absolutely beautiful ceremony, which was attended by all of Paul's loved ones. After many tears (and not enough hugs) we all began leaving the cemetery grounds. As Les approached Rt 77 from the cemetery, he intended to make a left turn to head back to Interstate 90. The view of the oncoming traffic from the left (from the south Rt.77) was not clear to him because of a curve and a slight dip of the road. Les began to make his left turn onto Rt 77 and because of my angle in the passenger seat, I yelled to him that a car was QUICKLY approaching (going North on Rt 77). THANKFULLY, the powerful V8 engine of the hearse pulled us swiftly out of the path of the oncoming vehicle and he exclaimed how very grateful he was that I had seen the car coming. We both breathed a sigh of relief and continued on for home. After hearing about the facts surrounding the fatal accident of those poor Veterans last September, I have talked about my harrowing experience with family & friends... Now, my experience could have ended very badly, but it didn't... for that, I am truly blessed. How horrible for our family to consider that the beautiful ceremony to honor Paul could have ended with a trip to the emergency room, or worse! However, we do make a monthly trip out to the cemetery to pay our respects to our honorable man who we have lost. Please know that almost daily, I travel through the 3 traffic circles along Harlem Rd and believe they are a wonderful way to keep the flow of traffic moving in a smart and safe way. Please consider installing a roundabout at the Rt 77 intersection as soon as possible. Paul's entire family and vast amount of friends would truly appreciate something to be done so we can visit our loved ones final resting spot safely. I also commend the 2 VA employees, James R. Metcalfe II and Peter C. Rizzo, who attempted to inform the administration of their concerns for safety improvements at that intersection two years ago. If the VA had listened, those two grieving Veterans would still be with us. My heart goes out to their families. Thank you for the opportunity to share my harrowing experience and I look forward to seeing improvements of that intersection very soon.

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

Comment Date	Comments and Concerns
5/18/2022 10:49	Please put a round about it the intersection at your new New York cemetery. It will Dave lives. Thank you.
5/17/2022 15:45	There have already been 2 deaths at the intersection of Route 77 and Indian Falls Rd yet nobody seems to care! I traveled Route 77 for many years while living in Medina and this is a very busy 2 lane road not far from the interstate 90, with a lot of semi traffic. Funeral procession traffic in and out of the cemetery moves at a slower pace and we are just in the infancy stages of this new cemetery. Traffic studies only show two deaths so it is not an issue??? Is this how little a value we place on our veterans and their loved ones? As stated above, this cemetery is in its infancy. How many more deaths do we need for any action?
5/17/2022 6:17	There is absolutely no need for a roundabout at this intersection. What is needed is to extend to the 40MPH speed limit that is to the north and south of the intersection. Then, patrol it vigorously with speed traps, particularly during the day. Hell, Corfu cops are hidden in every driveway of the village of Corfu all day every day. Send them up 77 for a few hours M-F during the day. Simple, and cost effective.
5/16/2022 23:49	Enforce a speed zone of 40 mph or less on SR 77 between Route 5 in Pembroke, NY and the town of Basom, NY to slow down traffic. The towns of Indian Falls and Basom are already zoned at 40 mph.
5/16/2022 14:29	<p>1. The intersection of Rt 77 and Indian Falls Rd/Gabbey Rd (CR#4) has long been discussed at the Genesee County Traffic Safety Board. Jim Uebelhoer, who has since passed, was the representative to the Board from Pembroke and he had responded to several major accidents at this intersection. He advocated for NYSDOT to make improvements to this intersection before additional fatalities occurred. Much of this concern was prior to the development of the National Cemetery. NYSDOT responded to these concerns with incremental improvements on signage and traffic studies, which were referenced in the presentation. Mr Uebelhoer's concerns would be further compounded by the addition of the National Cemetery.</p> <p>2. I think there are several factors which need to be considered with this intersection:</p> <ul style="list-style-type: none"> <li>a. Age of drivers</li> <li>b. Emotional Impact of funerals on drivers</li> <li>c. Drivers not from the area/unfamiliar with intersection</li> <li>d. Alignment/seasonality of sun for west-facing drivers</li> <li>e. Psychological/contextual sense that the intersection is a "Four Way" stop even though it is clearly marked with "Cross Traffic Does Not Stop"</li> <li>f. Effect of vehicles in the right turn lane on site distance/visibility to the south</li> <li>g. Alignment/geometry of the intersection</li> </ul> <p>3. I am supportive of the use of roundabouts, but they are a political lightning rod for many. There have been three roundabouts proposed in Genesee County in my career. The first one has been a success at Rt 33/Rt 98 intersection in the City of Batavia. The second was proposed in the Town of Bethany at Rt 20/East Rd (known locally as Suicide Corners). This roundabout was opposed by both the Town of Bethany and the County as it was poorly thought out by NYSDOT and did not address the removal of the hill to the west of the intersection. Carl Hyde addressed this roundabout during his comments this morning. In this case, signage and lighting improvements were successful in reducing crashes. The third roundabout was recently proposed in the Town of Alabama at Rt 77 and Ledge Rd, about 2 miles north of Indian Falls Rd. This roundabout was strongly opposed by the Town of Alabama and its residents. Primary opposition was on how it might affect farming, trucking and snow &amp; snowplowing, which are all easily handled. Typically roundabout reduce all types of crashes by at least 60% and reduce fatalities by up to 99%. I believe the metric used in the presentation was that a roundabout in this instance would reduce crashes by 87%. Pretty hard to knock that statistic. However, be prepared for the typical roundabout bashing by the reluctant general public.</p>
5/21/2022 9:33	Extend Indian Falls 40 mph zone to cover National Cemetery. Place a large sign on route 77 north of thruway entrance saying National Veterans cemetery ahead. Reduce Speed!!! Put rumble strips on Indian Falls road on both sides of route 77.
5/16/2022 0:00	Reduce speed form thruway past that area. More signs on 77. Maybe the flashing lights on the 2 roads like you first did on 77 & Lodge and 20 + East Rd. Going to add more time to our truck routes our truck are not even set up for plowing that. The new turning lane on 77 made it worse.
5/16/2022 0:00	As per the meeting I feel that an on demand light with increased signage would greatly improve the traffic and possibility of accidents there. Also speed reduction as people coming off the thruway have a lead foot still. Reducing the speed limit would increase the chance of getting hit while exiting the cemetery.
5/16/2022 0:00	As many precautions as feasible, in the vicinity, 5 miles, 2 miles, 1 mile of the VA National Cemetery. Blinking caution lights, red lights, more signage. Also on thruway near exit for viewity 48A, a warning, speed control signs. P.S. an announcement periodically on local channels 2, 4, and 7 for caution when entering the area of the VA National Cemetery, so the public is reminded to use caution and safety in mind.

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

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

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

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

Comment Date	Comments and Concerns
5/26/2022 13:41	<p>Reference email from Sen. Schumer signed ... I write concerning the Department of Veterans Affairs (VA) Western New York National Cemetery Traffic Analysis and Safety Study) to urge the VA and the New York State Department of Transportation (NYSDOT) to immediately implement safety measures identified in this report to make the dangerous intersection, New York State Route 77 at Indian Falls Road (Genesee County RT 4) in Pembroke, NY, safe for the traveling public. including veterans and their families visiting the new Western New York National Veterans Cemetery. Specifically, I support the VA and DOT collaborating to install a permanent roundabout since the Study concluded it would provide the single greatest level of safety for motorists. Furthermore, I urge the VA and NYSDOT to immediately install the interim safety features identified in the Study including elimination of the existing departure passing zones at the Indian Falls Road intersection, installation of a flashing beacon at the intersection, addition of rumble strips, and installation of additional and upgraded flashing signing and pavement markings. The Study confirmed that the permanent roundabout would be the single most effective safety measure to prevent and reduce motor vehicle accidents at this dangerous intersection. Of all of the identified safety measures, the roundabout ranked highest with a Crash Modification Factor (CMF) score of .13 for injury related crashes which the Study concluded "represents an 87% reduction in the predicted crash rate for all types of serious, minor, and possible injury crashes at the intersection." Moreover, the Study concluded the roundabout provides additional benefits including reductions of dangerous traffic speeds, crash severity, potential for head-on, right angle, and left run crashes while allowing for continuous movement of traffic, improving truck turning movements, and facilitating the flow of funeral traffic. The VA and NYSDOT must move to enact these safety measures to prevent most accidents at this dangerous intersection which has experienced 25 motor vehicle accidents over the past decade and even another crash just this week on May 26, 2022. Nearly half of these accidents resulted in injury or death including the double fatal crash on September 22, 2021 that took the lives of two local veterans who were exiting the cemetery following a funeral. Moreover, as the cemetery continues to develop and attract even greater numbers of drivers who are older and unfamiliar with the area, the VA and NYDOT must act swiftly to install these safety measures. I appreciate your consideration and attention to this matter.</p>
5/26/2022 10:10	<p>Mr McNerney,  I am writing to you to convey my views for the traffic issues at the WNY National cemetery in Pembroke.  The current speed limit drops down to 45 mph just before entering the town of Indian Falls.  For the financial concerns that have been discussed I believe the best option is to extend the 45 mph speed limit to 1/4 mile prior to the intersection of rt 77 and Indian Falls road.  And, signs prior to that point announcing the slower speed giving the drivers on rt 77 North enough time to slow down to the posted speed.  Also, adding better stop signs to both sides of Indian Falls road should get drivers attention quicker.</p>
5/26/2022 8:47	<p>I am writing this email in regards to the traffic study that's being done on the corner of Indian Falls Road, Gabbey Road and Route 77 where the New York State Veterans Cemetery is located. I hope it is not too late as I just got the email address this morning.</p> <p>First I would like you to know that I have lived on Indian Falls Road my entire adult life, over 50 years now. My husband and I raised our family of three children, who are now all adults with their own children, most of which are also driving and who use that intersection as well.</p> <p>Over the years there have been numerous accidents on that corner. Most of which were due to driver error as in this case. I do not believe a roundabout at this intersection will solve the issue. It may, in fact, make it more treacherous for those of us who are local. Installing flashing lights, warning signs, speed bumps may help--however, if a driver is not paying attention, then guess what, they will not heed those warnings.</p> <p>I truly believe we need to invest in better education regarding driving privileges'. Teach our kids to be more responsible, do not rely on someone else to "wave" you by. It may be the last person who you trust. Offer written tests for license renewals every 10 years or so and prepare those tests to reflect questions that would be pertinent to prevent the accidents that are most prevalent at that time.</p> <p>There isn't much that takes the place of experience, but in today's fast paced, electronically run society; not to mention the legalization of marijuana; we are all taking a much bigger risk just getting into our cars to go to the grocery store--no matter where the intersection is.</p> <p>Taking five seconds to check both ways before pulling out from a stop sign has saved countless lives for those of us who do it.</p> <p>Thank you for listening and May God Bless All of those who have protected us and kept our Nation free.</p>

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

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