Appendix 6-D: Traffic Study Appendices

APPENDICES

APPENDIX A. CRASHES ON THE STUDY CORRIDOR

Accident Location Information System (ALIS)

Accident Verbal Description Report

Data in this report covers the period Dec 01, 2006 - Nov 30, 2009

Complete Accident data from NYSDMV is only available thru 11/30/2009

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041113 Street: Route 22
AT INTERSECTION WITH Crickett Hill Rd

3/2/2007 Fri 14:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32103082**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 9900 State of Registration: NY
Num of Occupants: 2 Driver's Age: 34 Sex: M Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3025 State of Registration: NY
Num of Occupants: 1 Driver's Age: 36 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041082 Street: Route 22
AT INTERSECTION WITH Wheeler Rd

6/8/2007 Fri 17:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32229324**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4571 State of Registration: NY
Num of Occupants: 2 Driver's Age: 57 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3026 State of Registration: NY
Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041088 Street: Route 22
AT INTERSECTION WITH JCT 55-END OVLP

4/7/2007 Sat 12:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32172486**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041088 Street: Route 22
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3931 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: Y
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3148 State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041089 Street: Route 22
AT INTERSECTION WITH CO 21-PLEASANT RIDGE,WING DALE RD

7/21/2007 Sat 16:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32263829**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2930 State of Registration: NY
Num of Occupants: 2 Driver's Age: 18 Sex: M Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5700 State of Registration: NY
Num of Occupants: 1 Driver's Age: 59 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041115 Street: Route 22

AT INTERSECTION WITH Dover Furnace Rd

4/25/2007 Wed 01:04 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32173733**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ALCOHOL INVOLVEMENT, ANIMAL'S ACTION

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041133 Street: Route 22
AT INTERSECTION WITH Dover Plains-Webatuck Rd

4/4/2007 Wed 22:04 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32171633**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH OTHER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4024 State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: AVOIDING OBJECT IN ROADWAY
Apparent Factors: UNKNOWN, UNKNOWN

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041088 Street: Route 22
AT INTERSECTION WITH JCT 55-END OVLP

7/1/2007 Sun 10:04 AM Persons Killed: 0 Persons Injured: 4 Extent of Injuries: BBCC **Case: 2007-32240219**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2574 State of Registration: NY
Num of Occupants: 2 Driver's Age: 20 Sex: F Citation Issued: Y
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3791 State of Registration: NY
Num of Occupants: 2 Driver's Age: 23 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041088 Street: Route 22
AT INTERSECTION WITH JCT 55-END OVLP
5/25/2007 Fri 06:04 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32209162**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041088 Street: Route 22
***** CONTINUED
Veh :1 TRUCK Registered Weight: 130000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2669 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: TURNING IMPROPER, UNKNOWN

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041082 Street: Route 22
AT INTERSECTION WITH Wheeler Rd
7/21/2007 Sat 11:04 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32276574**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: MA
Num of Occupants: 7 Driver's Age: 37 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3418 State of Registration: NY
Num of Occupants: 3 Driver's Age: 53 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041120 Street: Route 22
10 Meters North of Driveway

12/14/2006 Thu 07:04 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2006-32021211**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: WET Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4083 State of Registration: NY
Num of Occupants: 3 Driver's Age: 44 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041120 Street: Route 22
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3900 State of Registration: NY
Num of Occupants: 2 Driver's Age: 17 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041128 Street: Route 22
16 Meters North of Plymouth Rock Rd

3/7/2007 Wed 17:04 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32111639**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: WET Road Char.: CURVE AND GRADE Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2896 State of Registration: NY
Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: UNSAFE SPEED, VIEW OBSTRUCTED/LIMITED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3096 State of Registration: NY
Num of Occupants: 1 Driver's Age: 16 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: VIEW OBSTRUCTED/LIMITED, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041103 Street: Route 22
583 Meters North of Vira Dr

12/26/2006 Tue 10:04 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2006-32072585**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: POLICE PURSUIT
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 3 Driver's Age: 63 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY, FAILURE TO YIELD RIGHT OF WAY

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041108 Street: Route 22
72 Meters North of N Chippawalla Rd

5/21/2007 Mon 13:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32202299**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 17 Sex: M Citation Issued: Y
Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: OVERTAKING

Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041093 Street: Route 22
529 Meters North of Pleasant Ridge Rd
6/11/2007 Mon 20:04 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2007-32224533**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 MOTORCYCLE Registered Weight: 359 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: OVERTAKING
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, PRESCRIPTION MEDICATION

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041128 Street: Route 22
16 Meters North of Plymouth Rock Rd
5/9/2007 Wed 18:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32189827**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041128 Street: Route 22
***** CONTINUED
Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: Y School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FELL ASLEEP

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041101 Street: Route 22
262 Meters North of Vira Dr
2/11/2007 Sun 12:04 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2007-32107702**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NONE

Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3242 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, UNKNOWN

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041073 Street: Driveway
2 Meters West of Unnamed Street
7/10/2007 Tue 10:04 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32262087**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH OTHER FIXED OBJECT Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 TRUCK Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STARTING FROM PARKING
Apparent Factors: DRIVER INEXPERIENCE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041101 Street: Route 22
262 Meters North of Vira Dr
7/7/2007 Sat 21:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32271640**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041101 Street: Route 22
***** CONTINUED
Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041087 Street: Route 22
6 Meters North of Route 55

12/16/2006 Sat 18:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2006-32027594**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3187 State of Registration: NY
Num of Occupants: 1 Driver's Age: 83 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2399 State of Registration: NY
Num of Occupants: 2 Driver's Age: 23 Sex: M Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAF CNTRL DEV IMPROPER/NON-WRKING, UNKNOWN

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041092 Street: Route 22
367 Meters North of Pleasant Ridge Rd

8/27/2007 Mon 14:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32303196**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH OTHER FIXED OBJECT Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 68 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STARTING FROM PARKING
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041074 Street: Route 22

50 Meters South of Rock Hill Ln

10/18/2007 Thu 12:04 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32367772**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 TRUCK Registered Weight: State of Registration: NJ
Num of Occupants: 1 Driver's Age: 38 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3516 State of Registration: NY
Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041124 Street: Route 22
106 Meters South of Anderson Rd

9/26/2007 Wed 06:04 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32340028**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2735 State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041078 Street: Route 22
40 Meters North of Sasso Ln

7/21/2007 Sat 11:04 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32263700**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041078 Street: Route 22

***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: MA
Num of Occupants: 4 Driver's Age: 31 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNSAFE SPEED, PAVEMENT SLIPPERY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041076 Street: Route 22
39 Meters North of Driveway

8/4/2007 Sat 10:04 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32282480**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: BACKING
Apparent Factors: BACKING UNSAFELY, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041078 Street: Route 22
40 Meters North of Sasso Ln

8/4/2007 Sat 13:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32282540**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2661 State of Registration: NY
Num of Occupants: 2 Driver's Age: 17 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, VIEW OBSTRUCTED/LIMITED

Accident Location Information System (ALIS)

Accident Verbal Description Report

Data in this report covers the period Dec 01, 2006 - Nov 30, 2009

Complete Accident data from NYSDMV is only available thru 11/30/2009

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041078 Street: Route 22
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3160 State of Registration: NY
Num of Occupants: 2 Driver's Age: 69 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041115 Street: Route 22
27 Meters North of Dover Furnace Rd

9/21/2007 Fri Persons Killed: Persons Injured: Extent of Injuries: **Case: 2007-SP0273906**
Accident Class: Police Agency: Num of Veh:
Type Of Accident: Traffic Control:
Manner of Collision: Weather:
Road Surface Condition: Road Char.: Light Condition:
Loc. of Ped/Bicycle: Action of Ped/Bicycle:

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041115 Street: ROUTE 22
AT INTERSECTION WITH DOVER FURNACE RD

9/21/2007 Fri 16:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32331290**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: OVERTAKING
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :2 CAR/VAN/PICKUP Registered Weight: 4053 State of Registration: NY
Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, TURNING IMPROPER

County: Dutchess Muni: Dover(T) Ref. Marker: Street: E DUNCAN HILL RD
AT INTERSECTION WITH ROUTE 22

9/14/2007 Fri 19:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32327358**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: Street: E DUNCAN HILL RD
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3524 State of Registration: NY
Num of Occupants: 1 Driver's Age: 76 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041129 Street: ROUTE 22

12/17/2007 Mon 12:04 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32433403**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: OTHER
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: MA
Num of Occupants: 1 Driver's Age: 63 Sex: M Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 TRUCK Registered Weight: 79000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 77 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041129 Street: ROUTE 22

9/13/2007 Thu 15:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32319727**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3712 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2453 State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: OBSTRUCTION/DEBRIS, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041078 Street: STATE HWY 22
9/28/2007 Fri 18:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32342183**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STARTING FROM PARKING
Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 27 Sex: F Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041071 Street: [Route] 22
529 Meters North of KITCHEN CORNERS RD
10/16/2007 Tue 23:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32360835**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2455 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041067 Street: [Route] 22
AT INTERSECTION WITH KITCHEN CORNERS RD
10/10/2007 Wed 20:04 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2007-32363451**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1
Type Of Accident: RAN OFF ROAD ONLY Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041067 Street: [Route] 22
***** CONTINUED
Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, UNSAFE SPEED

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041099 Street: RURAL AVE
13 Meters East of ROUTE 22
12/7/2007 Fri 14:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32412462**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH TREE Traffic Control: NONE
Manner of Collision: OTHER Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3100 State of Registration: NY
Num of Occupants: 1 Driver's Age: 17 Sex: F Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: PAVEMENT SLIPPERY, REACTION TO OTHER UNINVOLVED VEHICL

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041132 Street: ROUTE 22
24 Meters North of DOVER FURNACE RD
12/7/2007 Fri 15:04 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2007-32414885**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: SIDESWIPE Weather: SNOW

Road Surface Condition: SNOW/ICE Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 9800 State of Registration: NY
Num of Occupants: 3 Driver's Age: 47 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2952 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY, FAILURE TO KEEP RIGHT

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041120 Street: ROUTE 22
18 Meters South of DRIVEWAY
1/15/2008 Tue 16:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32465622**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: SNOW
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041120 Street: ROUTE 22
***** CONTINUED
Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 34 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, PAVEMENT SLIPPERY

Veh :2 CAR/VAN/PICKUP Registered Weight: 2436 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: Street:
1/8/2008 Tue 08:04 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32453774**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY

Road Surface Condition: WET Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 TRUCK Registered Weight: 70417 State of Registration: NY
Num of Occupants: 1 Driver's Age: 46 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3325 State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: M Citation Issued: Y
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041087 Street: [Route] 22
AT INTERSECTION WITH ROUTE 55
11/21/2007 Wed 01:04 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32462060**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3065 State of Registration: NY
Num of Occupants: 2 Driver's Age: 25 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: AVOIDING OBJECT IN ROADWAY
Apparent Factors: UNKNOWN, UNKNOWN

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041088 Street: STATE HWY 22
2 Meters South of ROUTE 55
2/14/2008 Thu 14:04 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2008-32504716**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 31 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: OBSTRUCTION/DEBRIS, NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041120 Street: [Route] 22
AT INTERSECTION WITH DRIVEWAY
1/18/2008 Fri 09:04 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32499706**
Accident Class: INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH PEDESTRIAN Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: WET Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: CROSSING

Veh :1 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 PEDESTRIAN Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: N
Direction of Travel: NOT APPLICABLE Public Property Damage: N School Bus Involved: N
Pre-Accd Action: NOT APPLICABLE
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041112 Street: STATE HWY 22
57 Meters South of UNNAMED STREET
2/1/2008 Fri 11:04 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32515751**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH TREE Traffic Control: NONE
Manner of Collision: OTHER Weather: SLEET/HAIL/FREEZING RAIN
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041112 Street: STATE HWY 22
***** CONTINUED
Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: FL
Num of Occupants: 1 Driver's Age: 46 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

County: Dutchess Muni: Dover(T) Ref. Marker: Street:
4/9/2008 Wed 13:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32555918**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2980 State of Registration: NY
Num of Occupants: 3 Driver's Age: 92 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Dutchess Muni: Dover(T) Ref. Marker: Street: DUNCAN HILL RD
AT INTERSECTION WITH ROUTE 22
2/22/2008 Fri 15:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32546834**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH TREE Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3685 State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041090 Street: [Route] 22
30 Meters North of PLEASANT RIDGE RD
3/9/2008 Sun 05:04 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: AC **Case: 2008-32554222**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041090 Street: [Route] 22
***** CONTINUED
Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 2 Driver's Age: 23 Sex: F Citation Issued: Y

Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ALCOHOL INVOLVEMENT, FAILURE TO KEEP RIGHT

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041099 Street: STATE HWY 22
15 Meters South of RURAL AVE

3/26/2008 Wed 19:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32582956**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2892 State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041082 Street: ROUTE 22
1 Meters North of WHEELER RD

5/30/2008 Fri 15:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32615587**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3417 State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: Street: E DUNCAN HILL RD
AT INTERSECTION WITH DUNCAN HILL RD

4/21/2008 Mon 12:04 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32585628**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Accident Verbal Description Report

Data in this report covers the period Dec 01, 2006 - Nov 30, 2009

Complete Accident data from NYSDMV is only available thru 11/30/2009

County: Dutchess Muni: Dover(T) Ref. Marker: Street: E DUNCAN HILL RD
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 5706 State of Registration: NY
Num of Occupants: 2 Driver's Age: 47 Sex: F Citation Issued: Y
Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3624 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3802 State of Registration: NY
Num of Occupants: 1 Driver's Age: 63 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041082 Street: ROUTE 22
1 Meters North of WHEELER RD

6/8/2008 Sun 09:04 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32620649**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 4374 State of Registration: NY
Num of Occupants: 1 Driver's Age: 33 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041086 Street: ROUTE 22

171 Meters West of ROUTE 55

6/19/2008 Thu 06:04 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32636445**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH ANIMAL Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: WET Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041086 Street: ROUTE 22
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2621 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041103 Street: ROUTE 22
589 Meters North of VIRA DR

5/23/2008 Fri 12:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32605789**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH ANIMAL Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: 49 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: Street: PLEASANT RIDGE RD
AT INTERSECTION WITH ROUTE 22

4/28/2008 Mon Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32625321**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: PA
Num of Occupants: 2 Driver's Age: 60 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 4011 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041130 Street: ROUTE 22
6/23/2008 Mon 13:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32640896**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041130 Street: ROUTE 22
***** CONTINUED
Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 3 Driver's Age: 45 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED, PAVEMENT SLIPPERY

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041131 Street: ROUTE 22
81 Meters South of DOVER FURNACE RD
6/30/2008 Mon 21:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32647446**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH OTHER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4296 State of Registration: NY
Num of Occupants: 2 Driver's Age: 56 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: OBSTRUCTION/DEBRIS, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041082 Street: ROUTE 22
1 Meters North of WHEELER RD
8/30/2008 Sat 15:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32715119**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: BACKING
Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 2 Driver's Age: 70 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041088 Street: STATE HWY 22
AT INTERSECTION WITH ROUTE 55
6/28/2008 Sat 15:04 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32643707**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041088 Street: STATE HWY 22
***** CONTINUED
Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: Y
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2634 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041090 Street: ROUTE 22
41 Meters North of PLEASANT RIDGE RD
6/7/2008 Sat 17:04 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32673824**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3935 State of Registration: NY
Num of Occupants: 3 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041081 Street: STATE HWY 55
86 Meters South of WHEELER RD
7/12/2008 Sat 16:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32675553**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH BUILDING/WALL Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: 20 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING U TURN
Apparent Factors: TURNING IMPROPER, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041085 Street: ROUTE 22
7/27/2008 Sun 17:04 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2008-32677317**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 MOTORCYCLE Registered Weight: 360 State of Registration: NY
Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: UNSAFE SPEED, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041073 Street: ROUTE 22
34 Meters North of DRIVEWAY

7/29/2008 Tue 13:04 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2008-32680933**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 4
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4887 State of Registration: NY
Num of Occupants: 3 Driver's Age: 43 Sex: F Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE SPEED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3038 State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3554 State of Registration: NY
Num of Occupants: 1 Driver's Age: 76 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :4 CAR/VAN/PICKUP Registered Weight: 4269 State of Registration: NY
Num of Occupants: 2 Driver's Age: 56 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: Street:

8/14/2008 Thu 07:04 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: AA **Case: 2008-32690734**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3352 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: F Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3062 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: Street: DOVER FURNACE RD
AT INTERSECTION WITH ROUTE 22
8/26/2008 Tue 14:04 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32711122**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NC
Num of Occupants: 2 Driver's Age: 21 Sex: M Citation Issued: Y
Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TURNING IMPROPER

Veh :2 TRUCK Registered Weight: 65740 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041104 Street: STATE HWY 22
574 Meters South of N CHIPPAWALLA RD
7/25/2008 Fri 17:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32698432**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Complete Accident data from NYSDMV is only available thru 11/30/2009

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041104 Street: STATE HWY 22
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4409 State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, ANIMAL'S ACTION

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041088 Street: ROUTE 22
2 Meters North of ROUTE 55

10/13/2008 Mon 16:04 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32757428**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
Num of Occupants: 3 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4257 State of Registration: NY
Num of Occupants: 2 Driver's Age: 56 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041120 Street: ROUTE 22
AT INTERSECTION WITH DRIVEWAY

9/20/2008 Sat 11:04 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32736746**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4200 State of Registration: NY
Num of Occupants: 1 Driver's Age: 85 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 5701 State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Accident Location Information System (ALIS)

Accident Verbal Description Report

Data in this report covers the period Dec 01, 2006 - Nov 30, 2009

Complete Accident data from NYSDMV is only available thru 11/30/2009

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041121 Street: ROUTE 22
204 Meters North of DRIVEWAY

11/26/2008 Wed 08:04 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32810789**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041113 Street: STATE HWY 22
AT INTERSECTION WITH CRICKETT HILL RD

8/14/2008 Thu Persons Killed: Persons Injured: Extent of Injuries: **Case: 2008-32769472**
Accident Class: Police Agency: Num of Veh:
Type Of Accident: Traffic Control:
Manner of Collision: Weather:
Road Surface Condition: Road Char.: Light Condition:
Loc. of Ped/Bicycle: Action of Ped/Bicycle:

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041081 Street: ROUTE 22
34 Meters South of WHEELER RD

10/25/2008 Sat 12:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32777157**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3764 State of Registration: NY
Num of Occupants: 1 Driver's Age: 65 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Accident Location Information System (ALIS)

Accident Verbal Description Report

Data in this report covers the period Dec 01, 2006 - Nov 30, 2009

Complete Accident data from NYSDMV is only available thru 11/30/2009

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041081 Street: ROUTE 22
***** CONTINUED
Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 3 Driver's Age: 21 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041115 Street: STATE HWY 22
11/24/2008 Mon 16:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32808652**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3595 State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 Sex: M Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3685 State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041103 Street: ROUTE 22
2/12/2009 Thu 09:04 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-32924042**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH TREE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, OBSTRUCTION/DEBRIS

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041094 Street: ROUTE 22
308 Meters East of Rural Ave
10/25/2008 Sat 12:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32796730**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: SIDESWIPE Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041094 Street: ROUTE 22
***** CONTINUED
Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 59 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 5 Driver's Age: 42 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041132 Street: [Route] 22
AT INTERSECTION WITH Dover Furnace Rd
10/25/2008 Sat 05:04 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32818938**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3431 State of Registration: NY
Num of Occupants: 3 Driver's Age: 74 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041093 Street: ROUTE 22
12/28/2008 Sun 16:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32857813**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: 28 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041082 Street: ROUTE 22
3/31/2009 Tue 14:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-32972854**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT TURN (WITH OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041082 Street: ROUTE 22
***** CONTINUED
Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 16 Sex: M Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, TURNING IMPROPER

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 36 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041090 Street: [Route] 21
AT INTERSECTION WITH [Route] 22
11/14/2008 Fri 18:04 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2008-32845209**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1
Type Of Accident: OTHER NON-COLLISION Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 59 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN

Apparent Factors: UNKNOWN, UNKNOWN

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041132 Street: COUNTY RTE 26
AT INTERSECTION WITH [Route] 22

11/30/2008 Sun 14:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32869363**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: SLEET/HAIL/FREEZING RAIN
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 78 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 17 Sex: M Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE SPEED

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041098 Street: [Route] 22
53 Meters North of Commerce Dr

12/8/2008 Mon 18:04 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2008-32886949**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4191 State of Registration: NY
Num of Occupants: 4 Driver's Age: 25 Sex: F Citation Issued: Y
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING U TURN
Apparent Factors: FAILURE TO KEEP RIGHT, TURNING IMPROPER

Veh :2 CAR/VAN/PICKUP Registered Weight: 4422 State of Registration: NY
Num of Occupants: 1 Driver's Age: 59 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, UNKNOWN

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041131 Street: ROUTE 22

2/19/2009 Thu 19:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-32923643**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3976 State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED, PAVEMENT SLIPPERY

Veh :2 TRUCK Registered Weight: 55000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 2653 State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, PAVEMENT SLIPPERY

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041077 Street: ROUTE 22

2/15/2009 Sun 14:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-32925237**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration: NY
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: OVERTAKING

Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, UNSAFE LANE CHANGE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3328 State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041131 Street: ROUTE 22
6/15/2009 Mon 09:04 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33043686**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041073 Street: STATE HWY 55
4/10/2009 Fri 05:04 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-32987864**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH OTHER FIXED OBJECT Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3608 State of Registration: NY
Num of Occupants: 2 Driver's Age: 27 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ALCOHOL INVOLVEMENT, AGGRESSIVE DRIVING/ROAD RAGE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041071 Street: [Route] 22
AT INTERSECTION WITH FURLONG RD
3/5/2009 Thu 20:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-32962829**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: MUDDY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3232 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STARTING FROM PARKING
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3247 State of Registration: NY
Num of Occupants: 1 Driver's Age: 34 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: BACKING
Apparent Factors: UNKNOWN, BACKING UNSAFELY

County: Dutchess Muni: Dover(T) Ref. Marker: Street: CRICKETT HILL RD
5/16/2009 Sat 11:04 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2009-33017775**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3211 State of Registration: NY
Num of Occupants: 1 Driver's Age: 90 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3350 State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041118 Street: ROUTE 22
456 Meters North of Dover Furnace Rd
8/10/2009 Mon 21:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33102098**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Complete Accident data from NYSDMV is only available thru 11/30/2009

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041118 Street: ROUTE 22
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 17 Sex: M Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041081 Street: ROUTE 22
150 Meters South of Wheeler Rd

6/10/2009 Wed 22:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33039536**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2240 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041092 Street: ROUTE 22
663 Meters East of Rural Ave

6/18/2009 Thu 14:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33047142**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: RIGHT ANGLE Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4322 State of Registration: NY
Num of Occupants: 1 Driver's Age: 38 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3120 State of Registration: NY
Num of Occupants: 2 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041067 Street: [Route] 22
AT INTERSECTION WITH KITCHEN CORNERS RD

5/11/2009 Mon 17:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33035398**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2975 State of Registration: NY
Num of Occupants: 1 Driver's Age: 66 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3430 State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041113 Street: COUNTY RTE 26
AT INTERSECTION WITH Crickett Hill Rd

9/18/2009 Fri 23:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33142514**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 1
Type Of Accident: RAN OFF ROAD ONLY Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PRESCRIPTION MEDICATION, ALCOHOL INVOLVEMENT

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041082 Street: ROUTE 22
67 Meters North of Wheeler Rd

9/28/2009 Mon 16:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33160695**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 1

Type Of Accident: COLLISION WITH SIGN POST Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041082 Street: ROUTE 22
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: Y School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041073 Street: [Route] 22
45 Meters North of Driveway

7/3/2009 Fri 13:04 PM Persons Killed: 0 Persons Injured: 5 Extent of Injuries: CCCCC **Case: 2009-33093837**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 4
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :4 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :3 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:

Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041086 Street: ROUTE 22
7/27/2009 Mon 13:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33086749**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041086 Street: ROUTE 22
***** CONTINUED
Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041067 Street: STATE HWY 22
AT INTERSECTION WITH KITCHEN CORNERS RD
7/3/2009 Fri Persons Killed: Persons Injured: Extent of Injuries: **Case: 2009-33125719**
Accident Class: Police Agency: Num of Veh:
Type Of Accident: Traffic Control:
Manner of Collision: Weather:
Road Surface Condition: Road Char.: Light Condition:
Loc. of Ped/Bicycle: Action of Ped/Bicycle:

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041127 Street: STATE HWY 22
AT INTERSECTION WITH E DUNCAN HILL RD
7/2/2009 Thu 11:04 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33130237**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 12000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2235 State of Registration: NY
Num of Occupants: 1 Driver's Age: 87 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED, FOLLOWING TOO CLOSELY

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041067 Street: STATE HWY 22
AT INTERSECTION WITH KITCHEN CORNERS RD

7/5/2009 Sun 01:04 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33139627**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3745 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Dutchess Muni: Dover(T) Ref. Marker: Street: PLEASANT RIDGE RD
3 Meters West of Route 22

9/3/2009 Thu 08:04 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33124933**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 6151 State of Registration: NY
Num of Occupants: 4 Driver's Age: 38 Sex: M Citation Issued: Y

Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3868 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041119 Street: ROUTE 22
145 Meters South of Driveway
10/22/2009 Thu 18:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33183831**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 04/06/10 11:33

Accident Verbal Description Report

Data in this report covers the period Dec 01, 2006 - Nov 30, 2009

Complete Accident data from NYSDMV is only available thru 11/30/2009

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041119 Street: ROUTE 22
***** CONTINUED
Veh :1 CAR/VAN/PICKUP Registered Weight: 3768 State of Registration: NY
Num of Occupants: 1 Driver's Age: 59 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041114 Street: ROUTE 22
136 Meters South of Dover Furnace Rd
11/26/2009 Thu 03:04 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33225914**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH TREE Traffic Control: STOP SIGN
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2600 State of Registration: NY
Num of Occupants: 5 Driver's Age: 19 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED, PAVEMENT SLIPPERY

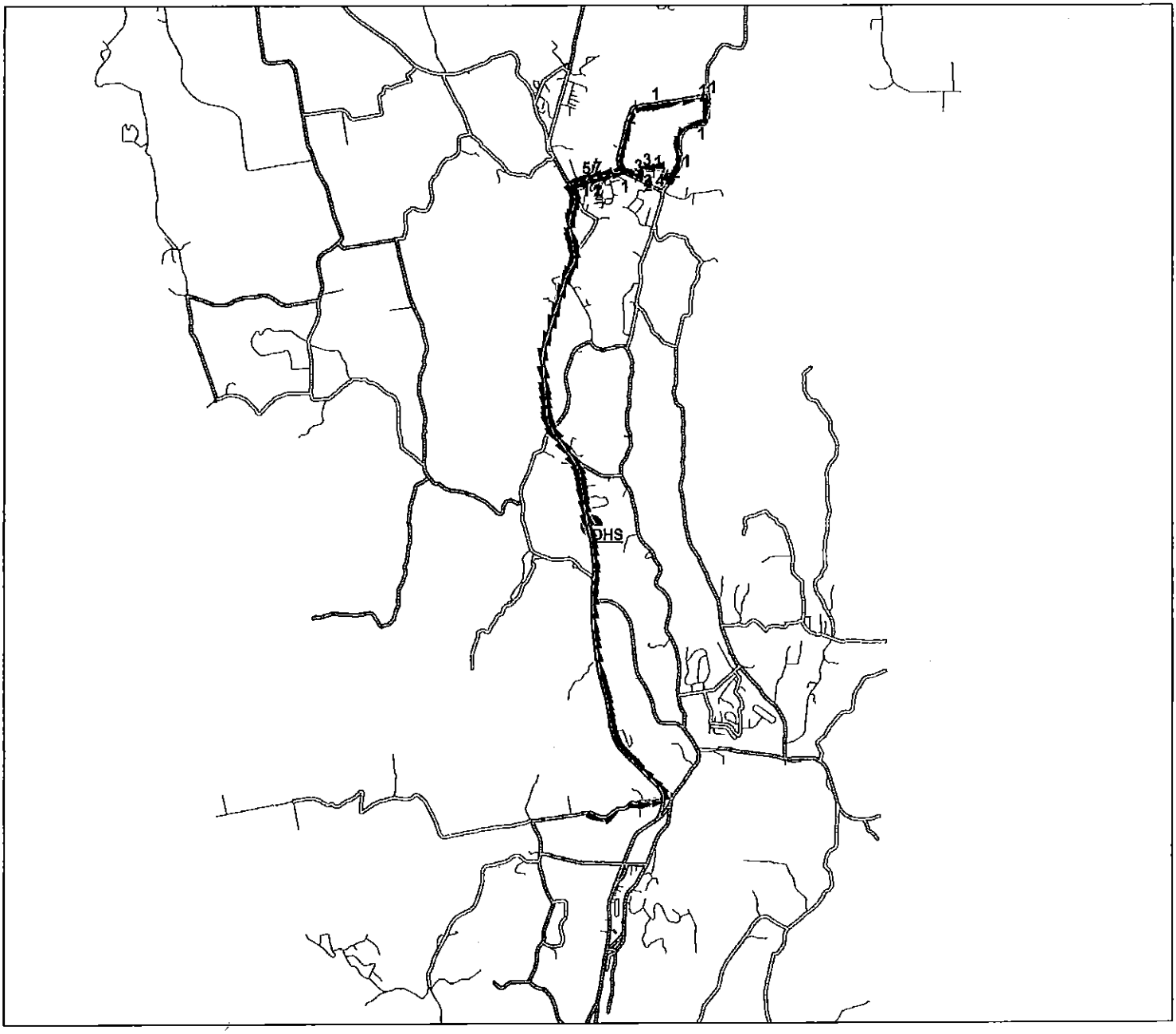
County: Dutchess Muni: Dover(T) Ref. Marker: 22 82041122 Street: STATE HWY 22
64 Meters South of Unnamed Street

11/18/2009 Wed 07:04 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33216640**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 17 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

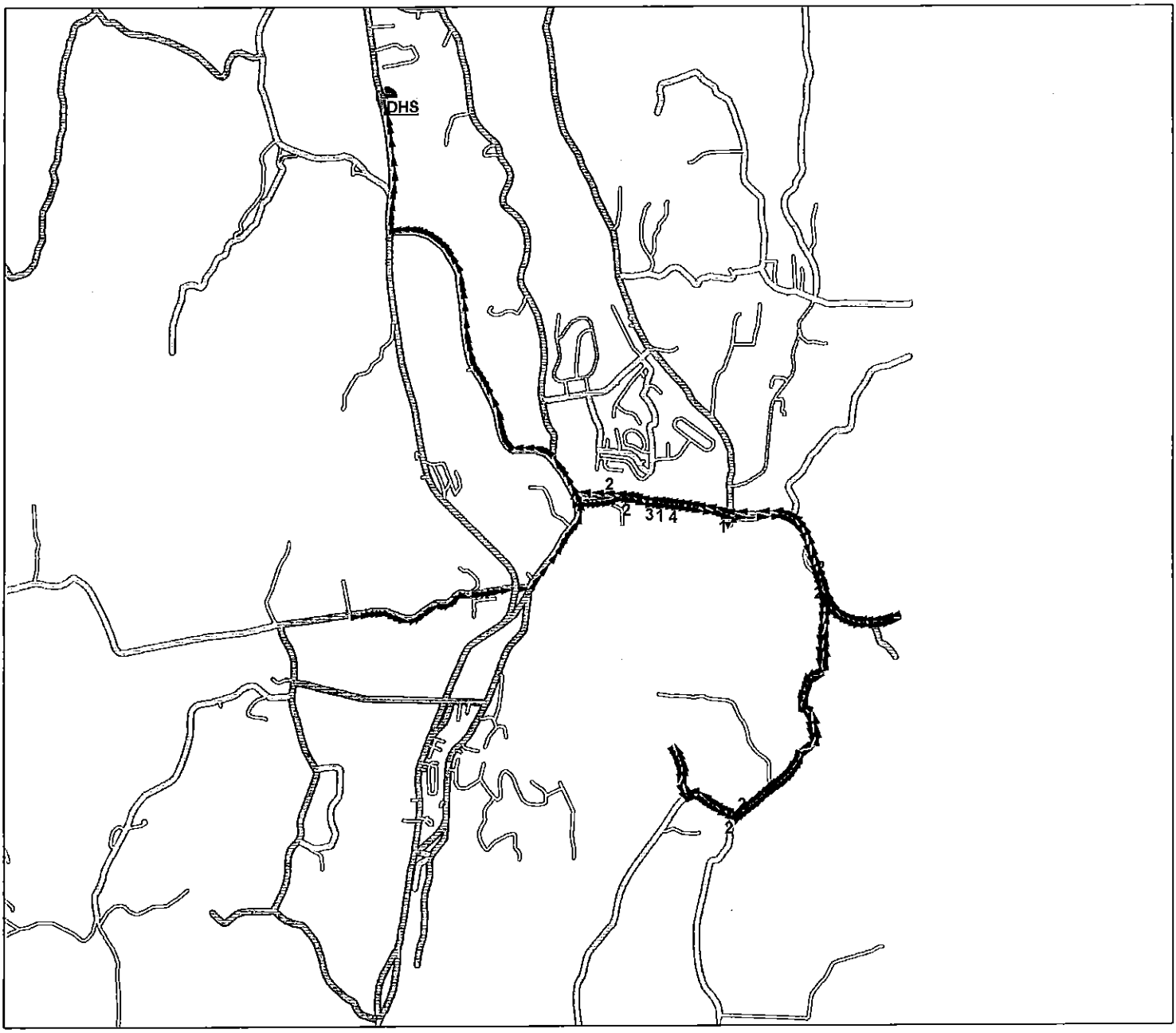
APPENDIX B. DOVER HIGH SCHOOL BUS ROUTES

First Student - Wingdale
Route Map



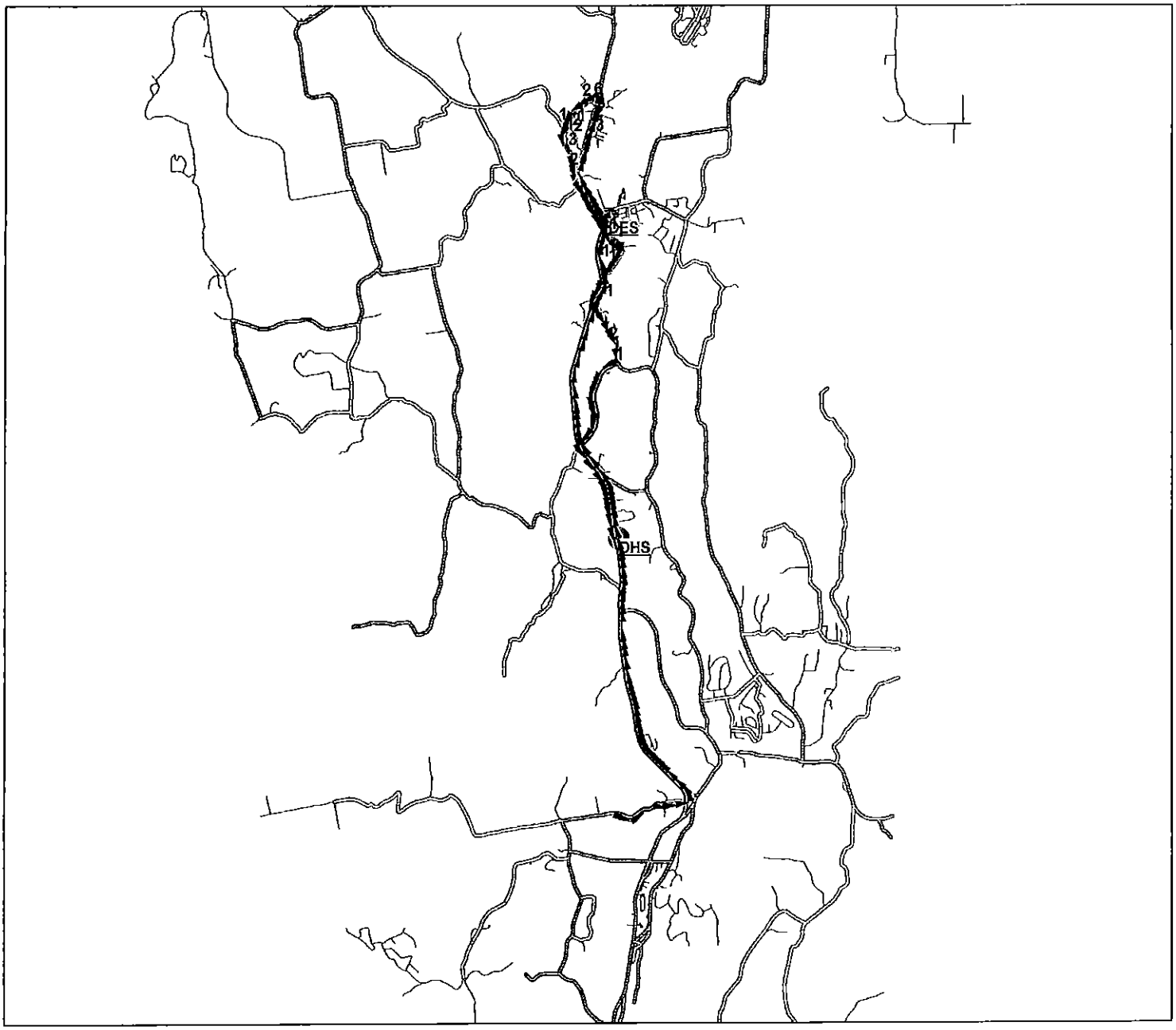
Route:	**1**	Desc:	**AM HS/MS**
Vehicle:	**01**	Driver:	
Anchor:	**DHS**	Max Load:	**53**
Start Time:	**6:31 AM**	Arrival Time:	**7:05 AM**
Pickups:	**53**	Transfers On:	**0**
Distance:	**15.83 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

First Student - Wingdale
Route Map



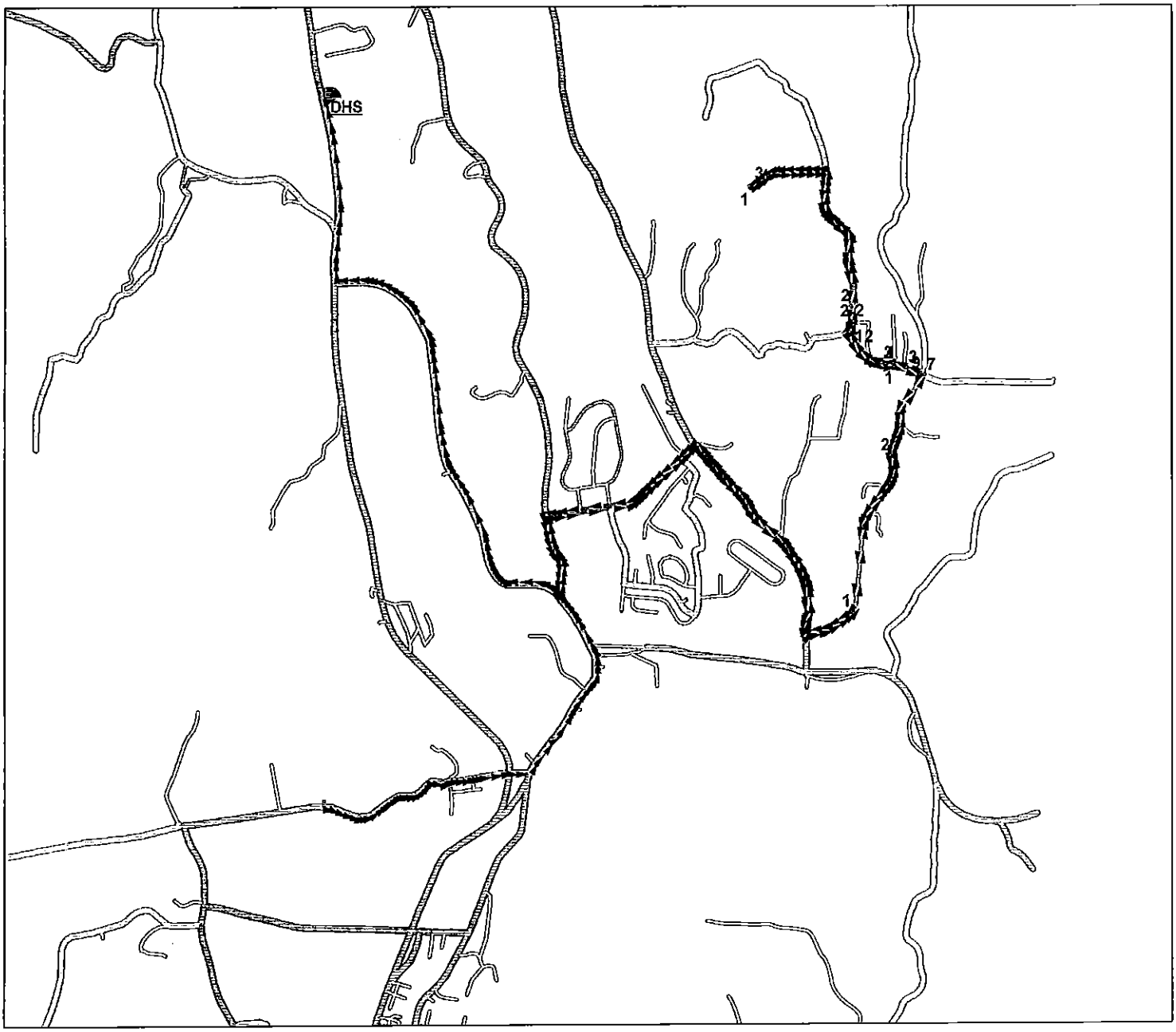
Route:	**2**	Desc:	**AM HS/MS**
Vehicle:	**02**	Driver:	
Anchor:	**DHS**	Max Load:	**22**
Start Time:	**6:36 AM**	Arrival Time:	**7:05 AM**
Pickups:	**22**	Transfers On:	**0**
Distance:	**13.74 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

First Student - Wingdale
Route Map



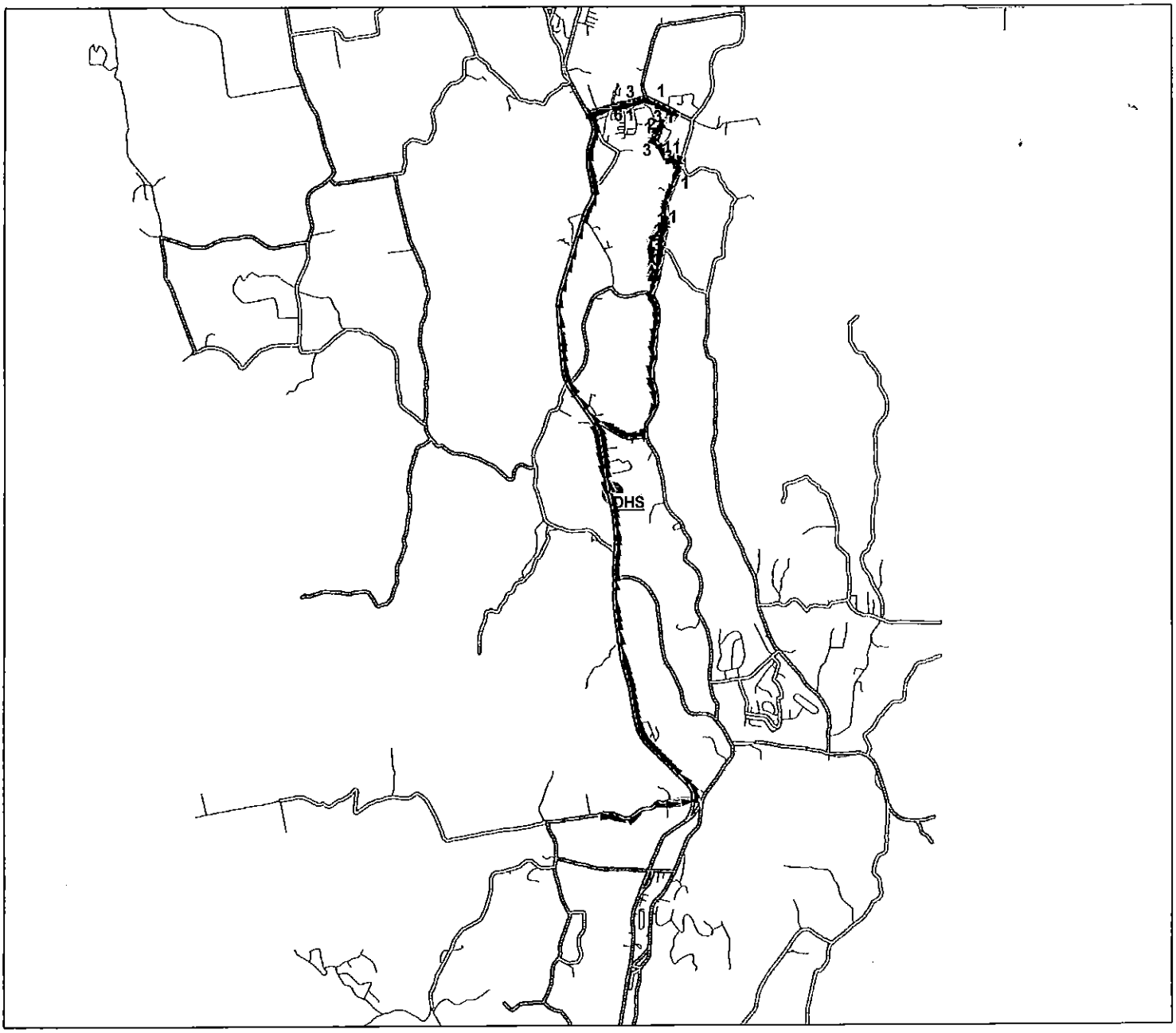
Route:	**3**	Desc:	**AM HS/MS**
Vehicle:	**03**	Driver:	
Anchor:	**DHS**	Max Load:	**48**
Start Time:	**6:14 AM**	Arrival Time:	**7:05 AM**
Pickups:	**48**	Transfers On:	**0**
Distance:	**23.54 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

First Student - Wingdale
Route Map



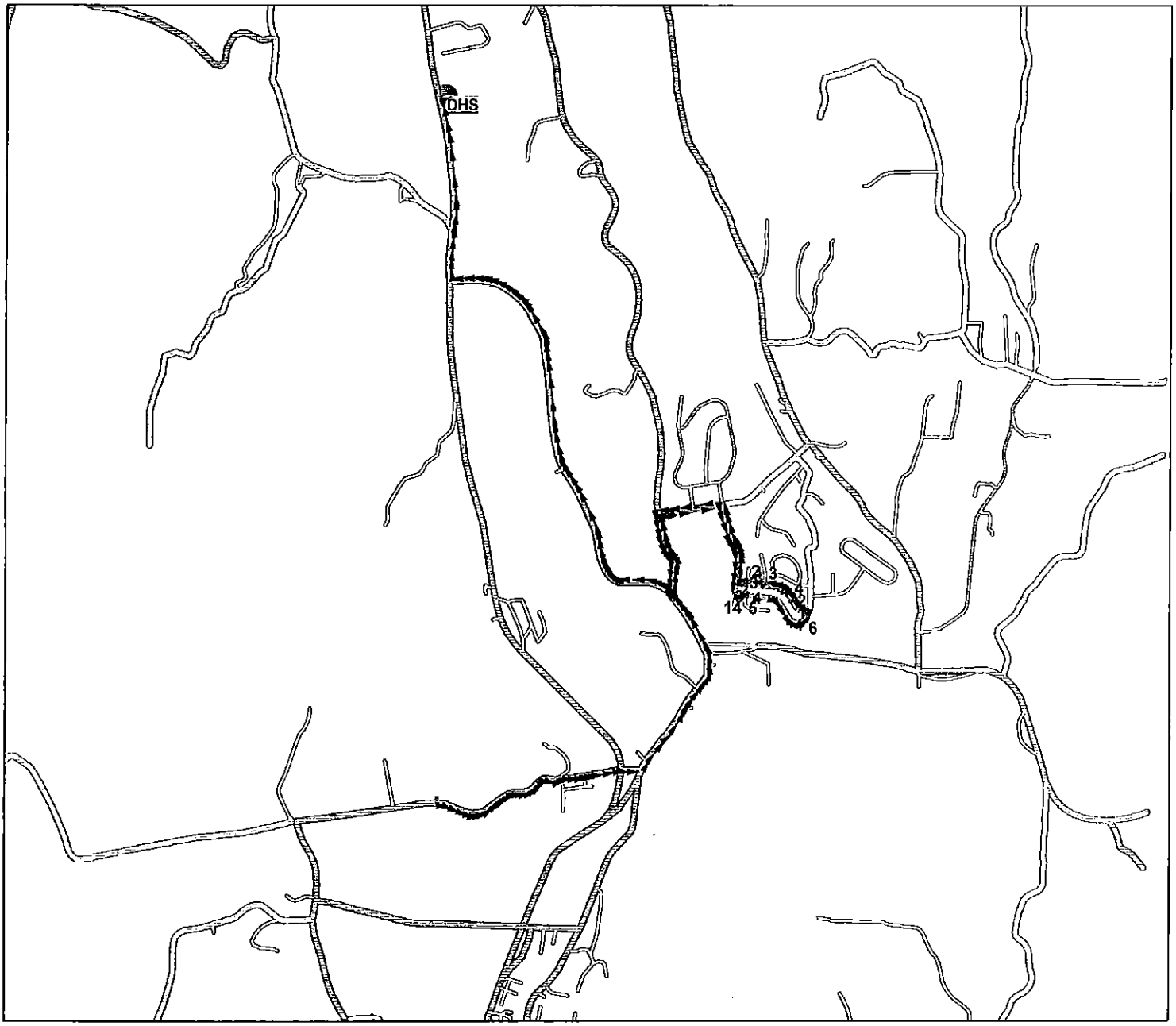
Route:	**4**	Desc:	**AM HS/MS**
Vehicle:	**04**	Driver:	
Anchor:	**DHS**	Max Load:	**53**
Start Time:	**6:32 AM**	Arrival Time:	**7:05 AM**
Pickups:	**53**	Transfers On:	**0**
Distance:	**14.28 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

First Student - Wingdale
Route Map



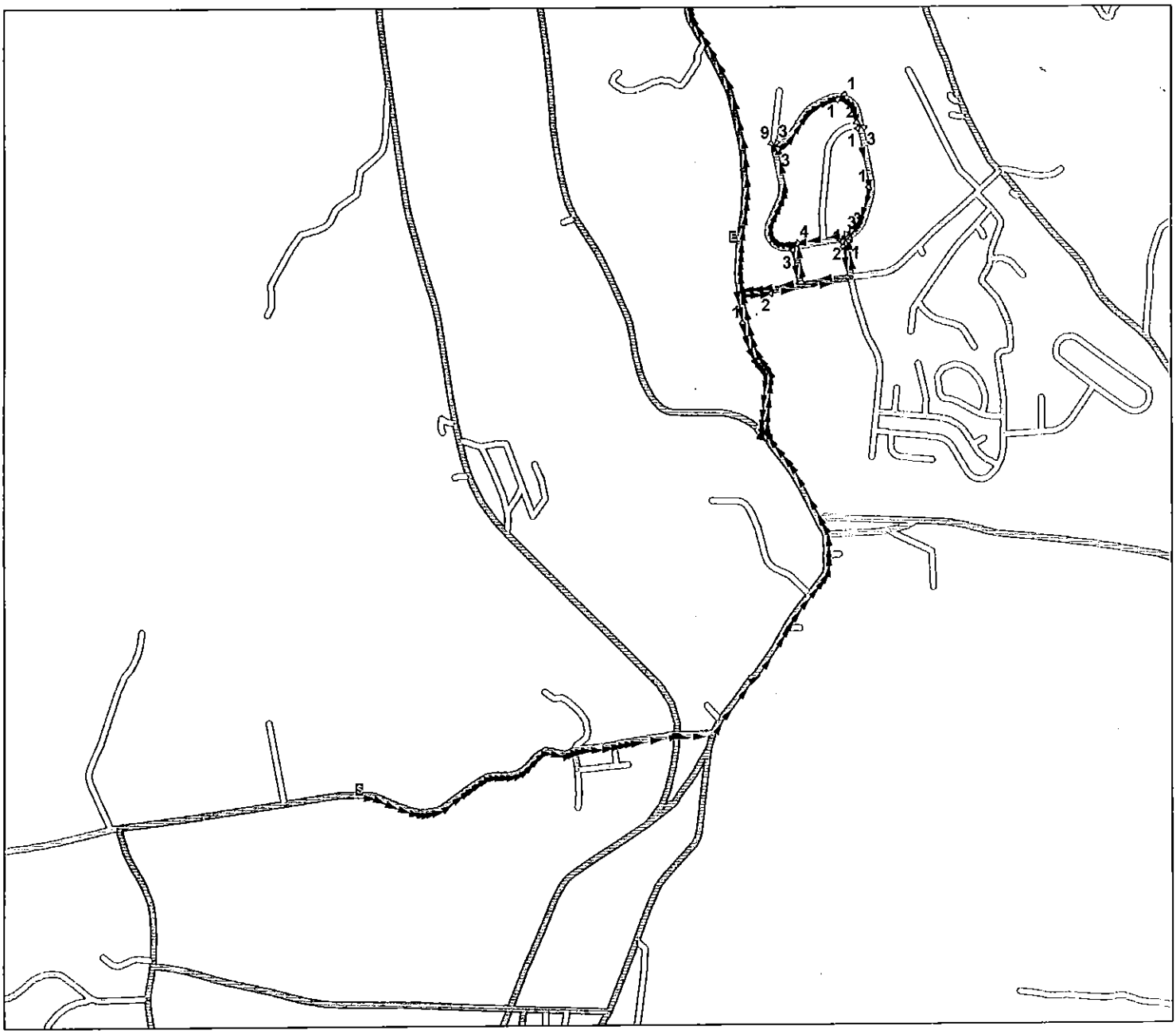
Route:	**5**	Desc:	**AM HS/MS**
Vehicle:	**05**	Driver:	
Anchor:	**DHS**	Max Load:	**44**
Start Time:	**6:33 AM**	Arrival Time:	**7:05 AM**
Pickups:	**44**	Transfers On:	**0**
Distance:	**14.47 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

First Student - Wingdale
Route Map



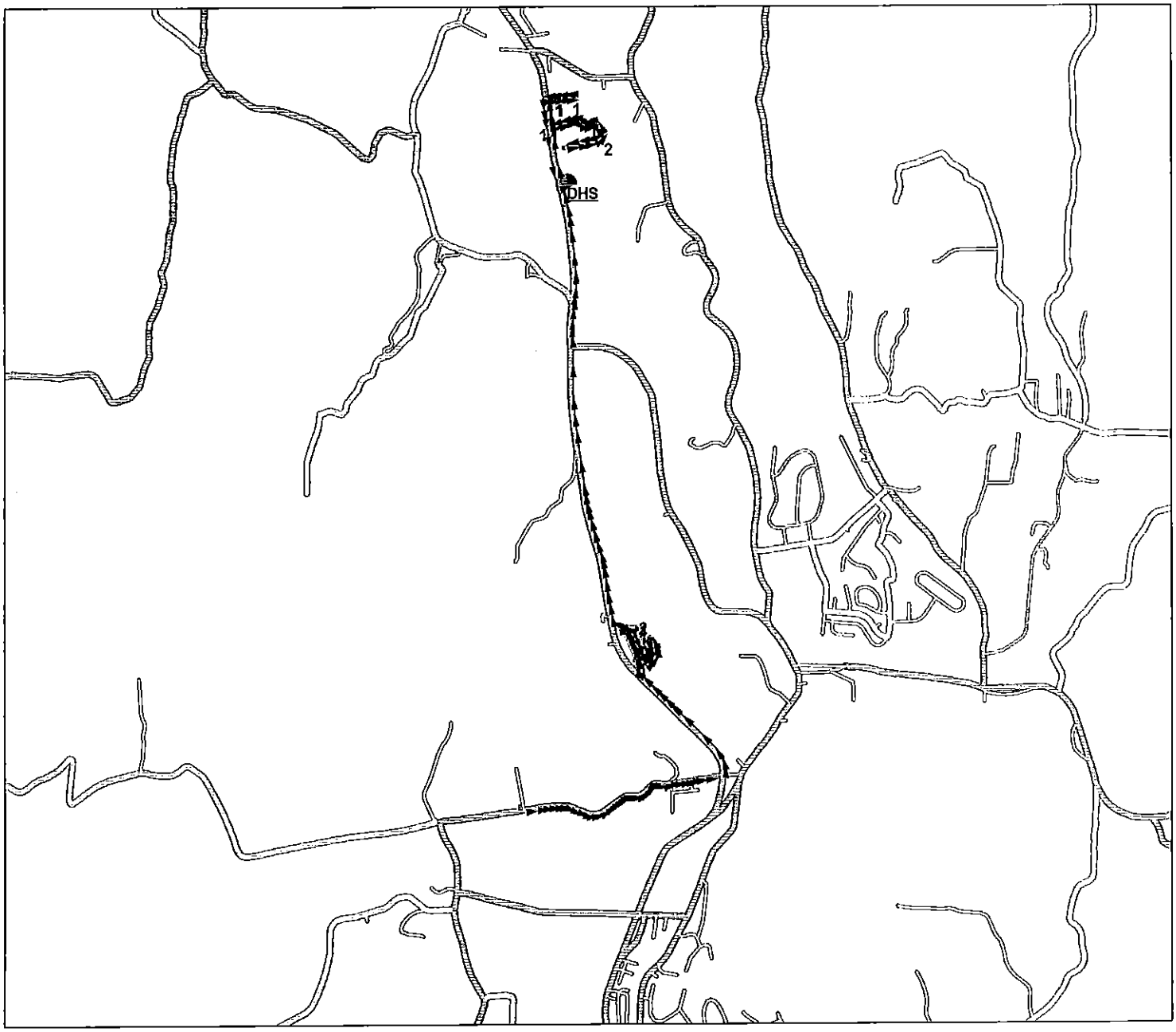
Route:	**6**	Desc:	**AM HS/MS**
Vehicle:	**06**	Driver:	
Anchor:	**DHS**	Max Load:	**62**
Start Time:	**6:45 AM**	Arrival Time:	**7:05 AM**
Pickups:	**62**	Transfers On:	**0**
Distance:	**7.21 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

First Student - Wingdale
Route Map



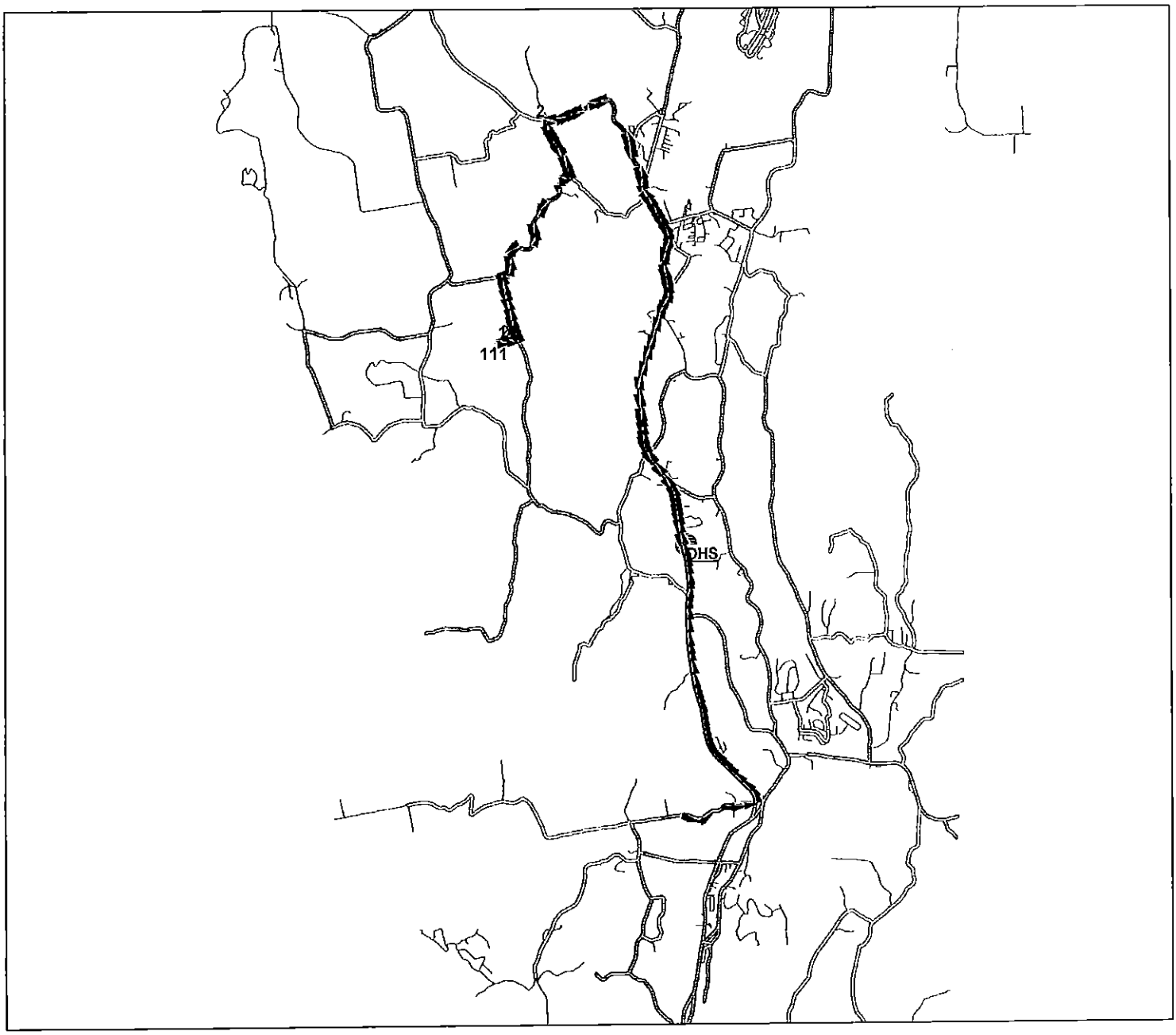
Route:	**7**	Desc:	**AM HS/MS**
Vehicle:	**07**	Driver:	
Anchor:	**DHS**	Max Load:	**45**
Start Time:	**6:43 AM**	Arrival Time:	**7:05 AM**
Pickups:	**45**	Transfers On:	**0**
Distance:	**8.89 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

First Student - Wingdale
Route Map



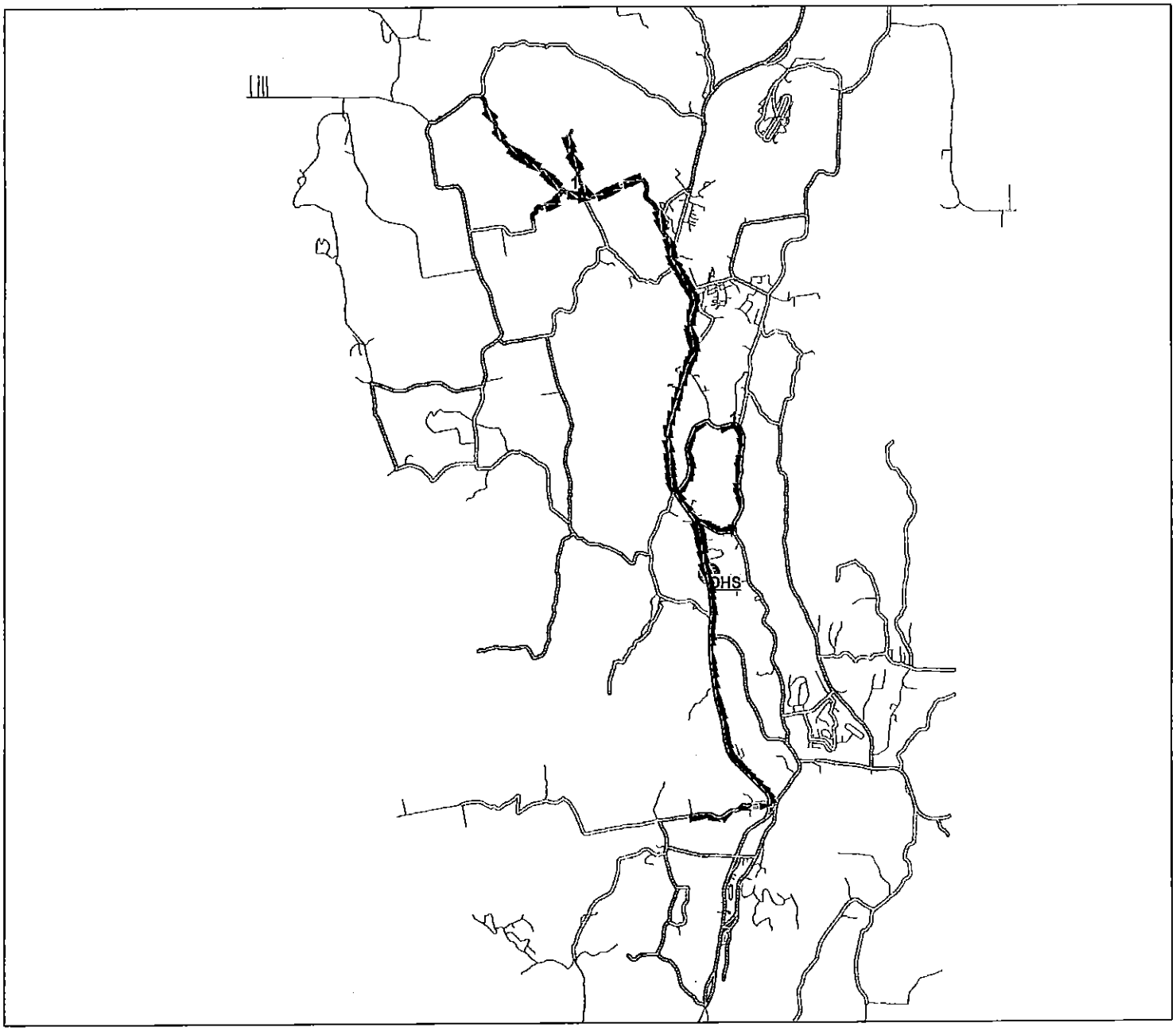
Route:	**8**	Desc:	**AM HS/MS**
Vehicle:	**08**	Driver:	
Anchor:	**DHS**	Max Load:	**17**
Start Time:	**6:42 AM**	Arrival Time:	**7:05 AM**
Pickups:	**17**	Transfers On:	**0**
Distance:	**7.17 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

First Student - Wingdale
Route Map



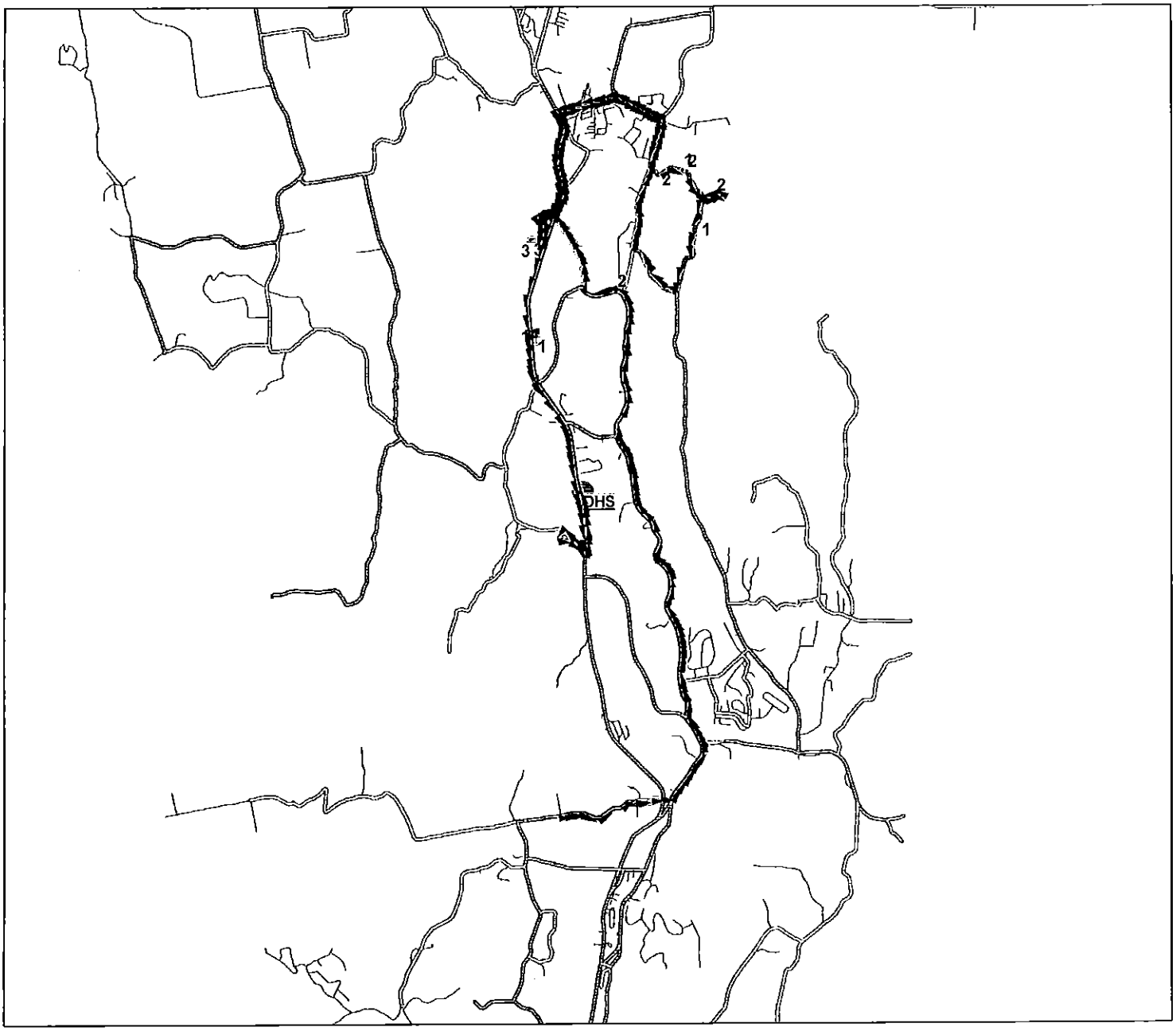
Route:	**9**	Desc:	**AM HS/MS**
Vehicle:	**09**	Driver:	
Anchor:	**DHS**	Max Load:	**34**
Start Time:	**6:24 AM**	Arrival Time:	**7:05 AM**
Pickups:	**34**	Transfers On:	**0**
Distance:	**22.59 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

First Student - Wingdale
Route Map



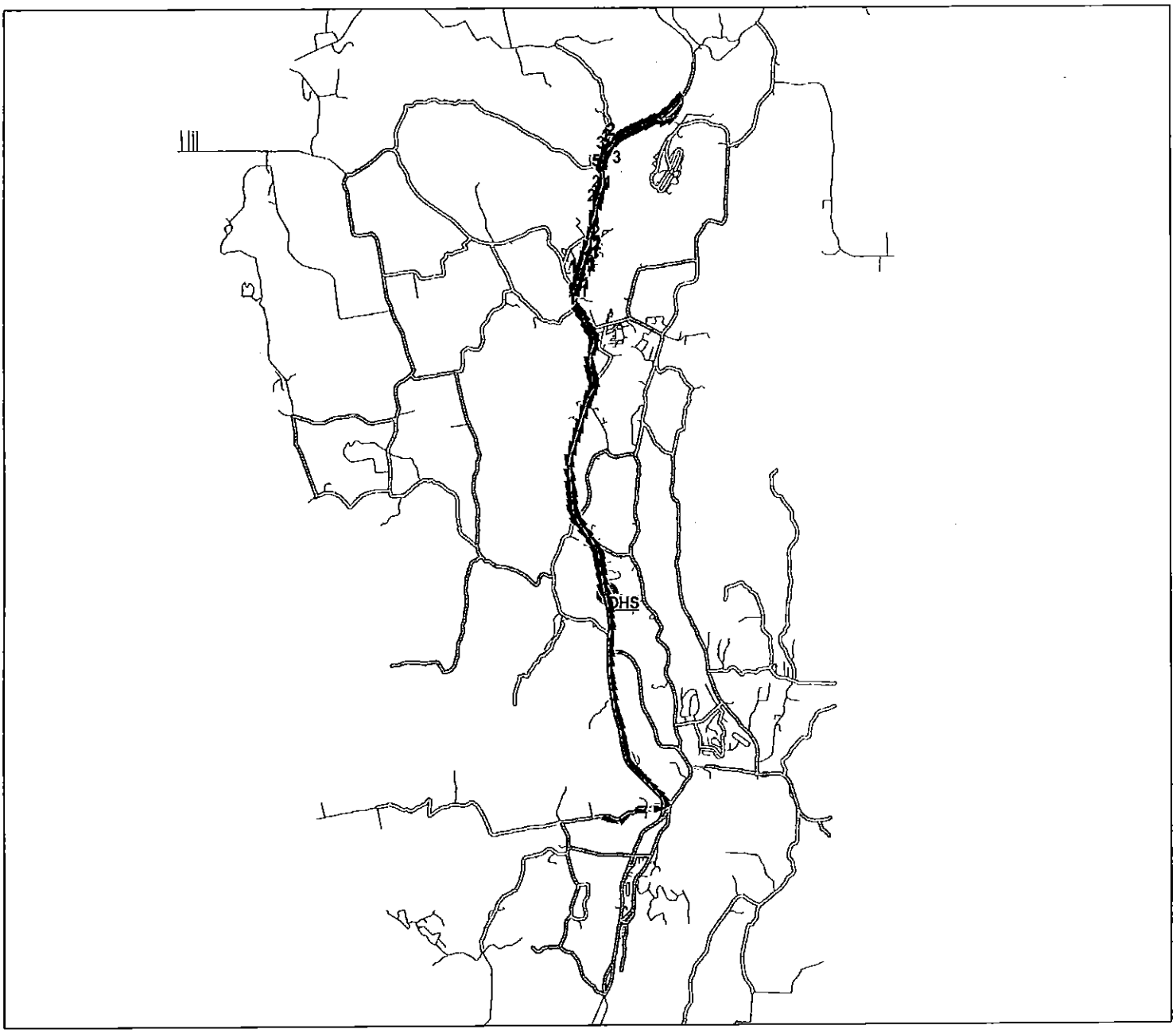
Route:	**10**	Desc:	**AM HS/MS**
Vehicle:	**10**	Driver:	
Anchor:	**DHS**	Max Load:	**7**
Start Time:	**6:17 AM**	Arrival Time:	**7:05 AM**
Pickups:	**7**	Transfers On:	**0**
Distance:	**26.02 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

First Student - Wingdale
Route Map



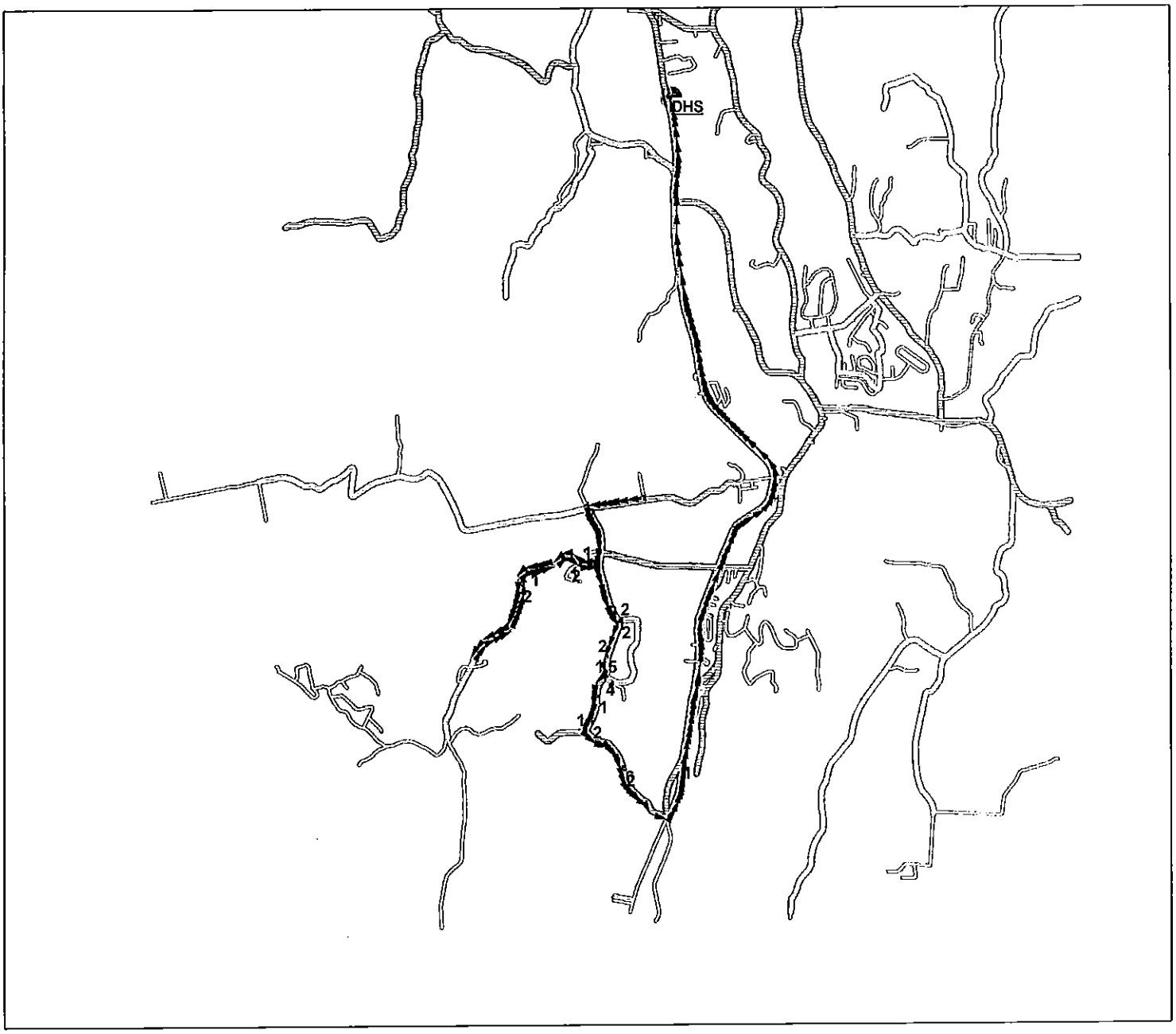
Route:	**11**	Desc:	**AM HS/MS**
Vehicle:	**11**	Driver:	
Anchor:	**DHS**	Max Load:	**19**
Start Time:	**6:17 AM**	Arrival Time:	**7:05 AM**
Pickups:	**19**	Transfers On:	**0**
Distance:	**22.34 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

First Student - Wingdale
Route Map



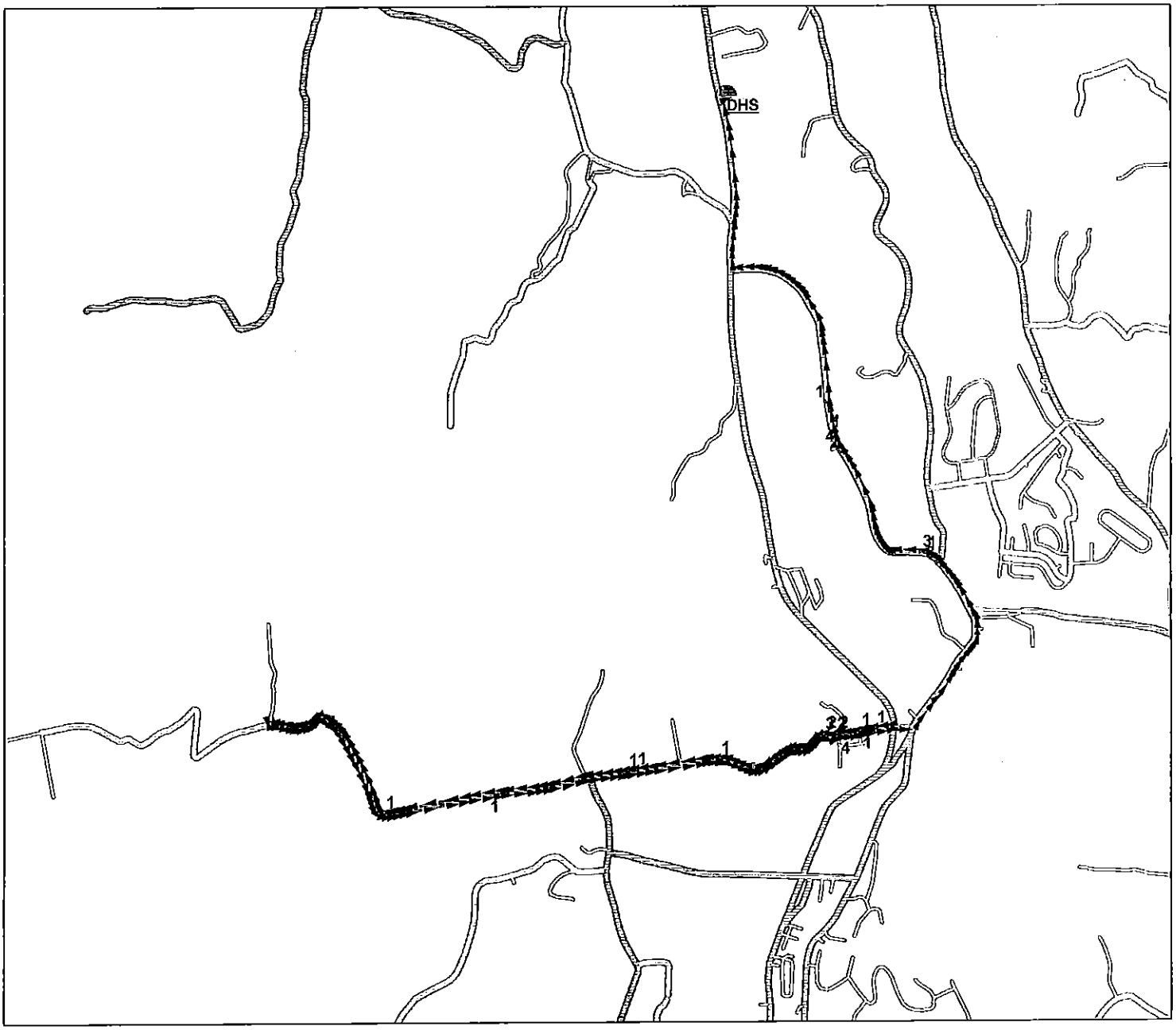
Route:	**12**	Desc:	**AM HS/MS**
Vehicle:	**12**	Driver:	
Anchor:	**DHS**	Max Load:	**60**
Start Time:	**6:25 AM**	Arrival Time:	**7:05 AM**
Pickups:	**60**	Transfers On:	**0**
Distance:	**19.04 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

First Student - Wingdale
Route Map



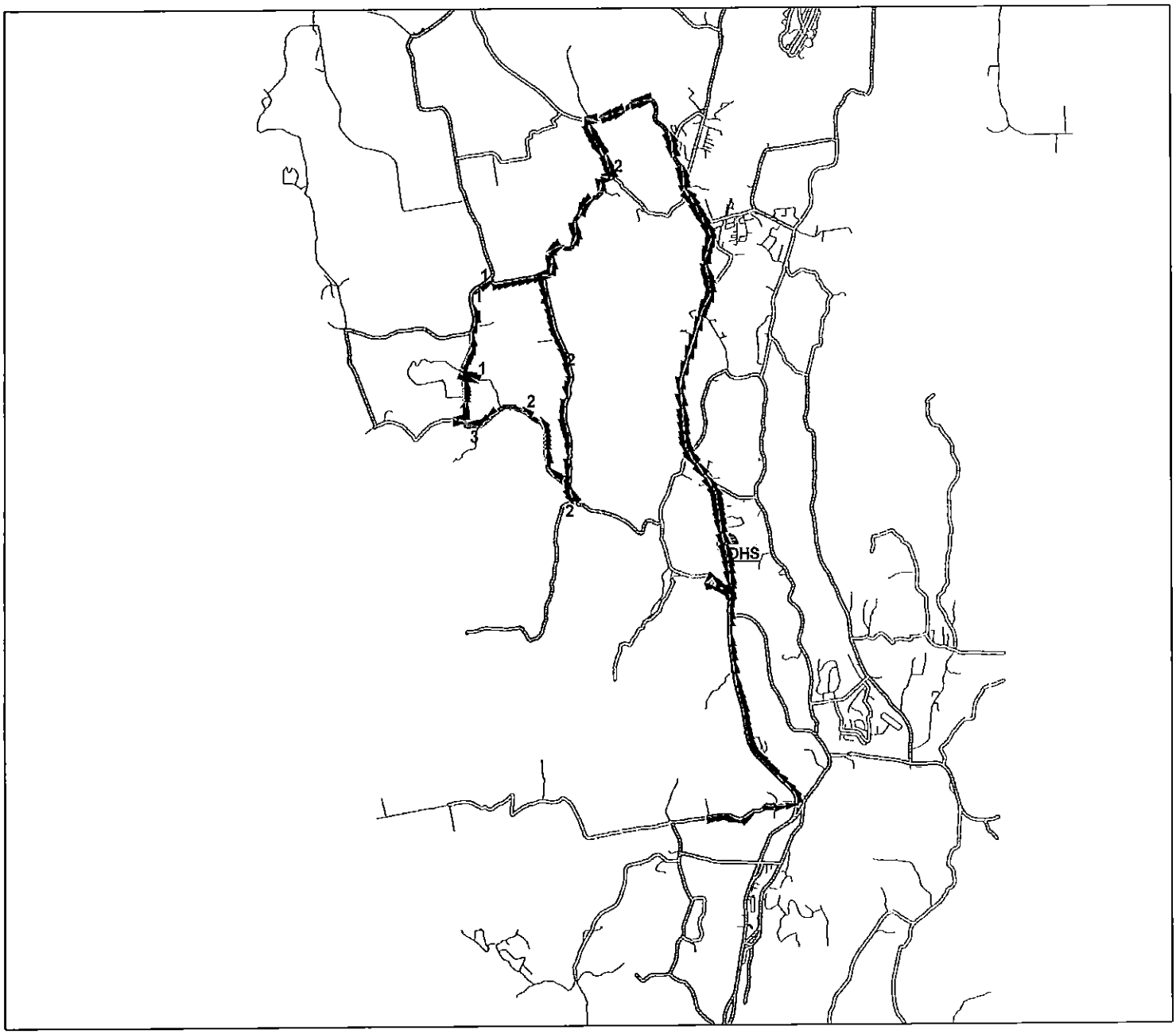
Route:	**13**	Desc:	**AM HS/MS**
Vehicle:	**13**	Driver:	
Anchor:	**DHS**	Max Load:	**43**
Start Time:	**6:38 AM**	Arrival Time:	**7:05 AM**
Pickups:	**43**	Transfers On:	**0**
Distance:	**11.79 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

First Student - Wingdale
Route Map



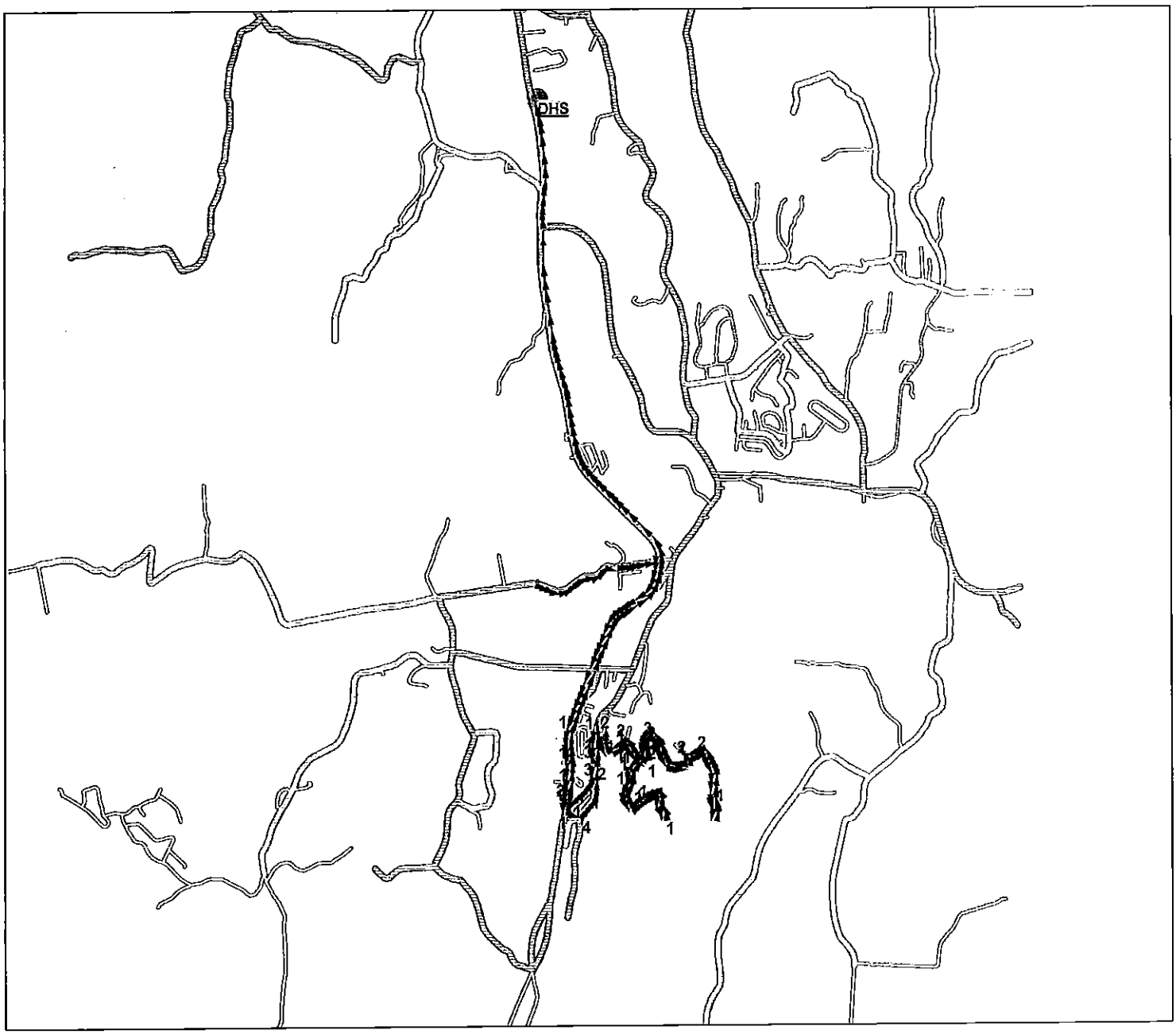
Route:	**14**	Desc:	**AM HS//MS**
Vehicle:	**14**	Driver:	
Anchor:	**DHS**	Max Load:	**38**
Start Time:	**6:39 AM**	Arrival Time:	**7:05 AM**
Pickups:	**38**	Transfers On:	**0**
Distance:	**10.71 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

First Student - Wingdale
Route Map



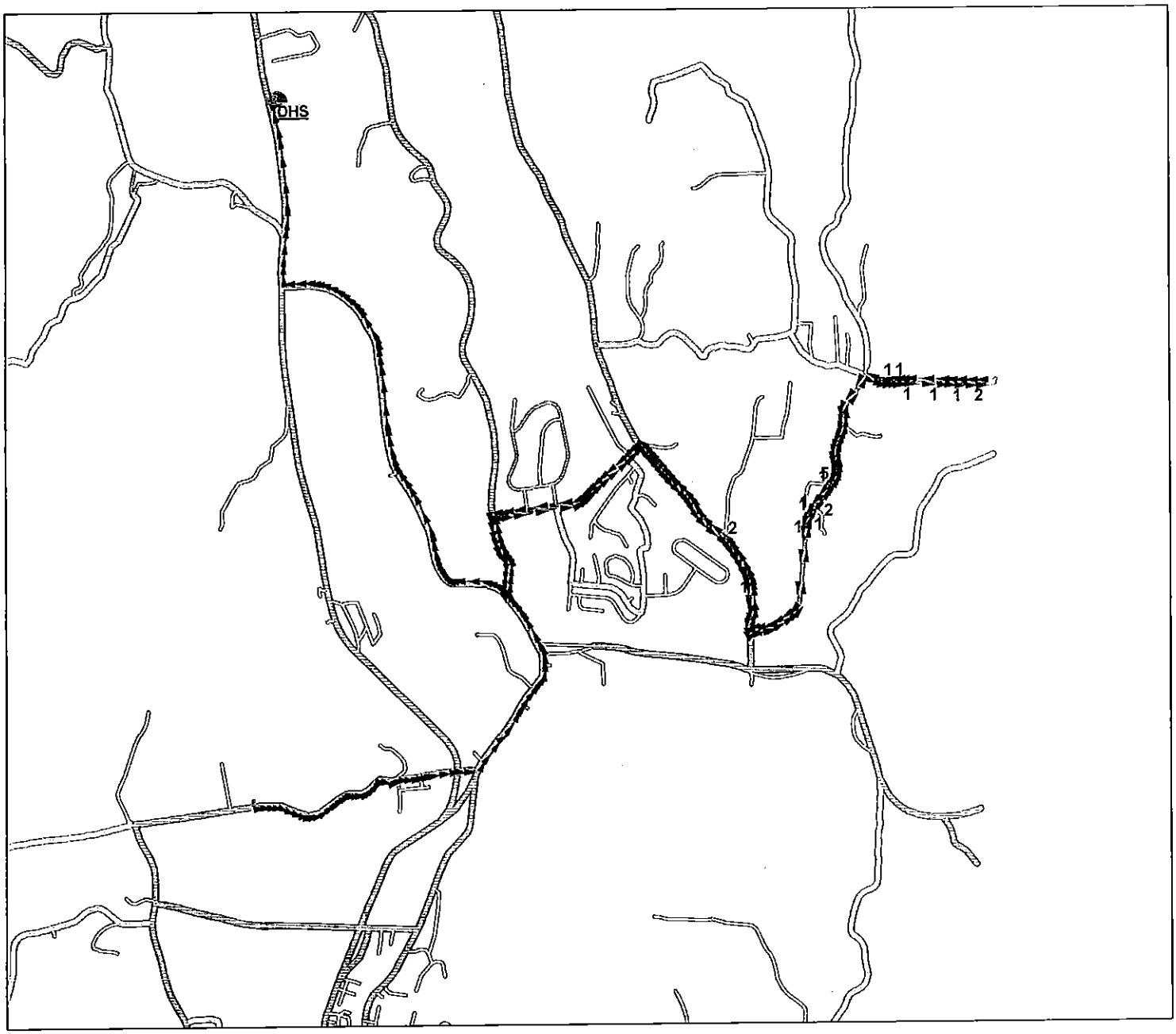
Route:	**15**	Desc:	**AM HS/MS**
Vehicle:	**15**	Driver:	
Anchor:	**DHS**	Max Load:	**19**
Start Time:	**6:11 AM**	Arrival Time:	**7:05 AM**
Pickups:	**19**	Transfers On:	**0**
Distance:	**30.03 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

First Student - Wingdale
Route Map



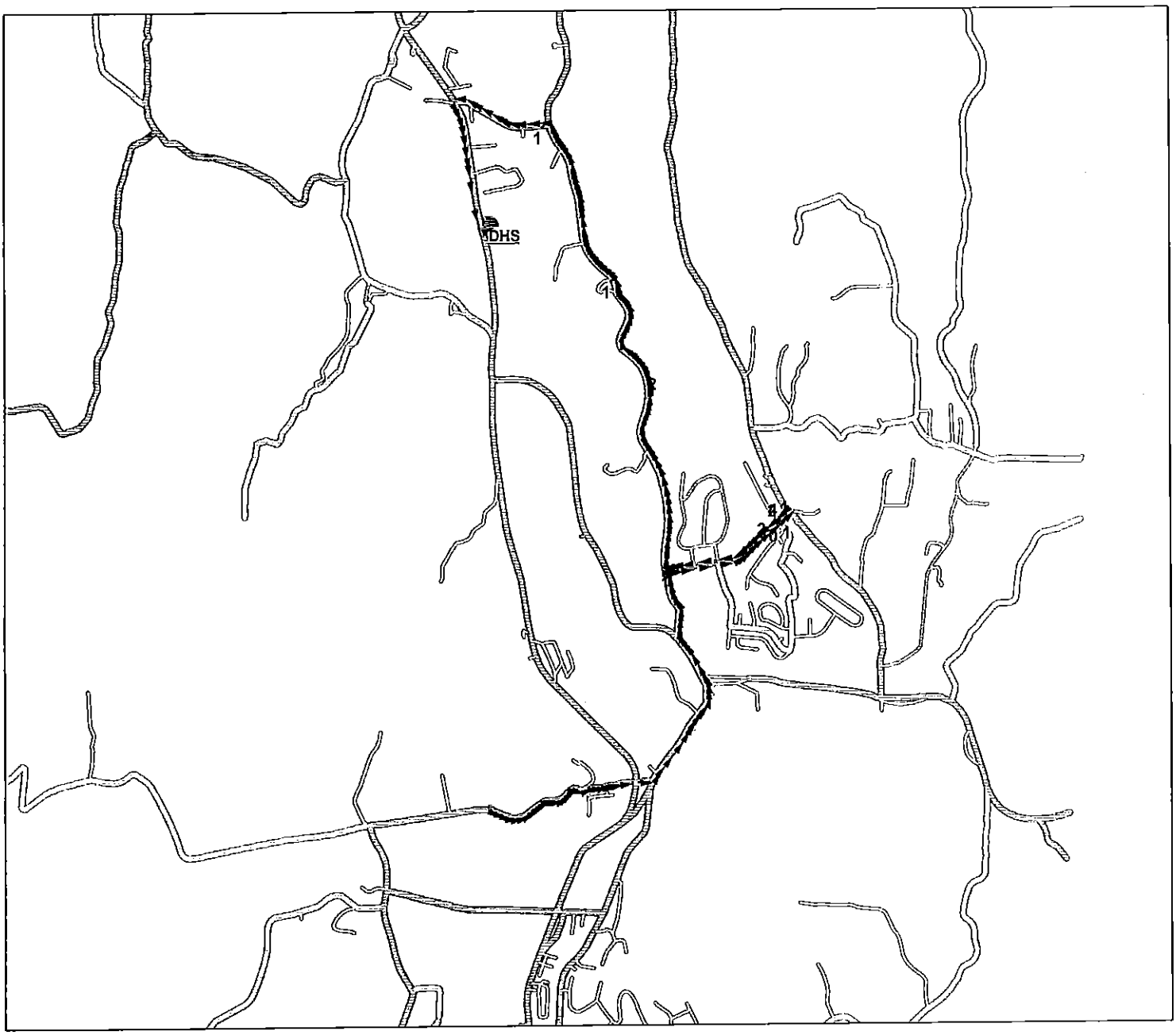
Route:	**16**	Desc:	**AM HS/MS**
Vehicle:	**16**	Driver:	
Anchor:	**DHS**	Max Load:	**59**
Start Time:	**6:19 AM**	Arrival Time:	**7:05 AM**
Pickups:	**59**	Transfers On:	**0**
Distance:	**13.08 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

First Student - Wingdale
Route Map



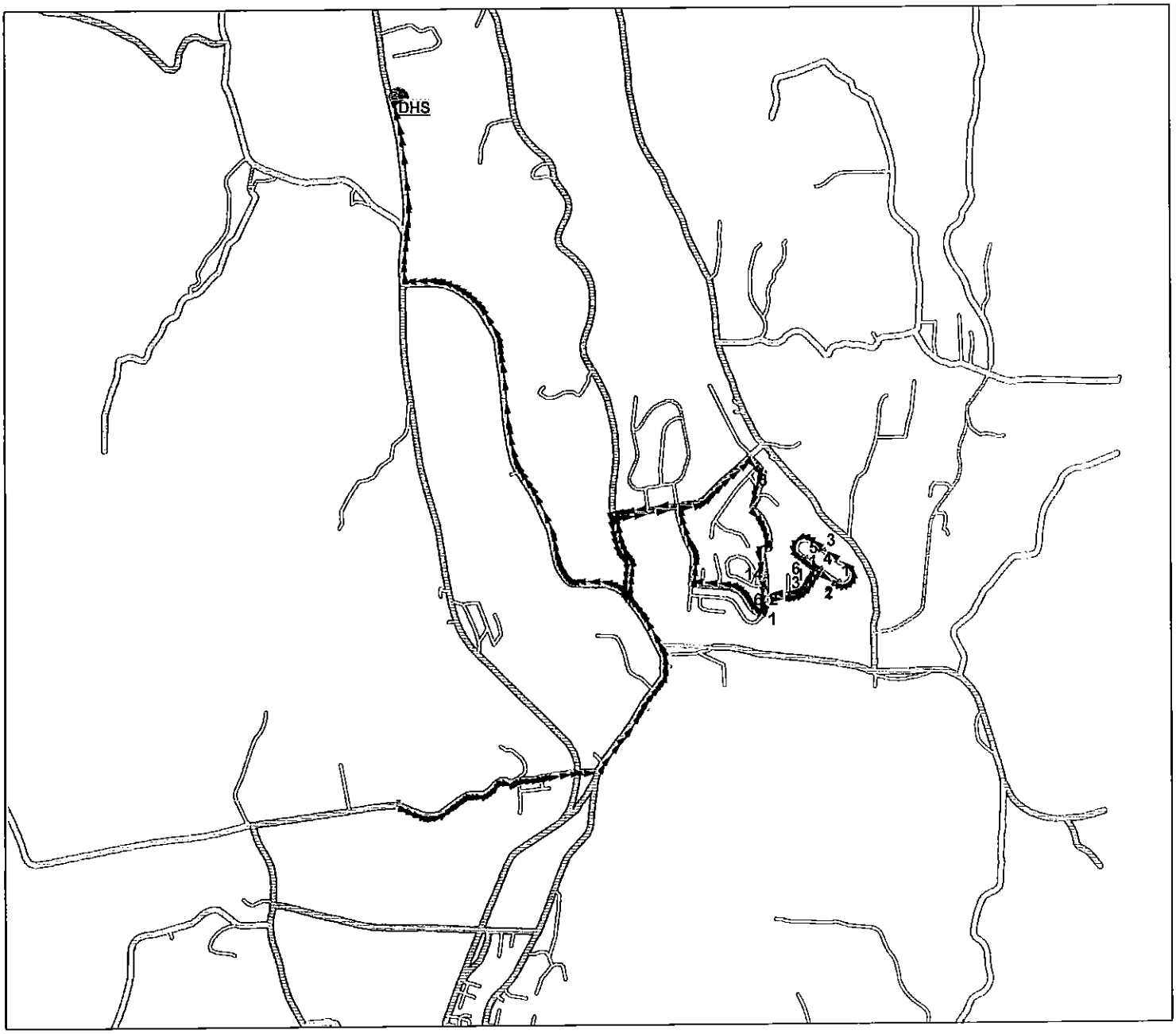
Route:	**17**	Desc:	**AM HS/MS**
Vehicle:	**17**	Driver:	
Anchor:	**DHS**	Max Load:	**31**
Start Time:	**6:36 AM**	Arrival Time:	**7:05 AM**
Pickups:	**31**	Transfers On:	**0**
Distance:	**12.39 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

First Student - Wingdale
Route Map



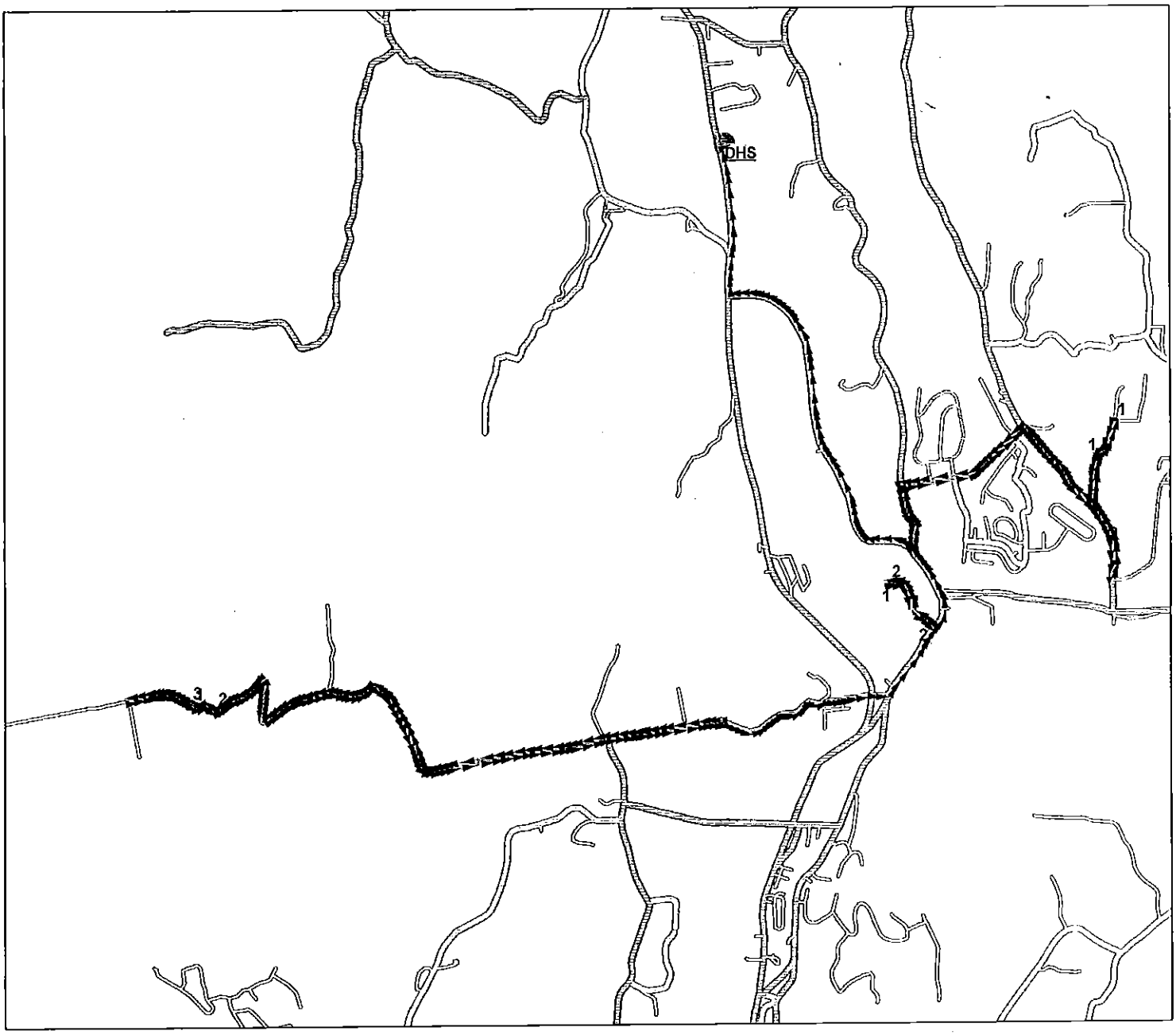
Route:	**18**	Desc:	**AM HS/MS**
Vehicle:	**18**	Driver:	
Anchor:	**DHS**	Max Load:	**25**
Start Time:	**6:49 AM**	Arrival Time:	**7:05 AM**
Pickups:	**25**	Transfers On:	**0**
Distance:	**7.32 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

First Student - Wingdale
Route Map



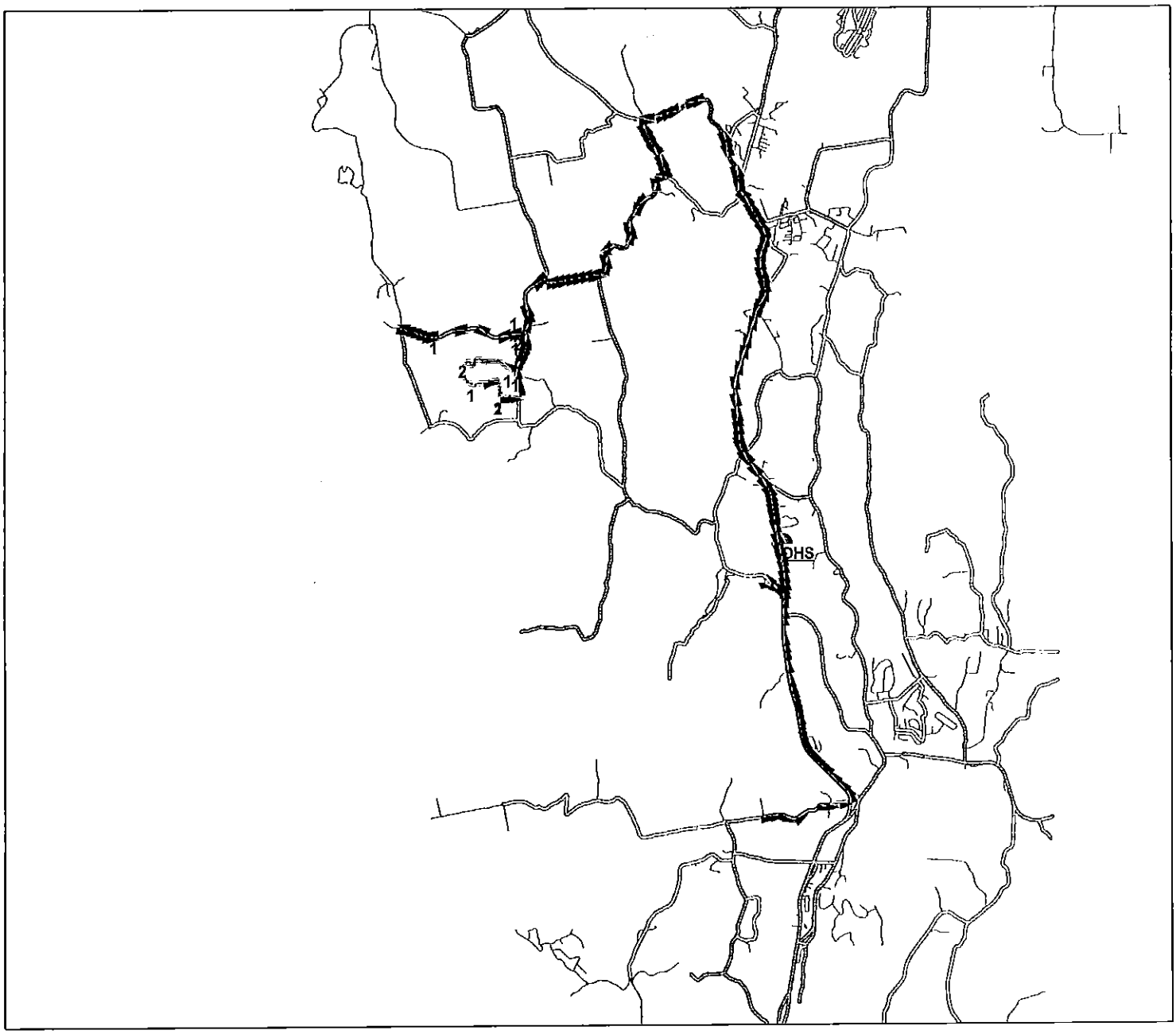
Route:	**19**	Desc:	**AM HS/MS**
Vehicle:	**19**	Driver:	
Anchor:	**DHS**	Max Load:	**54**
Start Time:	**6:41 AM**	Arrival Time:	**7:05 AM**
Pickups:	**54**	Transfers On:	**0**
Distance:	**8.73 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

First Student - Wingdale
Route Map



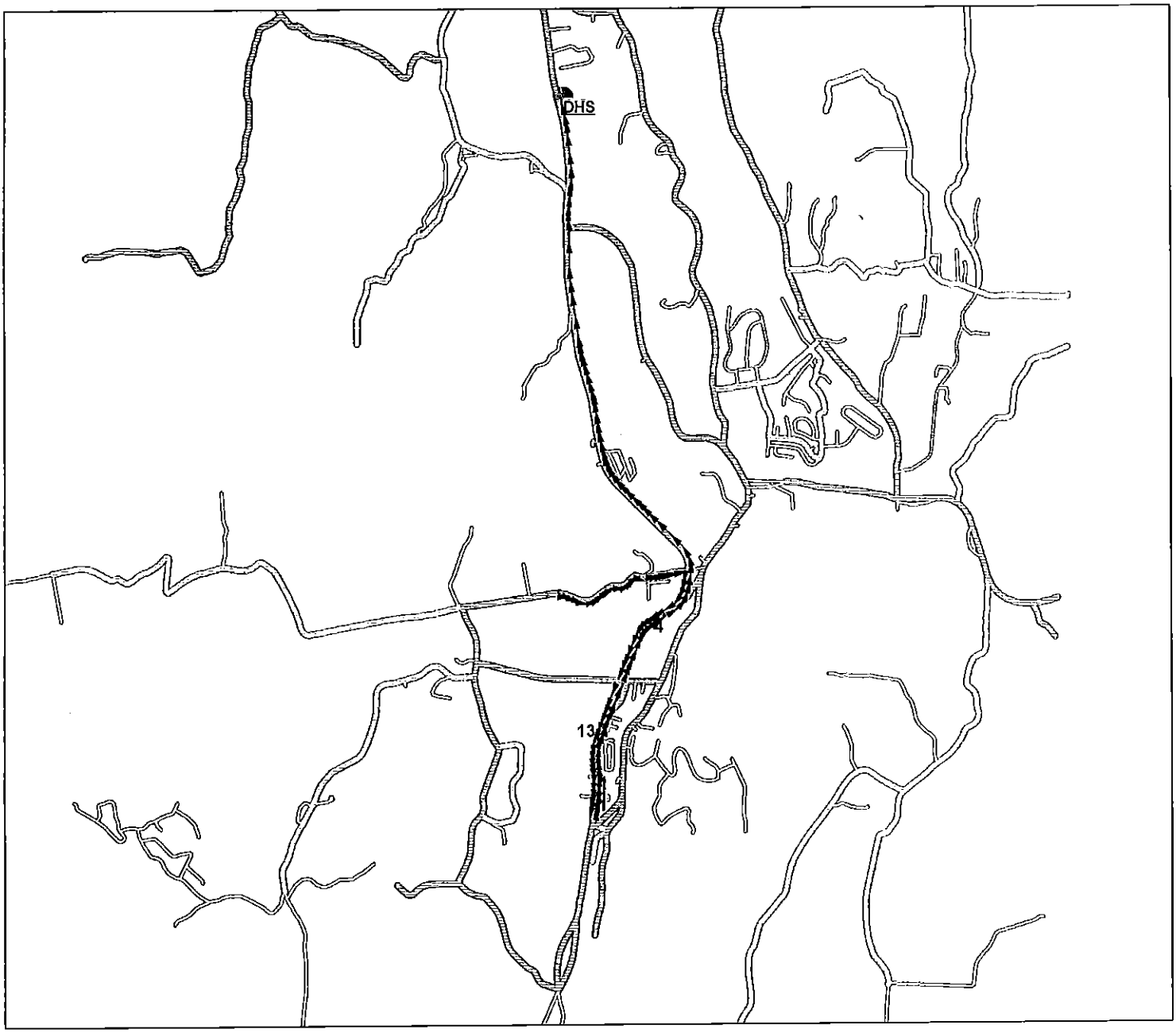
Route:	**21**	Desc:	**AM HS/MS**
Vehicle:	**21**	Driver:	
Anchor:	**DHS**	Max Load:	**17**
Start Time:	**6:27 AM**	Arrival Time:	**7:05 AM**
Pickups:	**17**	Transfers On:	**0**
Distance:	**17.78 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

First Student - Wingdale
Route Map



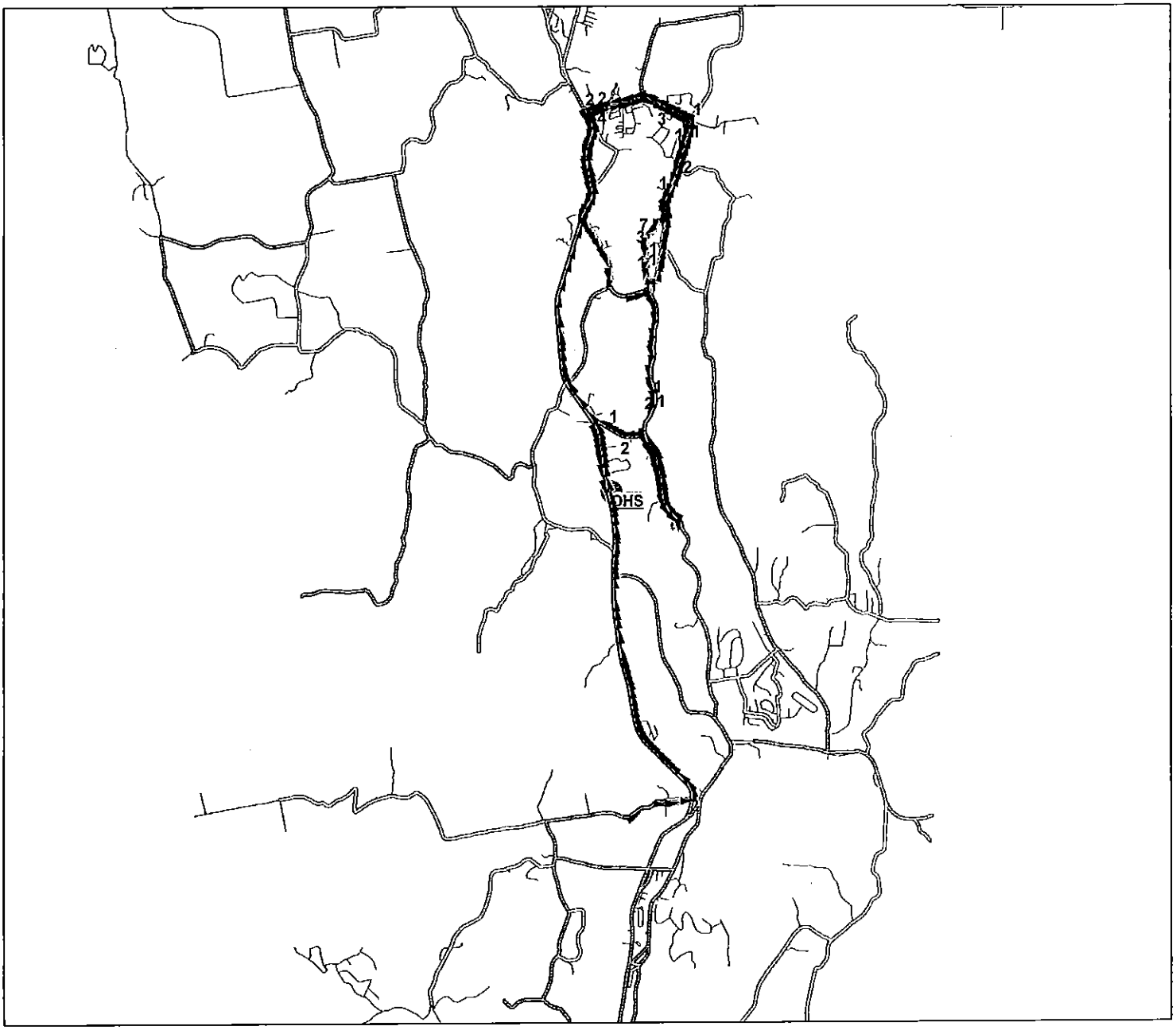
Route:	**24**	Desc:	**AM HS/MS**
Vehicle:	**24**	Driver:	
Anchor:	**DHS**	Max Load:	**16**
Start Time:	**6:07 AM**	Arrival Time:	**7:05 AM**
Pickups:	**16**	Transfers On:	**0**
Distance:	**30.96 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

First Student - Wingdale
Route Map



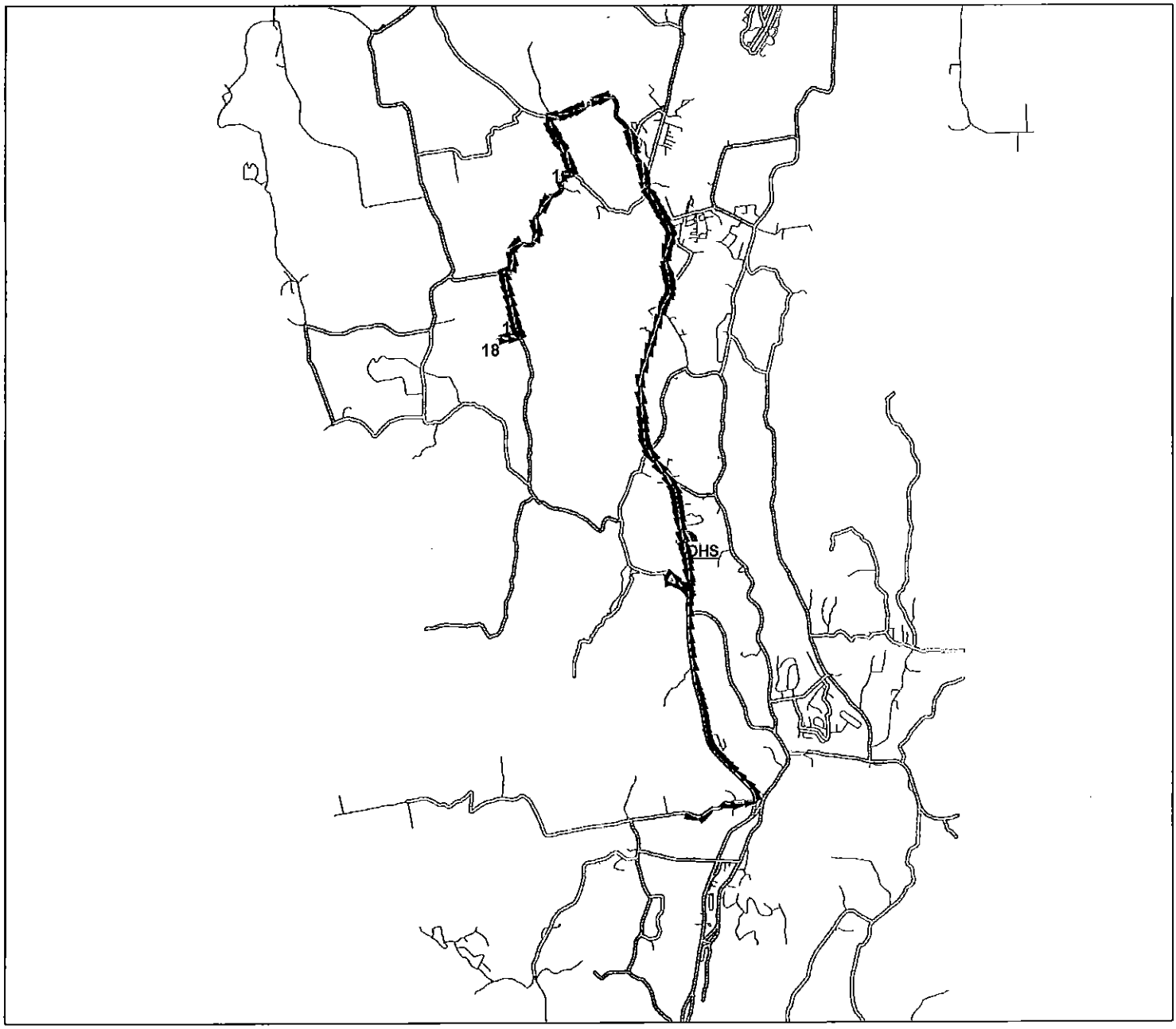
Route:	**25**	Desc:	**AM HS/MS**
Vehicle:	**25**	Driver:	
Anchor:	**DHS**	Max Load:	**24**
Start Time:	**6:50 AM**	Arrival Time:	**7:05 AM**
Pickups:	**24**	Transfers On:	**0**
Distance:	**7.29 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

First Student - Wingdale
Route Map



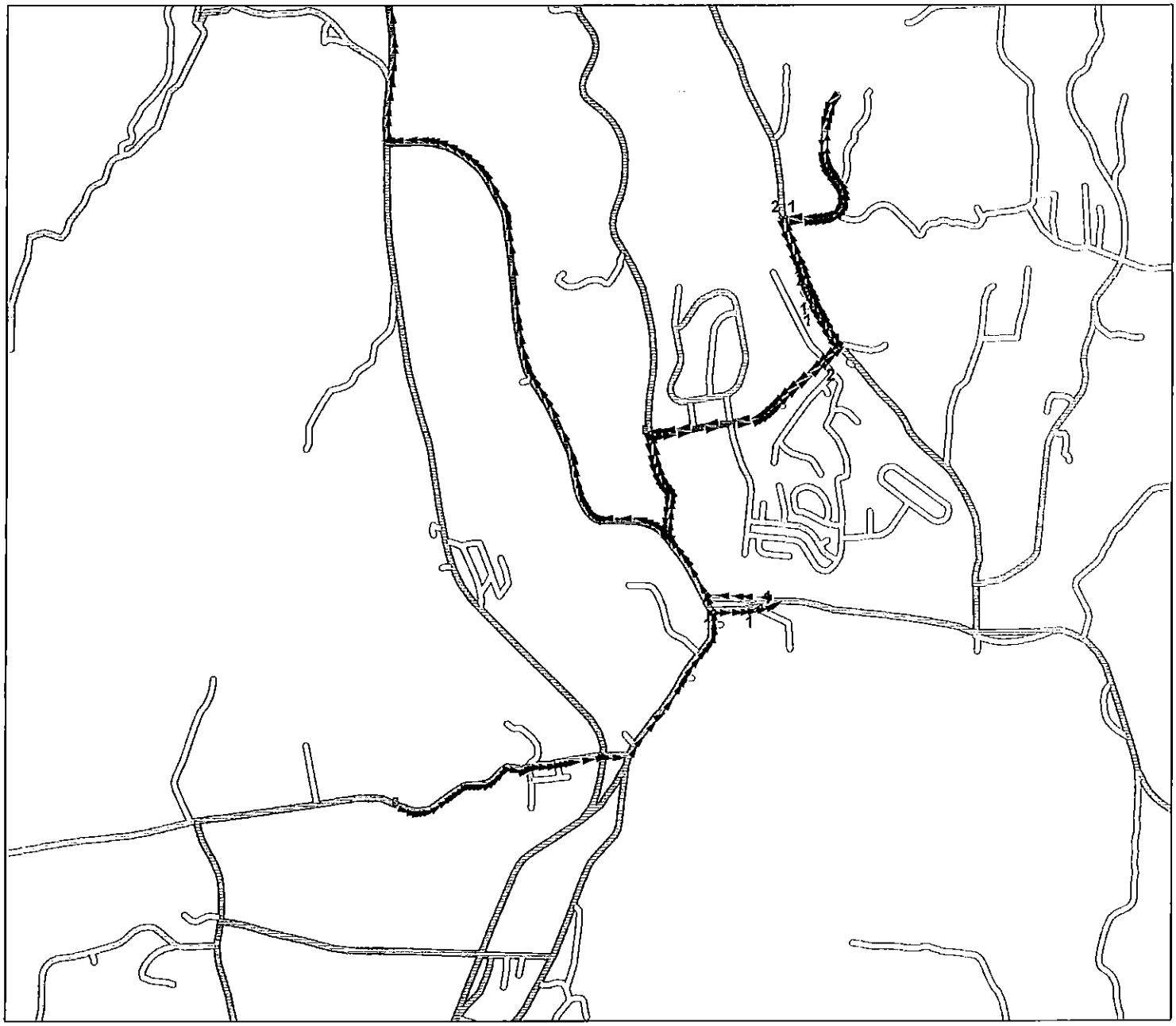
Route:	**26**	Desc:	**AM HS/MS**
Vehicle:	**26**	Driver:	
Anchor:	**DHS**	Max Load:	**44**
Start Time:	**6:22 AM**	Arrival Time:	**7:05 AM**
Pickups:	**44**	Transfers On:	**0**
Distance:	**19.67 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

First Student - Wingdale
Route Map



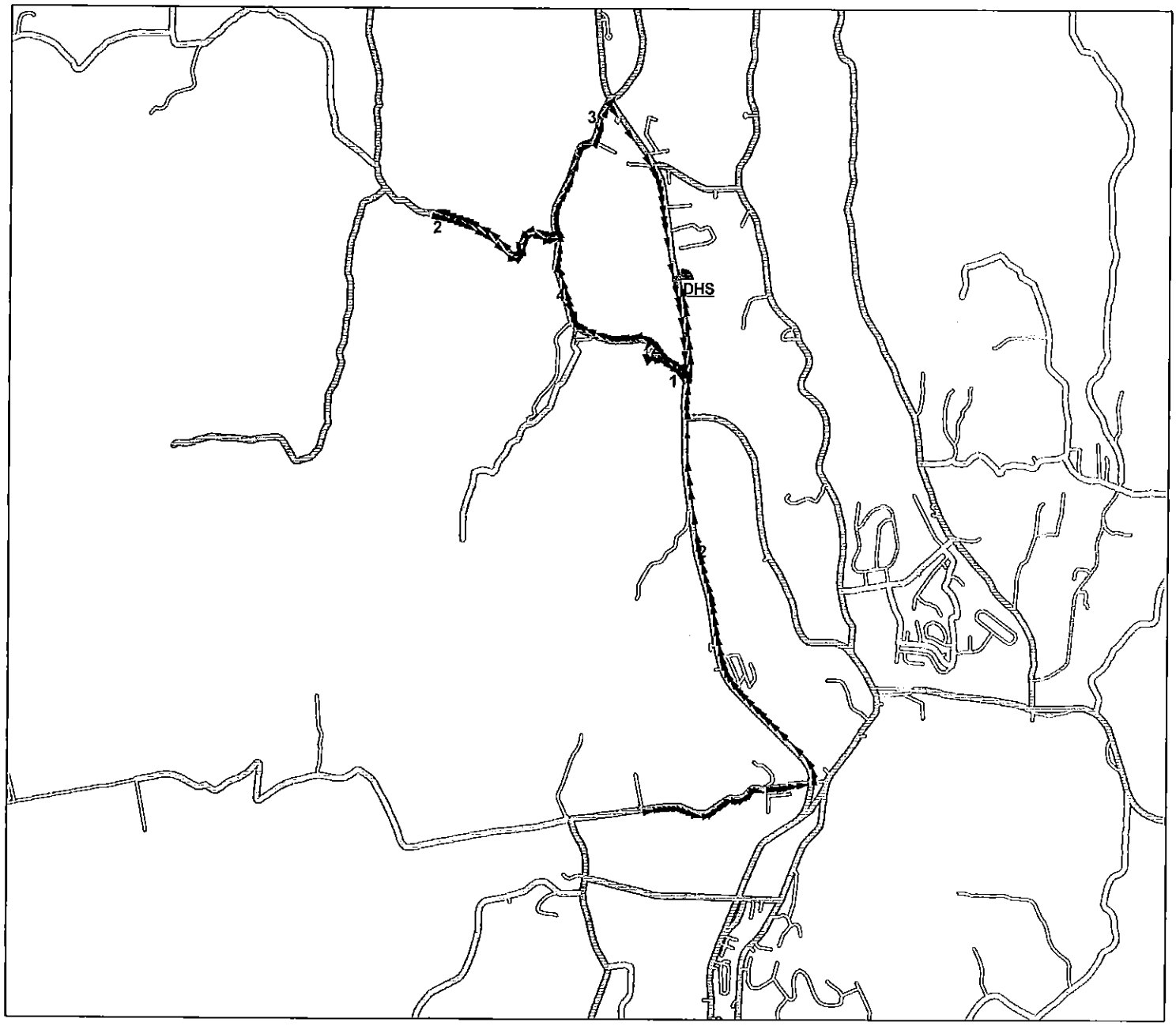
Route:	**28**	Desc:	**AM HS/MS**
Vehicle:	**28**	Driver:	
Anchor:	**DHS**	Max Load:	**21**
Start Time:	**6:22 AM**	Arrival Time:	**7:05 AM**
Pickups:	**21**	Transfers On:	**0**
Distance:	**24.30 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

First Student - Wingdale
Route Map



Route:	**29**	Desc:	**AM HS/MS**
Vehicle:	**29**	Driver:	
Anchor:	**DHS**	Max Load:	**18**
Start Time:	**6:43 AM**	Arrival Time:	**7:05 AM**
Pickups:	**18**	Transfers On:	**0**
Distance:	**9.24 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

First Student - Wingdale
Route Map



Route:	**30**	Desc:	**AM HS/MS**
Vehicle:	**30**	Driver:	
Anchor:	**DHS**	Max Load:	**15**
Start Time:	**6:50 AM**	Arrival Time:	**7:10 AM**
Pickups:	**15**	Transfers On:	**0**
Distance:	**10.35 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

APPENDIX C. EXISTING YEAR (2010) TRAFFIC COUNTS IN THE STUDY AREA

AMERICAN TRAFFIC INFORMATION, INC.

TURNING MOVEMENT COUNTS

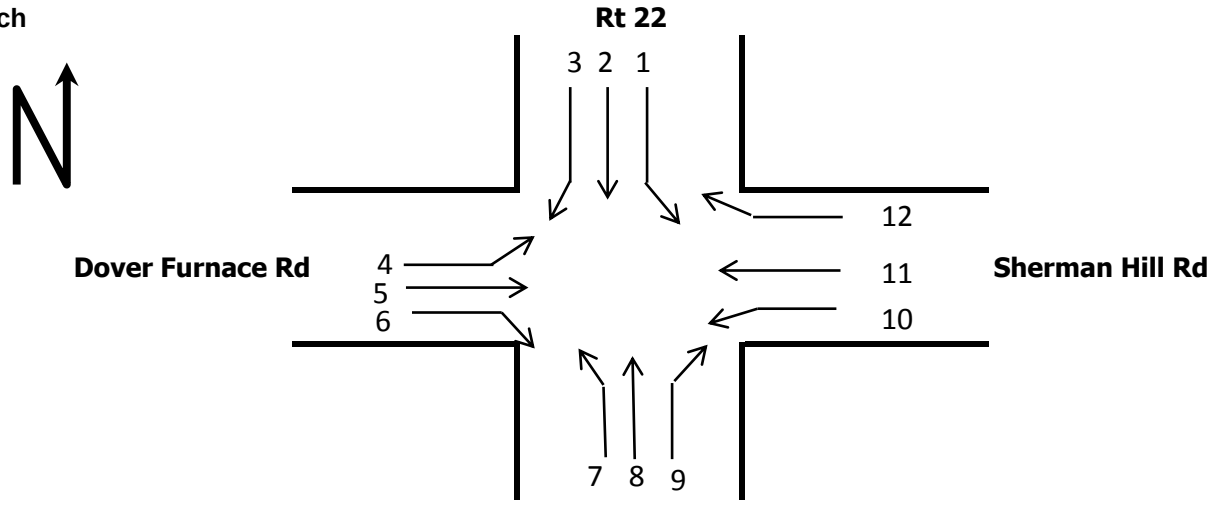
(ATI #10090)

Location: #1 Rt22 & Sherman Hill Rd/Dover Furnace rd

Surveyors:_____ Day/Date: 3/25/2010

AM		Traffic Movement Number											
Time	Class	1	2	3	4	5	6	7	8	9	10	11	12
6:45	Car	0	65	1	0	0	0	1	37	1	0	0	0
	H Veh	0	3	0	0	0	0	0	0	0	0	0	0
7:00	Car	0	68	2	0	0	3	1	26	3	1	1	0
	H Veh	0	4	0	0	0	0	0	0	0	0	0	0
7:15	Car	0	92	0	0	0	4	2	52	1	3	0	0
	H Veh	0	3	0	0	2	0	1	1	0	0	0	0
7:30	Car	1	77	4	0	0	0	0	74	2	3	0	0
	H Veh	0	4	0	0	0	0	0	9	0	0	0	0
7:45	Car	0	61	1	1	0	2	2	54	1	0	0	0
	H Veh	0	2	0	0	0	1	0	5	0	0	2	0
8:00	Car	0	56	3	0	0	3	4	42	0	1	0	0
	H Veh	0	2	0	0	0	0	0	5	0	0	0	0
8:15	Car	1	67	1	3	1	2	0	57	0	0	0	0
	H Veh	0	3	0	0	1	0	0	1	0	0	0	0
8:30	Car	0	76	4	1	1	3	0	50	2	1	0	0
	H Veh	0	2	0	0	0	1	0	6	0	0	0	0

Sketch



Location: #1 Rt22 & Sherman Hill Rd/Dover Furnace rd (ATI #10090)

PM		Traffic Movement Number											
Time	Class	1	2	3	4	5	6	7	8	9	10	11	12
4:15	Car	1	54	2	4	0	3	1	64	0	1	0	0
	H Veh	0	5	0	0	0	0	0	0	0	0	0	0
4:30	Car	0	61	1	3	0	1	0	77	1	0	0	0
	H Veh	0	1	0	0	0	0	0	1	0	0	0	0
4:45	Car	1	69	2	3	0	1	0	80	2	0	0	0
	H Veh	0	2	0	0	0	0	0	2	0	0	0	0
5:00	Car	0	71	2	2	0	0	0	82	1	0	0	1
	H Veh	0	0	0	0	0	0	0	3	0	0	0	0
5:15	Car	0	41	2	0	0	0	3	72	1	3	1	0
	H Veh	0	3	0	0	0	0	0	0	0	0	0	0
5:30	Car	0	73	1	2	0	0	2	78	5	0	0	0
	H Veh	0	2	0	0	0	0	0	1	0	0	0	0
5:45	Car	2	54	2	3	0	0	0	65	1	2	0	0
	H Veh	0	1	0	0	0	0	0	1	0	0	0	0
6:00	Car	1	62	1	1	0	1	0	61	1	0	0	1
	H Veh	0	0	0	0	0	0	0	1	0	0	0	0

AMERICAN TRAFFIC INFORMATION, INC.

TURNING MOVEMENT COUNTS

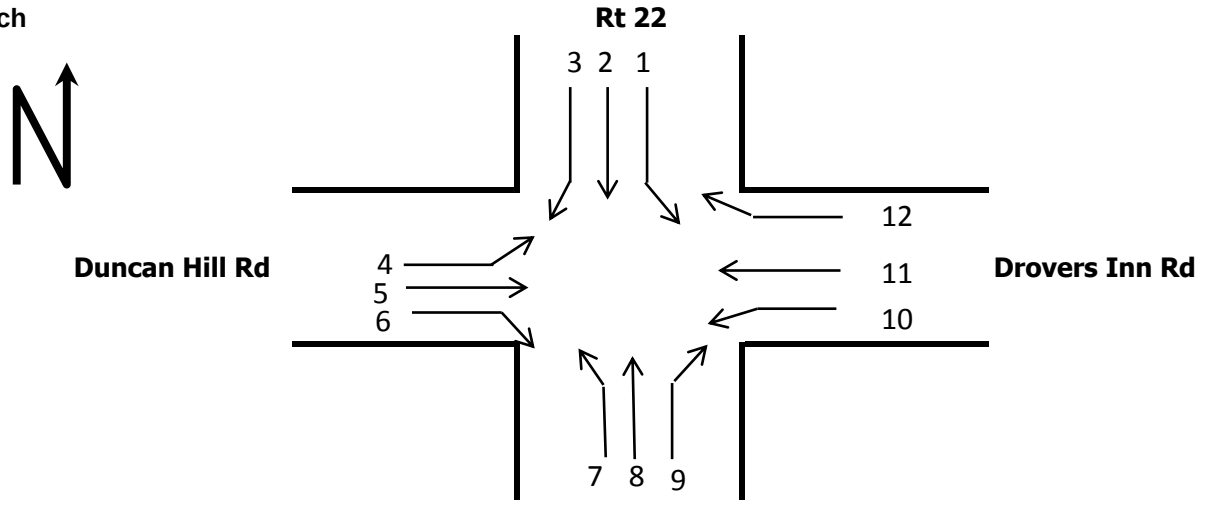
(ATI #10090)

Location: #2 Rt 22 & Duncan Hill Rd/ Drovers Inn Rd

Surveyors:_____ Day/Date: 3/25/2010

AM		Traffic Movement Number											
Time	Class	1	2	3	4	5	6	7	8	9	10	11	12
6:45	Car	3	41	0	0	0	0	0	17	1	1	0	2
	H Veh	0	1	0	0	0	0	0	1	0	0	0	0
7:00	Car	4	61	0	0	0	0	0	19	5	3	0	2
	H Veh	0	4	0	0	0	0	0	0	0	0	0	0
7:15	Car	3	87	0	0	0	0	0	52	2	4	0	2
	H Veh	0	3	0	0	0	0	0	3	0	0	0	0
7:30	Car	11	76	0	0	0	1	1	69	5	4	1	8
	H Veh	0	3	0	0	0	0	0	4	0	0	0	1
7:45	Car	2	51	0	0	0	0	0	46	1	5	0	5
	H Veh	0	2	0	0	0	1	0	5	0	0	0	0
8:00	Car	1	53	0	2	0	0	0	44	1	3	0	4
	H Veh	0	2	0	0	0	0	0	5	0	0	0	1
8:15	Car	9	60	0	0	0	0	0	40	0	2	0	9
	H Veh	0	3	0	0	0	0	0	1	0	0	0	0
8:30	Car	3	76	0	0	0	0	1	41	2	1	0	11
	H Veh	0	5	0	0	0	0	0	4	0	0	0	0

Sketch



Location: #2 Rt 22 & Duncan Hill Rd/ Drovers Inn Rd (ATI #10090)

PM		Traffic Movement Number											
Time	Class	1	2	3	4	5	6	7	8	9	10	11	12
4:15	Car	6	47	0	1	0	1	0	53	2	8	0	7
	H Veh	0	5	0	0	0	0	0	1	0	0	0	0
4:30	Car	7	61	0	0	0	0	0	72	1	2	0	8
	H Veh	0	1	0	0	0	0	0	1	0	0	0	0
4:45	Car	5	55	1	1	0	1	0	67	8	2	0	9
	H Veh	0	2	0	0	0	0	0	2	0	0	0	0
5:00	Car	12	60	1	1	0	0	0	72	2	1	1	5
	H Veh	0	0	0	0	0	0	0	1	0	0	0	0
5:15	Car	7	49	1	0	0	0	0	71	6	2	0	6
	H Veh	0	2	0	0	0	0	0	0	0	0	0	0
5:30	Car	8	67	0	0	0	1	1	85	7	3	0	2
	H Veh	0	2	0	0	0	0	0	1	0	0	0	0
5:45	Car	4	48	0	0	0	0	0	58	6	5	0	2
	H Veh	1	0	0	0	0	0	0	1	0	0	0	0
6:00	Car	9	52	0	0	0	0	0	65	3	0	0	5
	H Veh	0	0	0	0	0	0	0	1	0	0	0	0

AMERICAN TRAFFIC INFORMATION, INC.

TURNING MOVEMENT COUNTS

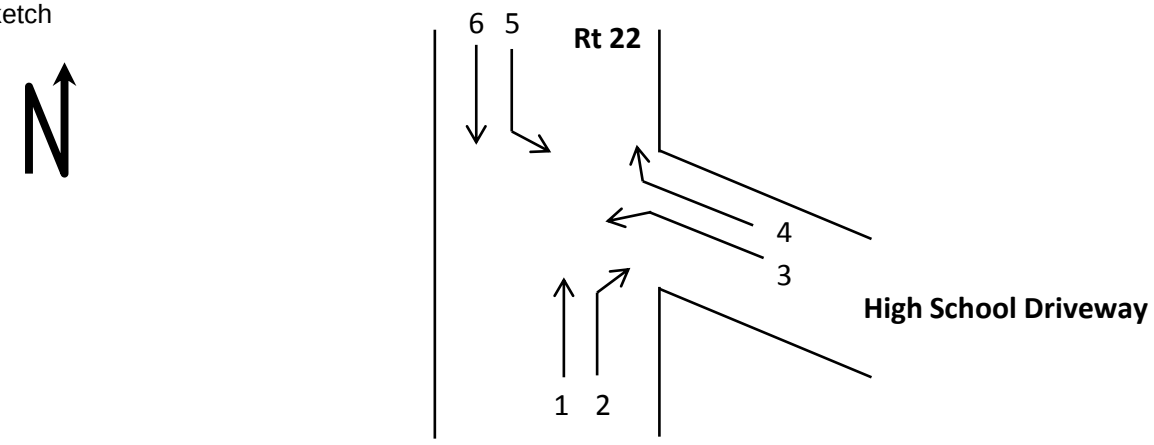
(ATI #10090)

Location: #3 Rt 22 & Dover High School Driveway

Surveyors:_____ Day/Date: 3/25/2010

AM		Traffic Movement Number											
Time	Class	1	2	3	4	5	6	7	8	9	10	11	12
6:45	Car	22	24	5	6	21	44						
	H Veh	1	0	0	0	0	2						
7:00	Car	24	26	6	6	22	52						
	H Veh	1	0	0	0	0	4						
7:15	Car	39	60	27	21	54	46						
	H Veh	1	0	0	0	0	3						
7:30	Car	51	45	21	27	27	57						
	H Veh	8	0	0	0	0	3						
7:45	Car	40	4	4	5	7	65						
	H Veh	5	0	0	0	0	4						
8:00	Car	45	8	3	4	7	57						
	H Veh	6	0	0	0	0	2						
8:15	Car	43	6	1	1	5	53						
	H Veh	3	0	0	0	0	3						
8:30	Car	41	3	0	1	1	76						
	H Veh	5	0	0	0	0	5						

Sketch



Location: #3 Rt 22 & Dover High School Driveway (ATI #10090)

PM		Traffic Movement Number											
Time	Class	1	2	3	4	5	6	7	8	9	10	11	12
4:15	Car	52	6	4	3	4	51						
	H Veh	1	0	0	0	0	5						
4:30	Car	68	7	5	1	3	57						
	H Veh	1	0	0	0	0	1						
4:45	Car	81	2	2	3	3	58						
	H Veh	2	0	0	0	0	3						
5:00	Car	67	2	2	3	1	51						
	H Veh	3	0	0	0	0	1						
5:15	Car	71	4	2	2	2	53						
	H Veh	0	0	0	0	0	3						
5:30	Car	86	4	1	4	2	61						
	H Veh	1	0	0	0	0	2						
5:45	Car	66	3	2	1	5	46						
	H Veh	1	0	0	0	0	0						
6:00	Car	61	2	2	2	0	60						
	H Veh	1	0	0	0	0	0						

AMERICAN TRAFFIC INFORMATION, INC.

TURNING MOVEMENT COUNTS

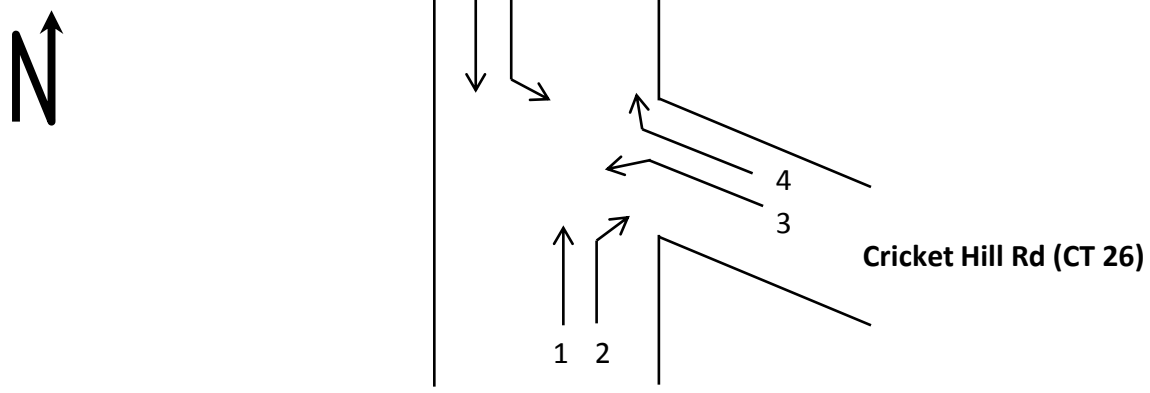
(ATI #10090)

Location: #4 Rt 22 & Cricket Hill Rd (County Rd 26)

Surveyors:_____ Day/Date: _ 03.25.2010

AM		Traffic Movement Number											
Time	Class	1	2	3	4	5	6	7	8	9	10	11	12
6:45	Car	36	0	0	4	10	45						
	H Veh	1	0	0	0	0	0						
7:00	Car	46	0	0	7	14	65						
	H Veh	1	0	0	0	0	3						
7:15	Car	56	0	2	43	12	52						
	H Veh	2	0	0	0	0	3						
7:30	Car	59	0	0	25	11	71						
	H Veh	7	0	0	0	0	3						
7:45	Car	32	0	0	8	8	67						
	H Veh	5	0	0	0	0	3						
8:00	Car	46	0	3	8	5	55						
	H Veh	5	0	0	0	0	2						
8:15	Car	38	0	0	18	11	44						
	H Veh	2	0	0	0	0	3						
8:30	Car	33	0	1	8	17	82						
	H Veh	5	0	0	0	0	3						

Sketch



Location: #4 Rt 22 & Cricket Hill Rd (County Rd 26) (ATI #10090)

PM		Traffic Movement Number											
Time	Class	1	2	3	4	5	6	7	8	9	10	11	12
4:15	Car	64	0	0	10	18	44						
	H Veh	1	0	0	0	0	5						
4:30	Car	75	1	0	6	10	58						
	H Veh	1	0	0	0	0	1						
4:45	Car	85	1	0	8	20	44						
	H Veh	2	0	0	0	0	2						
5:00	Car	71	1	0	7	14	49						
	H Veh	3	0	0	0	0	0						
5:15	Car	67	0	0	5	10	40						
	H Veh	0	0	0	0	0	3						
5:30	Car	87	0	0	9	14	56						
	H Veh	1	0	0	0	0	2						
5:45	Car	70	1	0	9	10	43						
	H Veh	1	0	0	0	0	0						
6:00	Car	48	0	0	15	16	48						
	H Veh	1	0	0	0	0	0						

AMERICAN TRAFFIC INFORMATION, INC.

TURNING MOVEMENT COUNTS

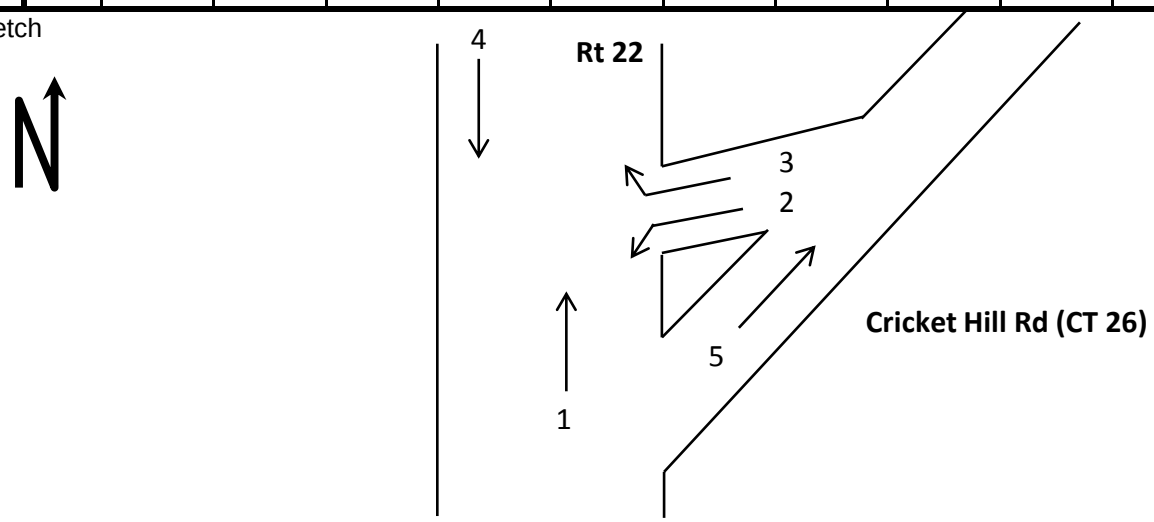
(ATI #10090)

Location: #5 Rt 22 & Rt 55 (Old New York 22)

Surveyors:_____ Day/Date: _ 03.25.2010

AM		Traffic Movement Number											
Time	Class	1	2	3	4	5	6	7	8	9	10	11	12
6:45	Car	21	45	0	48	9							
	H Veh	2	2	0	2	1							
7:00	Car	29	51	0	66	12							
	H Veh	2	1	0	3	1							
7:15	Car	24	53	0	57	10							
	H Veh	4	0	0	5	0							
7:30	Car	18	55	0	61	14							
	H Veh	6	0	0	2	0							
7:45	Car	25	72	0	63	14							
	H Veh	2	1	0	7	2							
8:00	Car	23	35	0	57	10							
	H Veh	5	1	0	2	1							
8:15	Car	31	46	0	50	12							
	H Veh	3	1	0	2	0							
8:30	Car	22	39	0	59	13							
	H Veh	6	0	0	4	0							

Sketch



Location: #5 Rt 22 & Rt 55 (Old New York 22) (ATI #10090)

PM		Traffic Movement Number											
Time	Class	1	2	3	4	5	6	7	8	9	10	11	12
4:15	Car	44	21	0	46	44							
	H Veh	5	0	0	7	1							
4:30	Car	64	20	0	39	38							
	H Veh	3	0	0	3	0							
4:45	Car	73	29	0	41	64							
	H Veh	5	1	0	3	1							
5:00	Car	63	27	0	44	78							
	H Veh	7	2	0	3	0							
5:15	Car	70	22	0	34	61							
	H Veh	1	0	0	2	0							
5:30	Car	75	32	0	46	78							
	H Veh	3	0	0	3	0							
5:45	Car	70	22	0	43	69							
	H Veh	1	0	0	1	1							
6:00	Car	55	27	0	34	58							
	H Veh	0	0	0	0	1							

AMERICAN TRAFFIC INFORMATION, INC.

TURNING MOVEMENT COUNTS

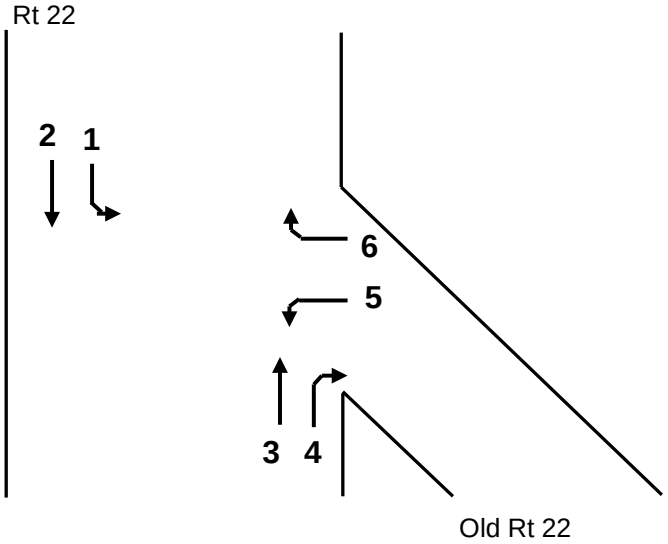
(ATI #11018)

Location: #1) Rt 22 & Old Rt 22

Surveyors: _____ **Day / Date:** 1/11/2011

AM		Traffic Movement Number											
Time	Class	1	2	3	4	5	6	7	8	9	10	11	12
7:15	Car	2	75	47	0	2	7						
	H Veh	0	4	7	0	1	0						
7:30	Car	3	72	68	0	0	10						
	H Veh	0	4	10	0	0	0						
7:45	Car	1	61	49	1	0	2						
	H Veh	0	7	10	0	1	0						
8:00	Car	1	61	58	0	1	9						
	H Veh	0	4	3	0	0	0						
8:15	Car	2	56	44	0	0	10						
	H Veh	1	5	8	0	0	3						
8:30	Car	3	61	48	0	0	8						
	H Veh	0	15	5	0	0	1						
8:45	Car	5	55	47	0	0	5						
	H Veh	1	16	3	0	0	0						
9:00	Car	2	58	36	0	1	10						
	H Veh	0	4	2	0	0	2						

Sketch



Location: **#1) Rt 22 & Old Rt 22**

PM		Traffic Movement Number											
Time	Class	1	2	3	4	5	6	7	8	9	10	11	12
4:15	Car	13	82	74	0	0	5						
	H Veh	2	2	6	1	0	0						
4:30	Car	10	58	64	1	0	17						
	H Veh	0	4	4	0	0	0						
4:45	Car	8	70	71	0	0	9						
	H Veh	0	2	4	0	0	0						
5:00	Car	10	68	78	1	0	12						
	H Veh	0	2	5	0	0	0						
5:15	Car	9	82	65	1	0	9						
	H Veh	0	6	4	0	0	0						
5:30	Car	9	58	50	0	0	5						
	H Veh	1	3	5	0	0	0						
5:45	Car	10	57	64	1	0	9						
	H Veh	0	5	3	0	0	0						
6:00	Car	8	53	59	0	0	8						
	H Veh	0	3	2	0	0	0						

AMERICAN TRAFFIC INFORMATION, INC.

TURNING MOVEMENT COUNTS

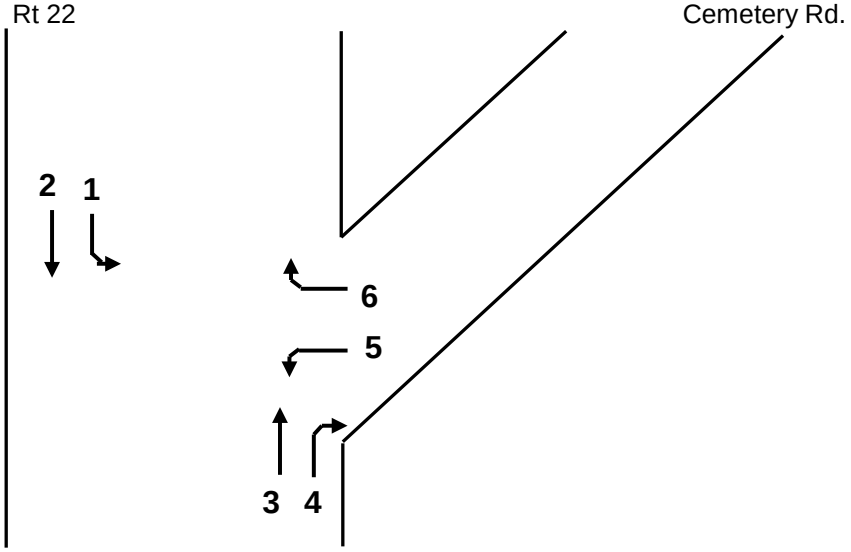
(ATI #11018)

Location: #2) Rt 22 & Cemetery Rd

Surveyors: _____ **Day / Date:** 1/11/2011

AM		Traffic Movement Number											
Time	Class	1	2	3	4	5	6	7	8	9	10	11	12
7:15	Car	0	77	52	1	0	0						
	H Veh	0	4	7	0	0	0						
7:30	Car	0	73	76	1	0	0						
	H Veh	0	4	10	0	0	0						
7:45	Car	0	65	50	1	0	0						
	H Veh	0	7	10	0	0	0						
8:00	Car	0	60	67	0	0	1						
	H Veh	0	5	3	0	0	0						
8:15	Car	0	56	52	0	1	0						
	H Veh	0	6	2	1	1	0						
8:30	Car	0	65	58	2	0	1						
	H Veh	0	14	6	1	0	0						
8:45	Car	0	63	50	1	0	0						
	H Veh	0	17	3	0	0	0						
9:00	Car	0	60	44	0	0	1						
	H Veh	0	3	4	0	0	0						

Sketch



Location: #2) Rt 22 & Cemetery Rd

PM		Traffic Movement Number											
Time	Class	1	2	3	4	5	6	7	8	9	10	11	12
4:15	Car	1	96	78	3	1	2						
	H Veh	1	4	6	0	0	1						
4:30	Car	1	10	75	3	0	1						
	H Veh	0	4	4	0	0	0						
4:45	Car	2	81	82	2	0	0						
	H Veh	0	2	4	0	0	0						
5:00	Car	2	73	85	2	0	1						
	H Veh	0	2	5	0	0	0						
5:15	Car	2	91	76	0	1	0						
	H Veh	0	6	4	0	0	0						
5:30	Car	0	68	55	1	0	0						
	H Veh	0	4	5	0	0	0						
5:45	Car	0	66	75	0	0	0						
	H Veh	0	5	2	0	0	0						
6:00	Car	0	62	66	0	0	0						
	H Veh	0	3	3	0	0	0						

Start Date: 3/25/2010
Start Time: 6:30:00 AM

	N.Y. Route 22 From North			N.Y. Route 22 From South			Dover Furnace Rd From West		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6:30 AM	0	67	0	1	37	0	1	0	6
6:45 AM	0	69	0	1	48	0	0	0	7
7:00 AM	0	57	0	3	100	0	3	0	5
7:15 AM	0	84	1	1	100	0	0	0	2
7:30 AM	0	80	0	0	53	0	2	0	5
7:45 AM	0	61	1	3	52	0	0	0	3
8:00 AM	0	58	0	5	50	0	1	0	3
8:15 AM	0	76	0	1	51	0	1	0	8
4:00 PM	0	41	1	3	31	0	0	0	4
4:15 PM	0	66	0	6	78	0	0	0	1
4:30 PM	0	52	0	3	77	0	0	0	6
4:45 PM	0	61	0	7	95	0	0	0	4
5:00 PM	0	53	0	5	75	0	0	0	3
5:15 PM	0	49	0	4	66	0	1	0	4
5:30 PM	0	68	2	6	75	0	2	0	3
5:45 PM	0	61	0	7	63	0	0	0	7

N.Y. Route 22
10 ft north of Dover Furnace Rd
Dover, New York

Direction: NB

Date	Time	Total	Bike	Car & Trailer	2 Axle Long	Bus	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	6 Axle Double	>6 Axle Double
3/25/2010	6:30 AM	41	0	21	11	6	1	0	0	1	1	0	0
3/25/2010	6:45 AM	47	0	18	24	4	0	0	0	1	0	0	0
3/25/2010	7:00 AM	101	0	47	36	14	3	1	0	0	0	0	0
3/25/2010	7:15 AM	100	0	52	37	2	1	0	0	0	4	2	2
3/25/2010	7:30 AM	57	0	25	26	0	1	0	0	0	2	2	1
3/25/2010	7:45 AM	52	0	17	26	3	2	1	0	0	3	0	0
3/25/2010	8:00 AM	51	0	24	20	4	2	0	0	0	1	0	0
3/25/2010	8:15 AM	51	0	23	22	1	0	0	1	0	4	0	0
Total		500	0	227	202	34	10	2	1	2	15	4	3
3/25/2010	4:00 PM	31	0	15	14	0	1	0	0	0	1	0	0
3/25/2010	4:15 PM	77	0	31	44	0	1	0	0	0	1	0	0
3/25/2010	4:30 PM	77	0	33	38	0	4	0	0	1	1	0	0
3/25/2010	4:45 PM	94	1	38	51	0	1	0	0	0	2	1	0
3/25/2010	5:00 PM	73	1	36	32	2	2	0	0	0	0	0	0
3/25/2010	5:15 PM	62	0	32	27	1	2	0	0	0	0	0	0
3/25/2010	5:30 PM	76	0	51	23	0	1	0	0	1	0	0	0
3/25/2010	5:45 PM	64	0	40	23	0	0	0	0	0	1	0	0
Total		554	2	276	252	3	12	0	0	2	6	1	0

Direction: SB

Date	Time	Total	Bike	Car & Trailer	2 Axle Long	Bus	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	6 Axle Double	>6 Axle Double
3/25/2010	6:30 AM	64	0	31	29	0	1	0	0	1	2	0	0
3/25/2010	6:45 AM	70	0	35	28	1	1	0	0	0	5	0	0
3/25/2010	7:00 AM	59	0	28	18	7	2	0	0	1	1	2	0
3/25/2010	7:15 AM	85	0	41	29	9	1	0	0	2	2	1	0
3/25/2010	7:30 AM	77	0	29	41	1	2	2	1	0	1	0	0
3/25/2010	7:45 AM	62	0	26	33	2	0	0	0	0	1	0	0
3/25/2010	8:00 AM	58	0	19	34	1	0	0	0	0	3	1	0
3/25/2010	8:15 AM	77	0	45	24	4	2	0	0	0	2	0	0
Total		552	0	254	236	25	9	2	1	4	17	4	0
3/25/2010	4:00 PM	42	0	14	23	1	1	0	0	0	3	0	0
3/25/2010	4:15 PM	67	4	33	28	1	0	0	0	0	1	0	0
3/25/2010	4:30 PM	52	0	26	23	1	1	0	0	0	1	0	0
3/25/2010	4:45 PM	62	0	32	27	0	3	0	0	0	0	0	0
3/25/2010	5:00 PM	55	0	22	24	2	1	0	0	1	5	0	0
3/25/2010	5:15 PM	54	1	31	20	1	0	0	0	0	1	0	0
3/25/2010	5:30 PM	71	0	33	35	1	0	0	0	1	1	0	0
3/25/2010	5:45 PM	60	0	37	23	0	0	0	0	0	0	0	0
Total		463	5	228	203	7	6	0	0	2	12	0	0

Station ID :	1009002

Info Line 1 :	Rt 22 750' n/o Cricket Hill Rd

#	Dir.	Information
1.	N	NB
3.	S	SB

Vehicle Sensors	Sensor Spacing	Loop Length
Ax-Ax	4.0 ft	6.0 ft
Ax-Ax	4.0 ft	6.0 ft

Date	Time	Lane #1	Lane #3
03/24/10	10:30	45	54
03/24/10	10:45	52	40
03/24/10	11:00	40	52
03/24/10	11:15	43	44
03/24/10	11:30	55	45
03/24/10	11:45	45	56
03/24/10	12:00	38	47
03/24/10	12:15	62	38
03/24/10	12:30	51	53
03/24/10	12:45	41	51
03/24/10	13:00	38	42
03/24/10	13:15	47	50
03/24/10	13:30	63	49
03/24/10	13:45	52	43
03/24/10	14:00	48	96
03/24/10	14:15	44	60
03/24/10	14:30	57	52
03/24/10	14:45	67	58
03/24/10	15:00	72	53
03/24/10	15:15	77	54
03/24/10	15:30	63	90
03/24/10	15:45	67	68
03/24/10	16:00	84	63
03/24/10	16:15	68	74
03/24/10	16:30	71	65
03/24/10	16:45	102	64
03/24/10	17:00	110	71
03/24/10	17:15	102	53
03/24/10	17:30	106	71
03/24/10	17:45	76	68
03/24/10	18:00	69	55
03/24/10	18:15	96	51
03/24/10	18:30	95	48
03/24/10	18:45	61	52
03/24/10	19:00	55	47
03/24/10	19:15	47	40
03/24/10	19:30	35	55
03/24/10	19:45	49	45
03/24/10	20:00	35	42
03/24/10	20:15	36	51

Date	Time	Lane #1	Lane #3
03/24/10	20:30	21	44
03/24/10	20:45	27	15
03/24/10	21:00	27	29
03/24/10	21:15	29	22
03/24/10	21:30	22	16
03/24/10	21:45	16	15
03/24/10	22:00	19	7
03/24/10	22:15	16	16
03/24/10	22:30	14	10
03/24/10	22:45	17	5
03/24/10	23:00	14	6
03/24/10	23:15	9	4
03/24/10	23:30	10	6
03/24/10	23:45	7	8
03/25/10	00:00	14	4
03/25/10	00:15	6	4
03/25/10	00:30	10	3
03/25/10	00:45	4	2
03/25/10	01:00	6	3
03/25/10	01:15	6	2
03/25/10	01:30	4	6
03/25/10	01:45	2	3
03/25/10	02:00	2	3
03/25/10	02:15	2	1
03/25/10	02:30	1	3
03/25/10	02:45	0	2
03/25/10	03:00	0	5
03/25/10	03:15	2	7
03/25/10	03:30	0	2
03/25/10	03:45	3	11
03/25/10	04:00	1	9
03/25/10	04:15	4	12
03/25/10	04:30	5	14
03/25/10	04:45	5	19
03/25/10	05:00	5	13
03/25/10	05:15	6	28
03/25/10	05:30	10	44
03/25/10	05:45	7	49
03/25/10	06:00	12	57
03/25/10	06:15	14	68

Date	Time	Lane #1	Lane #3
03/25/10	06:30	35	76
03/25/10	06:45	50	71
03/25/10	07:00	98	67
03/25/10	07:15	88	84
03/25/10	07:30	46	70
03/25/10	07:45	53	66
03/25/10	08:00	53	57
03/25/10	08:15	45	87
03/25/10	08:30	42	82
03/25/10	08:45	53	48
03/25/10	09:00	53	69
03/25/10	09:15	44	50
03/25/10	09:30	45	57
03/25/10	09:45	42	56
03/25/10	10:00	37	54
03/25/10	10:15	52	45
03/25/10	10:30	48	58
03/25/10	10:45	34	62
03/25/10	11:00	37	49
03/25/10	11:15	48	49
03/25/10	11:30	39	47
03/25/10	11:45	54	40
03/25/10	12:00	47	65
03/25/10	12:15	47	73
03/25/10	12:30	73	53
03/25/10	12:45	43	54
03/25/10	13:00	64	48
03/25/10	13:15	43	52
03/25/10	13:30	60	53
03/25/10	13:45	88	47
03/25/10	14:00	56	101
03/25/10	14:15	50	59
03/25/10	14:30	78	57
03/25/10	14:45	69	59
03/25/10	15:00	73	50
03/25/10	15:15	65	68
03/25/10	15:30	74	80
03/25/10	15:45	69	74
03/25/10	16:00	66	64
03/25/10	16:15	83	64

Date	Time	Lane #1	Lane #3
03/25/10	16:30	84	57
03/25/10	16:45	85	61
03/25/10	17:00	77	55
03/25/10	17:15	91	65
03/25/10	17:30	71	52
03/25/10	17:45	61	60
03/25/10	18:00	72	63
03/25/10	18:15	50	46
03/25/10	18:30	53	46
03/25/10	18:45	53	42
03/25/10	19:00	68	40
03/25/10	19:15	59	27
03/25/10	19:30	42	25
03/25/10	19:45	32	28
03/25/10	20:00	33	22
03/25/10	20:15	41	15
03/25/10	20:30	27	17
03/25/10	20:45	42	18
03/25/10	21:00	35	13
03/25/10	21:15	28	15
03/25/10	21:30	37	10
03/25/10	21:45	19	11
03/25/10	22:00	22	9
03/25/10	22:15	12	13
03/25/10	22:30	26	7
03/25/10	22:45	13	11
03/25/10	23:00	14	4
03/25/10	23:15	14	10
03/25/10	23:30	10	10
03/25/10	23:45	12	4
03/26/10	00:00	11	4
03/26/10	00:15	5	2
03/26/10	00:30	6	1
03/26/10	00:45	5	5
03/26/10	01:00	7	3
03/26/10	01:15	2	5
03/26/10	01:30	9	4
03/26/10	01:45	0	3
03/26/10	02:00	2	2
03/26/10	02:15	0	2
03/26/10	02:30	3	0
03/26/10	02:45	3	3
03/26/10	03:00	4	4
03/26/10	03:15	3	6
03/26/10	03:30	2	1
03/26/10	03:45	6	10
03/26/10	04:00	4	10
03/26/10	04:15	3	13
03/26/10	04:30	5	12
03/26/10	04:45	3	15
03/26/10	05:00	5	24
03/26/10	05:15	8	28

Date	Time	Lane #1	Lane #3
03/26/10	05:30	4	31
03/26/10	05:45	5	52
03/26/10	06:00	13	53
03/26/10	06:15	15	59
03/26/10	06:30	43	57
03/26/10	06:45	50	70
03/26/10	07:00	94	82
03/26/10	07:15	80	72
03/26/10	07:30	48	64
03/26/10	07:45	53	63
03/26/10	08:00	50	52
03/26/10	08:15	47	63
03/26/10	08:30	45	74
03/26/10	08:45	49	60
03/26/10	09:00	45	61
03/26/10	09:15	38	44
03/26/10	09:30	50	62
03/26/10	09:45	41	43
03/26/10	10:00	45	59
03/26/10	10:15	54	47
03/26/10	10:30	50	49
03/26/10	10:45	60	48
03/26/10	11:00	76	50
03/26/10	11:15	65	55
03/26/10	11:30	51	59
03/26/10	11:45	50	58
03/26/10	12:00	52	55
03/26/10	12:15	50	66
03/26/10	12:30	49	54
03/26/10	12:45	58	39
03/26/10	13:00	57	49
03/26/10	13:15	45	67
03/26/10	13:30	58	51
03/26/10	13:45	93	43
03/26/10	14:00	66	101
03/26/10	14:15	73	61
03/26/10	14:30	66	57
03/26/10	14:45	56	62
03/26/10	15:00	77	65
03/26/10	15:15	72	62
03/26/10	15:30	99	85
03/26/10	15:45	81	74
03/26/10	16:00	83	70
03/26/10	16:15	72	60
03/26/10	16:30	87	58
03/26/10	16:45	104	55
03/26/10	17:00	86	70
03/26/10	17:15	87	57
03/26/10	17:30	70	62
03/26/10	17:45	83	56
03/26/10	18:00	60	46
03/26/10	18:15	61	54

Date	Time	Lane #1	Lane #3
03/26/10	18:30	79	49
03/26/10	18:45	66	48
03/26/10	19:00	86	36
03/26/10	19:15	71	38
03/26/10	19:30	74	34
03/26/10	19:45	50	30
03/26/10	20:00	52	36
03/26/10	20:15	58	26
03/26/10	20:30	40	17
03/26/10	20:45	40	27
03/26/10	21:00	52	16
03/26/10	21:15	38	22
03/26/10	21:30	29	19
03/26/10	21:45	52	20
03/26/10	22:00	39	31
03/26/10	22:15	33	22
03/26/10	22:30	20	13
03/26/10	22:45	25	12
03/26/10	23:00	22	9
03/26/10	23:15	19	8
03/26/10	23:30	27	13
03/26/10	23:45	12	8
03/27/10	00:00	10	5
03/27/10	00:15	10	6
03/27/10	00:30	20	4
03/27/10	00:45	9	4
03/27/10	01:00	10	2
03/27/10	01:15	6	3
03/27/10	01:30	2	0
03/27/10	01:45	3	2
03/27/10	02:00	3	2
03/27/10	02:15	3	3
03/27/10	02:30	3	2
03/27/10	02:45	1	4
03/27/10	03:00	1	2
03/27/10	03:15	1	0
03/27/10	03:30	1	2
03/27/10	03:45	3	3
03/27/10	04:00	2	4
03/27/10	04:15	5	9
03/27/10	04:30	4	10
03/27/10	04:45	2	10
03/27/10	05:00	0	6
03/27/10	05:15	5	8
03/27/10	05:30	4	13
03/27/10	05:45	7	17
03/27/10	06:00	6	19
03/27/10	06:15	16	20
03/27/10	06:30	24	22
03/27/10	06:45	14	24
03/27/10	07:00	25	18
03/27/10	07:15	25	39

Date	Time	Lane #1	Lane #3
03/27/10	07:30	38	33
03/27/10	07:45	32	22
03/27/10	08:00	41	30
03/27/10	08:15	50	39
03/27/10	08:30	52	41
03/27/10	08:45	68	47
03/27/10	09:00	35	40
03/27/10	09:15	56	41
03/27/10	09:30	51	46
03/27/10	09:45	55	57
03/27/10	10:00	70	58
03/27/10	10:15	54	52
03/27/10	10:30	84	50
03/27/10	10:45	63	60
03/27/10	11:00	76	55
03/27/10	11:15	63	87
03/27/10	11:30	75	59
03/27/10	11:45	60	58
03/27/10	12:00	64	47
03/27/10	12:15	67	58
03/27/10	12:30	61	70
03/27/10	12:45	45	58
03/27/10	13:00	61	59
03/27/10	13:15	51	58
03/27/10	13:30	58	56
03/27/10	13:45	58	53
03/27/10	14:00	60	80
03/27/10	14:15	49	84
03/27/10	14:30	59	50
03/27/10	14:45	58	59
03/27/10	15:00	63	59
03/27/10	15:15	59	66
03/27/10	15:30	47	70
03/27/10	15:45	49	57
03/27/10	16:00	54	55
03/27/10	16:15	39	51
03/27/10	16:30	52	59
03/27/10	16:45	50	66
03/27/10	17:00	57	63
03/27/10	17:15	45	53
03/27/10	17:30	39	37
03/27/10	17:45	52	60
03/27/10	18:00	48	60
03/27/10	18:15	39	50
03/27/10	18:30	35	44
03/27/10	18:45	37	40
03/27/10	19:00	47	21
03/27/10	19:15	49	31
03/27/10	19:30	45	41
03/27/10	19:45	28	39
03/27/10	20:00	31	28
03/27/10	20:15	32	23
03/27/10	20:30	20	26
03/27/10	20:45	21	20
03/27/10	21:00	31	21
03/27/10	21:15	20	19
03/27/10	21:30	22	23
03/27/10	21:45	27	20
03/27/10	22:00	24	16
03/27/10	22:15	19	10
03/27/10	22:30	18	12
03/27/10	22:45	15	7
03/27/10	23:00	21	12
03/27/10	23:15	21	10
03/27/10	23:30	16	10
03/27/10	23:45	12	5
03/28/10	00:00	13	6
03/28/10	00:15	17	0
03/28/10	00:30	8	5
03/28/10	00:45	5	8
03/28/10	01:00	5	4
03/28/10	01:15	12	3
03/28/10	01:30	5	1
03/28/10	01:45	7	3
03/28/10	02:00	2	3
03/28/10	02:15	2	4
03/28/10	02:30	3	3
03/28/10	02:45	5	1
03/28/10	03:00	7	2
03/28/10	03:15	3	2
03/28/10	03:30	3	1
03/28/10	03:45	2	1
03/28/10	04:00	1	3
03/28/10	04:15	1	4
03/28/10	04:30	5	6
03/28/10	04:45	4	4
03/28/10	05:00	1	1
03/28/10	05:15	1	3
03/28/10	05:30	2	5
03/28/10	05:45	2	8
03/28/10	06:00	3	13
03/28/10	06:15	4	16
03/28/10	06:30	4	13
03/28/10	06:45	5	11
03/28/10	07:00	5	16
03/28/10	07:15	10	16
03/28/10	07:30	14	29
03/28/10	07:45	12	11
03/28/10	08:00	17	22
03/28/10	08:15	17	24
03/28/10	08:30	29	27
03/28/10	08:45	21	45
03/28/10	09:00	26	28
03/28/10	09:15	27	51
03/28/10	09:30	31	49
03/28/10	09:45	40	42
03/28/10	10:00	47	34
03/28/10	10:15	49	40
03/28/10	10:30	36	50
03/28/10	10:45	29	42
03/28/10	11:00	36	51
03/28/10	11:15	44	57
03/28/10	11:30	43	57
03/28/10	11:45	52	68
03/28/10	12:00	49	48
03/28/10	12:15	50	65
03/28/10	12:30	48	51
03/28/10	12:45	38	66
03/28/10	13:00	48	64
03/28/10	13:15	38	70
03/28/10	13:30	50	66
03/28/10	13:45	38	62
03/28/10	14:00	48	44
03/28/10	14:15	59	63
03/28/10	14:30	37	61
03/28/10	14:45	50	74
03/28/10	15:00	36	64
03/28/10	15:15	50	65
03/28/10	15:30	55	71
03/28/10	15:45	44	80
03/28/10	16:00	51	55
03/28/10	16:15	55	71
03/28/10	16:30	41	66
03/28/10	16:45	55	59
03/28/10	17:00	37	67
03/28/10	17:15	31	52
03/28/10	17:30	45	70
03/28/10	17:45	38	51
03/28/10	18:00	33	80
03/28/10	18:15	44	55
03/28/10	18:30	39	57
03/28/10	18:45	44	34
03/28/10	19:00	20	54
03/28/10	19:15	23	36
03/28/10	19:30	29	42
03/28/10	19:45	41	43
03/28/10	20:00	23	28
03/28/10	20:15	14	24
03/28/10	20:30	25	12
03/28/10	20:45	29	23
03/28/10	21:00	17	30
03/28/10	21:15	28	17
03/28/10	21:30	15	26

Date	*Time*	*Lane #1*	*Lane #3*
03/28/10	21:45	15	15
03/28/10	22:00	17	17
03/28/10	22:15	12	11
03/28/10	22:30	10	8
03/28/10	22:45	15	10
03/28/10	23:00	13	12
03/28/10	23:15	11	6
03/28/10	23:30	6	8
03/28/10	23:45	7	6
03/29/10	00:00	5	2
03/29/10	00:15	8	2
03/29/10	00:30	3	3
03/29/10	00:45	3	4
03/29/10	01:00	6	2
03/29/10	01:15	2	0
03/29/10	01:30	2	0
03/29/10	01:45	3	1
03/29/10	02:00	2	4
03/29/10	02:15	2	2
03/29/10	02:30	1	4
03/29/10	02:45	0	3
03/29/10	03:00	0	4
03/29/10	03:15	2	2
03/29/10	03:30	2	5
03/29/10	03:45	3	9
03/29/10	04:00	3	11
03/29/10	04:15	1	13
03/29/10	04:30	3	14
03/29/10	04:45	3	18
03/29/10	05:00	2	19
03/29/10	05:15	7	29
03/29/10	05:30	9	35
03/29/10	05:45	6	53
03/29/10	06:00	11	46
03/29/10	06:15	20	47
03/29/10	06:30	17	58
03/29/10	06:45	36	59
03/29/10	07:00	19	53
03/29/10	07:15	46	51
03/29/10	07:30	38	49
03/29/10	07:45	27	55
03/29/10	08:00	39	60
03/29/10	08:15	49	57
03/29/10	08:30	33	42
03/29/10	08:45	31	45
03/29/10	09:00	30	57
03/29/10	09:15	26	36
03/29/10	09:30	26	52
03/29/10	09:45	42	51
03/29/10	10:00	35	43
03/29/10	10:15	34	56

Station ID :	1009003

Info Line 1 :	Rt 22 750' s/o Rt 55

#	Dir.	Information
1.	N	NB
3.	S	SB

Vehicle Sensors	Sensor Spacing	Loop Length
Ax-Ax	4.0 ft	6.0 ft
Ax-Ax	4.0 ft	6.0 ft

Date	Time	Lane #1	Lane #3
03/24/10	10:30	61	66
03/24/10	10:45	38	53
03/24/10	11:00	47	57
03/24/10	11:15	50	49
03/24/10	11:30	60	65
03/24/10	11:45	64	39
03/24/10	12:00	43	59
03/24/10	12:15	75	56
03/24/10	12:30	71	54
03/24/10	12:45	59	70
03/24/10	13:00	45	60
03/24/10	13:15	60	58
03/24/10	13:30	59	70
03/24/10	13:45	66	48
03/24/10	14:00	59	70
03/24/10	14:15	48	56
03/24/10	14:30	71	63
03/24/10	14:45	78	64
03/24/10	15:00	89	56
03/24/10	15:15	67	72
03/24/10	15:30	72	77
03/24/10	15:45	95	57
03/24/10	16:00	96	56
03/24/10	16:15	89	64
03/24/10	16:30	116	57
03/24/10	16:45	118	73
03/24/10	17:00	121	54
03/24/10	17:15	150	55
03/24/10	17:30	111	57
03/24/10	17:45	129	34
03/24/10	18:00	92	58
03/24/10	18:15	122	52
03/24/10	18:30	115	48
03/24/10	18:45	91	45
03/24/10	19:00	87	48
03/24/10	19:15	57	42
03/24/10	19:30	73	45
03/24/10	19:45	62	44
03/24/10	20:00	50	35
03/24/10	20:15	42	35
03/24/10	20:30	40	35
03/24/10	20:45	60	21
03/24/10	21:00	38	19
03/24/10	21:15	52	20
03/24/10	21:30	42	18
03/24/10	21:45	28	19
03/24/10	22:00	27	11
03/24/10	22:15	27	19
03/24/10	22:30	27	9
03/24/10	22:45	28	11
03/24/10	23:00	21	7
03/24/10	23:15	15	2
03/24/10	23:30	21	9
03/24/10	23:45	20	7
03/25/10	00:00	22	5
03/25/10	00:15	12	4
03/25/10	00:30	10	4
03/25/10	00:45	6	5
03/25/10	01:00	5	1
03/25/10	01:15	5	2
03/25/10	01:30	3	3
03/25/10	01:45	4	2
03/25/10	02:00	4	3
03/25/10	02:15	3	3
03/25/10	02:30	3	4
03/25/10	02:45	1	3
03/25/10	03:00	1	7
03/25/10	03:15	3	7
03/25/10	03:30	2	7
03/25/10	03:45	3	12
03/25/10	04:00	0	12
03/25/10	04:15	6	16
03/25/10	04:30	6	19
03/25/10	04:45	4	25
03/25/10	05:00	6	35
03/25/10	05:15	7	46
03/25/10	05:30	7	61
03/25/10	05:45	11	51
03/25/10	06:00	12	90
03/25/10	06:15	23	109
03/25/10	06:30	18	126
03/25/10	06:45	33	128
03/25/10	07:00	32	110
03/25/10	07:15	33	114
03/25/10	07:30	38	121
03/25/10	07:45	36	96
03/25/10	08:00	34	92
03/25/10	08:15	42	95
03/25/10	08:30	39	120
03/25/10	08:45	48	84
03/25/10	09:00	48	74
03/25/10	09:15	42	77
03/25/10	09:30	52	65
03/25/10	09:45	49	64
03/25/10	10:00	59	66
03/25/10	10:15	53	58
03/25/10	10:30	59	62
03/25/10	10:45	40	67
03/25/10	11:00	55	64
03/25/10	11:15	71	56
03/25/10	11:30	47	62
03/25/10	11:45	68	67
03/25/10	12:00	53	57
03/25/10	12:15	64	69
03/25/10	12:30	55	67
03/25/10	12:45	54	69
03/25/10	13:00	75	47
03/25/10	13:15	63	73
03/25/10	13:30	66	59
03/25/10	13:45	59	63
03/25/10	14:00	71	55
03/25/10	14:15	66	76
03/25/10	14:30	84	56
03/25/10	14:45	83	75
03/25/10	15:00	94	70
03/25/10	15:15	93	74
03/25/10	15:30	84	67
03/25/10	15:45	103	57
03/25/10	16:00	78	69
03/25/10	16:15	101	58

Date	Time	Lane #1	Lane #3
03/25/10	16:30	133	61
03/25/10	16:45	140	59
03/25/10	17:00	127	54
03/25/10	17:15	143	68
03/25/10	17:30	131	58
03/25/10	17:45	105	50
03/25/10	18:00	104	59
03/25/10	18:15	100	45
03/25/10	18:30	93	47
03/25/10	18:45	80	54
03/25/10	19:00	91	59
03/25/10	19:15	77	46
03/25/10	19:30	83	38
03/25/10	19:45	63	37
03/25/10	20:00	63	25
03/25/10	20:15	59	27
03/25/10	20:30	60	22
03/25/10	20:45	57	10
03/25/10	21:00	54	21
03/25/10	21:15	45	27
03/25/10	21:30	61	21
03/25/10	21:45	32	20
03/25/10	22:00	37	11
03/25/10	22:15	18	15
03/25/10	22:30	36	8
03/25/10	22:45	28	5
03/25/10	23:00	15	8
03/25/10	23:15	24	7
03/25/10	23:30	20	7
03/25/10	23:45	22	9
03/26/10	00:00	15	3
03/26/10	00:15	13	5
03/26/10	00:30	6	1
03/26/10	00:45	9	3
03/26/10	01:00	4	3
03/26/10	01:15	6	7
03/26/10	01:30	8	3
03/26/10	01:45	5	3
03/26/10	02:00	4	2
03/26/10	02:15	1	2
03/26/10	02:30	2	1
03/26/10	02:45	4	3
03/26/10	03:00	4	4
03/26/10	03:15	3	7
03/26/10	03:30	2	8
03/26/10	03:45	1	13
03/26/10	04:00	6	15
03/26/10	04:15	3	18
03/26/10	04:30	3	10
03/26/10	04:45	3	21
03/26/10	05:00	3	34
03/26/10	05:15	8	44
03/26/10	05:30	4	50
03/26/10	05:45	8	71
03/26/10	06:00	9	81
03/26/10	06:15	27	92
03/26/10	06:30	29	124
03/26/10	06:45	29	104
03/26/10	07:00	38	131
03/26/10	07:15	31	120
03/26/10	07:30	36	109
03/26/10	07:45	31	102
03/26/10	08:00	49	69
03/26/10	08:15	42	100
03/26/10	08:30	37	94
03/26/10	08:45	42	73
03/26/10	09:00	43	76
03/26/10	09:15	52	67
03/26/10	09:30	47	72
03/26/10	09:45	51	59
03/26/10	10:00	54	62
03/26/10	10:15	59	72
03/26/10	10:30	60	45
03/26/10	10:45	68	44
03/26/10	11:00	70	63
03/26/10	11:15	72	62
03/26/10	11:30	62	52
03/26/10	11:45	69	46
03/26/10	12:00	63	83
03/26/10	12:15	62	72
03/26/10	12:30	72	57
03/26/10	12:45	64	49
03/26/10	13:00	64	32
03/26/10	13:15	68	60
03/26/10	13:30	74	51
03/26/10	13:45	91	65
03/26/10	14:00	78	74
03/26/10	14:15	84	72
03/26/10	14:30	64	62
03/26/10	14:45	76	75
03/26/10	15:00	90	66
03/26/10	15:15	94	63
03/26/10	15:30	114	81
03/26/10	15:45	109	66
03/26/10	16:00	115	64
03/26/10	16:15	122	80
03/26/10	16:30	134	51
03/26/10	16:45	117	58
03/26/10	17:00	122	60
03/26/10	17:15	136	59
03/26/10	17:30	141	46
03/26/10	17:45	111	56
03/26/10	18:00	96	82
03/26/10	18:15	128	60
03/26/10	18:30	122	60
03/26/10	18:45	127	67
03/26/10	19:00	102	50
03/26/10	19:15	102	57
03/26/10	19:30	104	38
03/26/10	19:45	85	34
03/26/10	20:00	86	35
03/26/10	20:15	68	24
03/26/10	20:30	65	33
03/26/10	20:45	71	27
03/26/10	21:00	57	24
03/26/10	21:15	54	22
03/26/10	21:30	49	25
03/26/10	21:45	56	27
03/26/10	22:00	39	31
03/26/10	22:15	55	20
03/26/10	22:30	33	14
03/26/10	22:45	43	11
03/26/10	23:00	35	14
03/26/10	23:15	33	7
03/26/10	23:30	32	7
03/26/10	23:45	24	10
03/27/10	00:00	20	5
03/27/10	00:15	15	8
03/27/10	00:30	35	3
03/27/10	00:45	9	8
03/27/10	01:00	9	2
03/27/10	01:15	12	3
03/27/10	01:30	10	3
03/27/10	01:45	2	2
03/27/10	02:00	12	3
03/27/10	02:15	8	1
03/27/10	02:30	3	4
03/27/10	02:45	2	1
03/27/10	03:00	2	4
03/27/10	03:15	1	1
03/27/10	03:30	2	4
03/27/10	03:45	2	1
03/27/10	04:00	2	5
03/27/10	04:15	6	11
03/27/10	04:30	3	14
03/27/10	04:45	1	10
03/27/10	05:00	1	13
03/27/10	05:15	2	18
03/27/10	05:30	6	15
03/27/10	05:45	8	22
03/27/10	06:00	8	19
03/27/10	06:15	25	37
03/27/10	06:30	18	36
03/27/10	06:45	16	38
03/27/10	07:00	16	38
03/27/10	07:15	28	53

Date	Time	Lane #1	Lane #3
03/27/10	07:30	22	57
03/27/10	07:45	41	42
03/27/10	08:00	35	46
03/27/10	08:15	54	58
03/27/10	08:30	54	70
03/27/10	08:45	58	64
03/27/10	09:00	43	55
03/27/10	09:15	52	49
03/27/10	09:30	65	62
03/27/10	09:45	52	80
03/27/10	10:00	65	77
03/27/10	10:15	71	78
03/27/10	10:30	83	58
03/27/10	10:45	76	66
03/27/10	11:00	80	60
03/27/10	11:15	86	94
03/27/10	11:30	100	75
03/27/10	11:45	88	77
03/27/10	12:00	86	59
03/27/10	12:15	90	86
03/27/10	12:30	77	68
03/27/10	12:45	78	82
03/27/10	13:00	75	84
03/27/10	13:15	75	61
03/27/10	13:30	78	78
03/27/10	13:45	86	61
03/27/10	14:00	74	78
03/27/10	14:15	68	73
03/27/10	14:30	78	62
03/27/10	14:45	78	68
03/27/10	15:00	90	67
03/27/10	15:15	78	87
03/27/10	15:30	76	69
03/27/10	15:45	75	85
03/27/10	16:00	87	62
03/27/10	16:15	65	66
03/27/10	16:30	72	71
03/27/10	16:45	74	71
03/27/10	17:00	81	71
03/27/10	17:15	74	68
03/27/10	17:30	68	68
03/27/10	17:45	76	80
03/27/10	18:00	70	52
03/27/10	18:15	83	62
03/27/10	18:30	61	57
03/27/10	18:45	66	58
03/27/10	19:00	70	40
03/27/10	19:15	58	35
03/27/10	19:30	42	41
03/27/10	19:45	47	49
03/27/10	20:00	40	34

Date	Time	Lane #1	Lane #3
03/27/10	20:15	57	33
03/27/10	20:30	40	34
03/27/10	20:45	41	27
03/27/10	21:00	46	27
03/27/10	21:15	30	15
03/27/10	21:30	31	35
03/27/10	21:45	49	23
03/27/10	22:00	33	39
03/27/10	22:15	33	18
03/27/10	22:30	35	23
03/27/10	22:45	33	13
03/27/10	23:00	31	11
03/27/10	23:15	18	16
03/27/10	23:30	20	14
03/27/10	23:45	21	14
03/28/10	00:00	21	12
03/28/10	00:15	20	5
03/28/10	00:30	13	3
03/28/10	00:45	16	12
03/28/10	01:00	11	8
03/28/10	01:15	12	5
03/28/10	01:30	6	2
03/28/10	01:45	12	2
03/28/10	02:00	6	2
03/28/10	02:15	2	3
03/28/10	02:30	9	4
03/28/10	02:45	4	0
03/28/10	03:00	7	4
03/28/10	03:15	3	1
03/28/10	03:30	5	2
03/28/10	03:45	3	2
03/28/10	04:00	2	3
03/28/10	04:15	4	6
03/28/10	04:30	1	4
03/28/10	04:45	1	7
03/28/10	05:00	1	5
03/28/10	05:15	2	5
03/28/10	05:30	4	5
03/28/10	05:45	0	9
03/28/10	06:00	5	13
03/28/10	06:15	6	15
03/28/10	06:30	6	19
03/28/10	06:45	8	20
03/28/10	07:00	9	23
03/28/10	07:15	13	19
03/28/10	07:30	18	39
03/28/10	07:45	15	35
03/28/10	08:00	24	24
03/28/10	08:15	24	32
03/28/10	08:30	36	43
03/28/10	08:45	36	53

Date	Time	Lane #1	Lane #3
03/28/10	09:00	20	43
03/28/10	09:15	34	57
03/28/10	09:30	33	59
03/28/10	09:45	37	65
03/28/10	10:00	60	52
03/28/10	10:15	61	62
03/28/10	10:30	49	63
03/28/10	10:45	46	56
03/28/10	11:00	49	76
03/28/10	11:15	54	64
03/28/10	11:30	67	77
03/28/10	11:45	76	81
03/28/10	12:00	58	81
03/28/10	12:15	63	99
03/28/10	12:30	64	84
03/28/10	12:45	73	70
03/28/10	13:00	59	90
03/28/10	13:15	55	90
03/28/10	13:30	67	100
03/28/10	13:45	72	99
03/28/10	14:00	82	70
03/28/10	14:15	82	89
03/28/10	14:30	60	83
03/28/10	14:45	70	82
03/28/10	15:00	65	71
03/28/10	15:15	76	89
03/28/10	15:30	75	84
03/28/10	15:45	74	78
03/28/10	16:00	66	96
03/28/10	16:15	58	104
03/28/10	16:30	80	95
03/28/10	16:45	57	85
03/28/10	17:00	50	74
03/28/10	17:15	59	69
03/28/10	17:30	63	90
03/28/10	17:45	44	75
03/28/10	18:00	47	84
03/28/10	18:15	55	78
03/28/10	18:30	58	61
03/28/10	18:45	47	59
03/28/10	19:00	53	56
03/28/10	19:15	49	46
03/28/10	19:30	38	45
03/28/10	19:45	40	45
03/28/10	20:00	34	53
03/28/10	20:15	38	32
03/28/10	20:30	38	44
03/28/10	20:45	46	27
03/28/10	21:00	23	22
03/28/10	21:15	37	28
03/28/10	21:30	37	23

Date	*Time*	*Lane #1*	*Lane #3*
03/28/10	21:45	39	20
03/28/10	22:00	26	18
03/28/10	22:15	21	17
03/28/10	22:30	14	12
03/28/10	22:45	20	14
03/28/10	23:00	16	9
03/28/10	23:15	8	13
03/28/10	23:30	10	9
03/28/10	23:45	13	5
03/29/10	00:00	16	3
03/29/10	00:15	11	5
03/29/10	00:30	1	3
03/29/10	00:45	6	3
03/29/10	01:00	6	1
03/29/10	01:15	1	1
03/29/10	01:30	2	0
03/29/10	01:45	3	0
03/29/10	02:00	1	3
03/29/10	02:15	3	2
03/29/10	02:30	2	4
03/29/10	02:45	0	3
03/29/10	03:00	3	6
03/29/10	03:15	3	3
03/29/10	03:30	2	10
03/29/10	03:45	3	6
03/29/10	04:00	4	16
03/29/10	04:15	0	20
03/29/10	04:30	0	22
03/29/10	04:45	3	26
03/29/10	05:00	3	40
03/29/10	05:15	8	42
03/29/10	05:30	11	49
03/29/10	05:45	11	67
03/29/10	06:00	11	81
03/29/10	06:15	22	90
03/29/10	06:30	21	98
03/29/10	06:45	28	103
03/29/10	07:00	24	118
03/29/10	07:15	41	86
03/29/10	07:30	37	104
03/29/10	07:45	30	85
03/29/10	08:00	36	83
03/29/10	08:15	39	99
03/29/10	08:30	43	77
03/29/10	08:45	35	72
03/29/10	09:00	39	65
03/29/10	09:15	41	61
03/29/10	09:30	39	77
03/29/10	09:45	48	61
03/29/10	10:00	29	65
03/29/10	10:15	37	72

APPENDIX D. SEASONAL ADJUSTMENT FACTORS FOR TRAFFIC COUNT PROCESSING

SEASONAL ADJUSTMENT FACTORS FOR 2009 TRAFFIC COUNT PROCESSING

(Based on 2006 - 2008 Continuous Count Site Data)

FULL WEEK

FACTOR GROUP	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
29	0.884	0.887	0.935	0.971	1.025	1.029	0.998	0.998	0.995	1.008	0.953	0.897
30	0.918	0.921	0.969	0.997	1.048	1.062	1.041	1.049	1.026	1.037	0.978	0.938
31	0.954	0.957	1.006	1.024	1.073	1.097	1.087	1.104	1.059	1.067	1.006	0.983
39	0.777	0.773	0.830	0.888	1.016	1.071	1.138	1.161	1.029	0.996	0.874	0.802
40	0.819	0.824	0.875	0.935	1.054	1.118	1.229	1.240	1.070	1.030	0.922	0.843
41	0.866	0.881	0.926	0.988	1.096	1.170	1.335	1.330	1.116	1.067	0.975	0.890
59	0.627	0.626	0.655	0.658	0.947	1.140	1.473	1.456	1.022	0.888	0.694	0.624
60	0.675	0.684	0.713	0.763	1.028	1.235	1.647	1.623	1.122	0.960	0.755	0.675
61	0.730	0.754	0.782	0.906	1.125	1.347	1.869	1.834	1.245	1.045	0.829	0.736

New York State Department of Transportation
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SEASONAL ADJUSTMENT FACTORS FOR 2009 TRAFFIC COUNT PROCESSING

(Based on 2006 - 2008 Continuous Count Site Data)

WEEKEND

FACTOR GROUP	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
29	0.741	0.741	0.787	0.813	0.876	0.875	0.826	0.839	0.849	0.853	0.792	0.749
30	0.797	0.800	0.846	0.874	0.943	0.947	0.921	0.932	0.918	0.925	0.858	0.818
31	0.862	0.871	0.915	0.943	1.021	1.033	1.039	1.048	1.000	1.009	0.937	0.900
39	0.692	0.690	0.750	0.820	0.963	1.029	1.110	1.122	0.978	0.924	0.784	0.708
40	0.750	0.763	0.813	0.881	1.032	1.109	1.251	1.266	1.059	1.012	0.864	0.770
41	0.817	0.852	0.889	0.951	1.111	1.201	1.433	1.452	1.154	1.119	0.962	0.844
59	0.556	0.533	0.601	0.624	0.906	1.090	1.569	1.541	0.937	0.818	0.618	0.527
60	0.617	0.628	0.660	0.714	1.056	1.294	1.808	1.785	1.155	0.978	0.692	0.598
61	0.694	0.764	0.732	0.833	1.267	1.593	2.132	2.120	1.504	1.216	0.784	0.690

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SEASONAL ADJUSTMENT FACTORS FOR 2009 TRAFFIC COUNT PROCESSING

(Based on 2006 - 2008 Continuous Count Site Data)

WORK WEEK

FACTOR GROUP	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
29	0.918	0.926	0.972	1.007	1.045	1.060	1.055	1.048	1.021	1.027	0.993	0.951
30	0.967	0.974	1.025	1.056	1.088	1.110	1.093	1.096	1.073	1.076	1.033	0.997
31	1.021	1.028	1.085	1.110	1.134	1.165	1.134	1.148	1.130	1.131	1.076	1.047
39	0.789	0.786	0.837	0.896	0.998	1.042	1.111	1.136	1.001	0.968	0.885	0.828
40	0.843	0.844	0.896	0.955	1.051	1.101	1.192	1.197	1.055	1.018	0.939	0.877
41	0.905	0.911	0.962	1.022	1.109	1.167	1.286	1.265	1.114	1.073	0.999	0.933
59	0.621	0.637	0.634	0.653	0.889	1.064	1.369	1.343	0.983	0.853	0.695	0.642
60	0.692	0.700	0.726	0.776	0.985	1.161	1.527	1.493	1.058	0.918	0.778	0.707
61	0.780	0.777	0.849	0.955	1.104	1.277	1.726	1.681	1.144	0.995	0.883	0.788

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APPENDIX E. HISTORICAL ADT ON N.Y. ROUTE 22

Year	Road Name	Cross-Street From	Cross-Street To	Municipality	Station	Month	AADT	4-5PM Volume	Report (PDF)
2003	NY 22	NY 311	Dutchess County Line	T/Patterson	0200	May	20421	1680	
2000	NY 22	NY 311	Dutchess County Line	T/Patterson	0200	August	17381	1456	
2006	NY 22	Putnam County Line	NY 55	T/Pawling	0023	May	19230	1662	
2003	NY 22	Putnam County Line	NY 55	T/Pawling	0023	April	20448	1604	
2002	NY 22	Putnam County Line	NY 55	T/Pawling	0023	July	19078	1627	
2000	NY 22	Putnam County Line	NY 55	T/Pawling	0023	October	20477	1805	
1999	NY 22	Putnam County Line	NY 55	T/Pawling	0023	August	17696	1527	
1996	NY 22	Putnam County Line	NY 55	T/Pawling	0023	April	15884	1470	
2003	NY 22	NY 55	End NY 55 Overlap	T/Pawling	0203	April	11203	838	
2000	NY 22	NY 55	End NY 55 Overlap	T/Pawling	0203	October	9654	875	
1998	NY 22	NY 55	End NY 55 Overlap	T/Pawling	0203	September	11129	994	
1997	NY 22	NY 55	End NY 55 Overlap	T/Pawling	0203	June	10111	823	
2009	NY 22	End NY 55 Overlap	NY 343	T/Dover	0082	August	6894	594	
2002	NY 22	End NY 55 Overlap	NY 343	T/Dover	0082	July	7644	617	
2000	NY 22	End NY 55 Overlap	NY 343	T/Dover	0082	October	7601	642	
1999	NY 22	End NY 55 Overlap	NY 343	T/Dover	0082	August	7124	310	
1996	NY 22	End NY 55 Overlap	NY 343	T/Dover	0082	August	7208	633	
2008	NY 22	NY 343	CR 81 (Old Route 22)	T/Amenia	0605	April	6538	540	
2000	NY 22	NY 343	CR 81 (Old Route 22)	T/Amenia	0605	September	5297	427	
1997	NY 22	NY 343	CR 81 (Old Route 22)	T/Amenia	0605	July	5801	485	
1996	NY 22	NY 343	CR 81 (Old Route 22)	T/Amenia	0605	August	6030	510	
2008	NY 22	CR 81 (Old Route 22)	US 44/NY 343	T/Amenia	0002	April	5445	415	
2003	NY 22	CR 81 (Old Route 22)	US 44/NY 343	T/Amenia	0002		4782	414	
2002	NY 22	CR 81 (Old Route 22)	US 44/NY 343	T/Amenia	0002	July	5701	494	
2000	NY 22	CR 81 (Old Route 22)	US 44/NY 343	T/Amenia	0002	October	5732	509	
2009	NY 22	US 44/NY 343	NY 199	T/Amenia	0205	August	5255	452	
2006	NY 22	US 44/NY 343	NY 199	T/Amenia	0205	April	5563	434	
2005	NY 22	US 44/NY 343	NY 199	T/Amenia	0205	May	5820	462	
2000	NY 22	US 44/NY 343	NY 199	T/Amenia	0205	October	5123	488	
1997	NY 22	US 44/NY 343	NY 199	T/Amenia	0205	July	5431	458	
2008	NY 22	NY 199	US 44	T/North East	0206	October	5782	563	
2002	NY 22	NY 199	US 44	T/North East	0206	July	6094	515	
1999	NY 22	NY 199	US 44	T/North East	0206	August	5554	497	
1996	NY 22	NY 199	US 44	T/North East	0206	August	5429	479	
2006	NY 22	US 44	Columbia County Line	V/Millerton	0207	April	2955	196	
2003	NY 22	US 44	Columbia County Line	V/Millerton	0207	April	3806	282	
2000	NY 22	US 44	Columbia County Line	V/Millerton	0207	October	3649	296	
1997	NY 22	US 44	Columbia County Line	V/Millerton	0207	July	3511	353	
1996	NY 22	US 44	Columbia County Line	V/Millerton	0207	August	4344	422	
1999	NY 22	Dutchess County Line	NY 344	T/Ancram	0209	September	2821	220	

APPENDIX F. TRIP GENERATION BASIS

CRICKET VALLEY – Traffic Trip Generation

Rev. 4 – Feb. 3, 2011

The following is a traffic basis of the trip generation estimates for the Cricket Valley Energy Center:

Normal Operation

Once completed, the plant will operate on a year-round, twenty-four hours per day basis, therefore vehicle traffic is considered to be continuous. Plant operation is estimated at 7,884 hours/year (90%), which will govern the replenishment of commodities, parts, and supply deliveries.

The following depicts the normal daily vehicle trips in and out of the facility. These values are based on Operations & Maintenance Services Proposals, Water Treatment and Chemical Balances, Chemical Supplier Proposals, SCR Emissions Calculations, and estimated standard UPS/FedEX/Post Office Deliveries.

Normal Daily Trips (vpd = "Vehicle Peak Day")

- 2 Parcel Delivery Trucks = 4vpd [Expect this to be two trucks, UPS and/or FED EX and US mail]
- 1 Plant Supply Truck (Semi Truck) = 2vpd [Single Rear Axle Truck]
- 5 Aqueous Ammonia (19%-NH_3) Delivery Trucks (Semi Trucks-6,000gallons /truck to fill one 30,000 gallon storage tank) = 10vpd (Assumed 5 deliveries every 10 days or a total of 15 deliveries every month). Takes one hour to off-load truck.
- 1 Water Treatment/Demineralized Chemical Supplies Truck (Semi Trucks) = 2vpd (Assumed 4 deliveries e*very month or one every week)*
- 30 Employees (Max) – (12 Operators, 10 Maintenance, & 8 Project/Admin Staff) = 42vpd
    - 24hr x 12hr Operating Shifts with rotating 3 crews (4 Operators/employees per crew)
    - 12hr x 12hr Maintenance Crew Rotation (5 Maintenance/employees per shift)
- Plant Solid Waste Disposal (Dumpster) – (Tandem Straight Truck) = 2vpd
- Visitors/Vendors/3rd Party Maintenance – One per day = 2vpd

The following table further divides the normal daily trips in to the morning ("AM") and evening ("PM") vehicle peak hours (vph) trips.

Plant Operation Normal Vehicle Peak Hour (vph) Trips

AM Peak Hours (vph)			PM Peak Hours (vph)			Trip Type
Total	**In**	**Out**	**Total**	**In**	**Out**	
21	17	4	21	4	17	Employees
2	1	1	0	0	0	Visitor/Vendor/Maintenance
1	1	0	1	0	1	Supply Trucks
2	1	1	2	1	1	Parcel Delivery
2	1	1	0	0	0	Aqueous NH_3 Delivery
0	0	0	2	1	1	Wtr Trt Chemical Delivery
0	0	0	2	1	1	Waste Disposal
28	**21**	**7**	**28**	**7**	**21**	**TOTAL**

Construction Phases

For the purposes of traffic analysis, Construction is divided into four (4) phases:

Phase 1 - Demolition & Grubbing/Clearing
Phase 2 - Excavation, Underground Utilities, and Major Foundations
Phase 3 - Erection of Buildings and Equipment and Installation of Piping/Cable/Instruments
Phase 4 - Construction Completion, Final Commissioning, Testing and Startup.

The total construction phase planned start is April 2012 and will be approximately 36 months. The following are the estimate durations for the four phases:

Phase 1 – Construction Months 1-4 (4 Month Duration)
Phase 2 – Construction Months 5-12 (8 Month Duration)
Phase 3 – Construction Months 13-28.5 (16.5 Month Duration)
Phase 4 – Construction Months 29.5-36 (7.5 Month Duration)

For each phase, the basis for the construction vehicle trips was the evaluating the construction workforce by craft per month, accounting for all of the estimated construction equipment required for each phase, and an estimated delivery of facility equipment and materials to the site and/or temporary laydown area to support each phase schedule. The information used for the evaluations was based on previous projects that the developer's employees' experiences (adjusted for Cricket Valley scope) and input from potential Engineering, Procurement, & Construction (EPC) contractors.

The daily hours of labor construction and material/equipment deliveries are estimated between the 7am to 4pm.

Construction Phase 1 Vehicle Average Daily (VAD) Trips (4 Months)

Daily Trips (VAD)	AM Hours (Avg)			PM Hours (Avg)			Trip Type
	Total	In	Out	Total	In	Out	
144	72	72	0	72	0	72	Worker
24	12	6	6	10	5	5	Deliveries
168	**84**	**78**	**6**	**82**	**5**	**77**	**TOTAL**

Construction Phase 2 Vehicle Average Daily (VAD) Trips (8 Months)

Daily Trips (VAD)	AM Hours (Avg)			PM Hours (Avg)			Trip Type
	Total	In	Out	Total	In	Out	
472	236	236	0	236	0	236	Worker
32	16	8	8	16	8	8	Deliveries
504	**252**	**242**	**8**	**252**	**8**	**244**	**TOTAL**

Construction Phase 3 Vehicle Average Daily (VAD) Trips (16.5 Months)

Daily Trips (VAD)	AM Hours (Avg)			PM Hours (Avg)			Trip Type
	Total	In	Out	Total	In	Out	
874	490	490	0	490	0	490	Worker
14	7	4	3	7	3	4	Deliveries
888	**497**	**494**	**3**	**497**	**3**	**494**	**TOTAL**

Construction Phase 4 Vehicle Average Daily (VAD) Trips (7.5 Months)

Daily Trips (VAD)	AM Hours (Avg)			PM Hours (Avg)			Trip Type
	Total	In	Out	Total	In	Out	
144	72	72	0	72	0	72	Worker
2	1	1	0	1	0	1	Deliveries
146	**73**	**73**	**0**	**73**	**0**	**73**	**TOTAL**

The peak construction vehicle period is anticipated to occur for approximately 6 months, during the second full year into construction. Another lower peak of construction period will occur during the first 9 month with the demolition, site preparations, and installation of major equipment foundations. During the peak construction period there will be approximately 750 workers on site daily. From previous experienced projects and discussion with potential construction firms, it is conservative to assuming 20% Carpool (i.e. working vehicle occupancy rate of 1.1 persons per vehicle). This carpooling estimate is similar to the New York CPV Valley Project DEIS submittal (Feb., 2009). It is anticipated that there will be 20 truck deliveries per day during the peak construction periods. Assume a 9 hour work day for deliveries.

The following table further divides the peak daily trips in to the morning ("AM") and evening ("PM") vehicle peak hours (vph) trips.

Construction Vehicle Peak Hour (vph) Trips
(Peak Occurring within a 6 Month Range in Phase 3 of Construction)

Daily Trips (vpd)	AM Peak Hour (vph)			PM Peak Hour (vph)			Trip Type
	Total	In	Out	Total	In	Out	
1350	675	675	0	675	0	675	Workers
40	20	10	10	20	10	10	Deliveries
1390	**695**	**685**	**10**	**695**	**10**	**685**	**TOTAL**

Construction Large Equipment Heavy Haul

During the construction phase, there will be periods when oversized and overweight plant equipment requiring special transportation from the various locations to the site. The large equipment heavy haul trips are included in the above four construction phases above and the construction peak.

- Heavy Haul of Large Equipment during construction activity will occur over an 18 month period.

- The delivery will be one way from an appropriate railroad spur/site.
- Large Equipment will consist of the following:
    - Three (3) Combustion Turbines (CT)
    - Three (3) Combustion Turbine Generators (CTG)
    - Three (3) Steam Turbines (ST)
    - Three (3) Steam Turbine Generators (STG)
    - Six (6) 345kV Electric Transformers (XFMR)
    - Three (3) Heat Recovery Steam Generators (HRSG)
    - Two (2) Construction Cranes

Heavy Haul (Special Highway Permits) Phase Trips (Over 12 Months)

Equipment	Trips	Trip Type	Notes
CTs	3	Rail & Transport	One Way
CTGs	3	Rail & Transport	One Way
STs	3	Rail & Transport	One Way
STGs	3	Rail & Transport	One Way
XMFRs	6	Rail & Transport	One Way
HRSGs	39	Rail & Transport	12 Modules & One Drum per HRSG One way
Crane	16	Transport	Construction Cranes (4 loads/crane) Round Trip
Total	**73**		

APPENDIX G. TRAFFIC ANALYSES RESULTS

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	240	0	115	0	0	210
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	270	0	129	0	0	236
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						877
pX, platoon unblocked						
vC, conflicting volume	365	129			129	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	365	129			129	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	57	100			100	
cM capacity (veh/h)	634	913			1380	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	270	129	236
Volume Left	270	0	0
Volume Right	0	0	0
cSH	634	1700	1700
Volume to Capacity	0.43	0.08	0.14
Queue Length 95th (ft)	53	0	0
Control Delay (s)	14.8	0.0	0.0
Lane LOS	B		
Approach Delay (s)	14.8	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	6.3		
Intersection Capacity Utilization	31.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	30	15	5	45	55	10	105	0	45	190	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.5			6.5			6.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.98			0.93			1.00			0.98	
Flt Protected		0.97			1.00			1.00			0.99	
Satd. Flow (prot)		1726			1677			1613			1599	
Flt Permitted		0.76			0.99			0.97			0.94	
Satd. Flow (perm)		1355			1659			1565			1510	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	33	16	5	49	60	11	114	0	49	207	43
RTOR Reduction (vph)	0	10	0	0	44	0	0	0	0	0	10	0
Lane Group Flow (vph)	0	104	0	0	71	0	0	125	0	0	289	0
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	10%	18%	10%	10%	18%	10%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		16.5			16.5			30.5			30.5	
Effective Green, g (s)		16.5			16.5			30.5			30.5	
Actuated g/C Ratio		0.28			0.28			0.51			0.51	
Clearance Time (s)		6.5			6.5			6.5			6.5	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		373			456			796			768	
v/s Ratio Prot												
v/s Ratio Perm		c0.08			0.04			0.08			c0.19	
v/c Ratio		0.28			0.15			0.16			0.38	
Uniform Delay, d1		17.1			16.5			7.9			9.0	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		1.9			0.2			0.4			1.4	
Delay (s)		18.9			16.6			8.3			10.4	
Level of Service		B			B			A			B	
Approach Delay (s)		18.9			16.6			8.3			10.4	
Approach LOS		B			B			A			B	

Intersection Summary			
HCM Average Control Delay	12.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	44.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	95	220	0	40	275
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	110	256	0	47	320
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	669	256			256	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	669	256			256	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	86			96	
cM capacity (veh/h)	403	776			1264	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	110	256	366
Volume Left	0	0	47
Volume Right	110	0	0
cSH	776	1700	1264
Volume to Capacity	0.14	0.15	0.04
Queue Length 95th (ft)	12	0	3
Control Delay (s)	10.4	0.0	1.3
Lane LOS	B		A
Approach Delay (s)	10.4	0.0	1.3
Approach LOS	B		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	44.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	5	20	5	310	295	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	6	24	6	373	355	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	741	355	355			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	741	355	355			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	98	96	99			
cM capacity (veh/h)	377	682	1160			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	30	380	355
Volume Left	6	6	0
Volume Right	24	0	0
cSH	587	1160	1700
Volume to Capacity	0.05	0.01	0.21
Queue Length 95th (ft)	4	0	0
Control Delay (s)	11.5	0.2	0.0
Lane LOS	B	A	
Approach Delay (s)	11.5	0.2	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	30.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	60	60	175	140	110	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		6.5			6.5
Lane Util. Factor	1.00		1.00			1.00
Frt	0.93		0.94			1.00
Flt Protected	0.98		1.00			0.98
Satd. Flow (prot)	1646		1561			1620
Flt Permitted	0.98		1.00			0.75
Satd. Flow (perm)	1646		1561			1241
Peak-hour factor, PHF	0.76	0.76	0.76	0.76	0.76	0.76
Adj. Flow (vph)	79	79	230	184	145	309
RTOR Reduction (vph)	63	0	42	0	0	0
Lane Group Flow (vph)	95	0	372	0	0	454
Heavy Vehicles (%)	5%	5%	18%	10%	10%	18%
Turn Type					Perm	
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	7.1		39.7			39.7
Effective Green, g (s)	7.1		39.7			39.7
Actuated g/C Ratio	0.12		0.66			0.66
Clearance Time (s)	6.5		6.5			6.5
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	195		1036			824
v/s Ratio Prot	c0.06		0.24			
v/s Ratio Perm						c0.37
v/c Ratio	0.48		0.36			0.55
Uniform Delay, d1	24.6		4.4			5.3
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.9		1.0			2.6
Delay (s)	26.5		5.4			8.0
Level of Service	C		A			A
Approach Delay (s)	26.5		5.4			8.0
Approach LOS	C		A			A

Intersection Summary			
HCM Average Control Delay	9.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	59.8	Sum of lost time (s)	13.0
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	20	0	25	0	225	10	10	325	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	0	0	0	26	0	32	0	288	13	13	417	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	769	744	417	737	737	295	417			301		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	769	744	417	737	737	295	417			301		
tC, single (s)	7.2	6.6	6.2	7.2	6.6	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	100	100	100	92	100	96	100			99		
cM capacity (veh/h)	298	336	630	328	339	737	1101			1216		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	58	301	429
Volume Left	0	26	0	13
Volume Right	0	32	13	0
cSH	1700	474	1101	1216
Volume to Capacity	0.00	0.12	0.00	0.01
Queue Length 95th (ft)	0	10	0	1
Control Delay (s)	0.0	13.6	0.0	0.3
Lane LOS	A	B		A
Approach Delay (s)	0.0	13.6	0.0	0.3
Approach LOS	A	B		

Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	35.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	10	10	0	0	10	235	5	0	315	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	0	12	12	0	0	12	280	6	0	375	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	688	690	381	699	693	283	387			286		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	688	690	381	699	693	283	387			286		
tC, single (s)	7.2	6.6	6.2	7.2	6.6	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	100	100	98	97	100	100	99			100		
cM capacity (veh/h)	354	360	660	341	359	749	1129			1232		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	12	12	298	387
Volume Left	0	12	12	0
Volume Right	12	0	6	12
cSH	660	341	1129	1232
Volume to Capacity	0.02	0.03	0.01	0.00
Queue Length 95th (ft)	1	3	1	0
Control Delay (s)	10.6	15.9	0.4	0.0
Lane LOS	B	C	A	
Approach Delay (s)	10.6	15.9	0.4	0.0
Approach LOS	B	C		

Intersection Summary				
Average Delay	0.6			
Intersection Capacity Utilization	34.7%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	235	0	5	320	5	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	270	0	6	368	6	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			270		649	270
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			270		649	270
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			100		99	96
cM capacity (veh/h)			1248		427	761

Direction, Lane #	NB 1	SB 1	NW 1
Volume Total	270	374	34
Volume Left	0	6	6
Volume Right	0	0	29
cSH	1700	1248	674
Volume to Capacity	0.16	0.00	0.05
Queue Length 95th (ft)	0	0	4
Control Delay (s)	0.0	0.2	10.6
Lane LOS		A	B
Approach Delay (s)	0.0	0.2	10.6
Approach LOS			B

Intersection Summary			
Average Delay		0.6	
Intersection Capacity Utilization	30.8%	ICU Level of Service	A
Analysis Period (min)		15	

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	255	5	0	325	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	290	6	0	369	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			295		474	290
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			295		474	290
tC, single (s)			4.3		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.3		3.6	3.4
p0 queue free %			100		100	100
cM capacity (veh/h)			1207		511	698

Direction, Lane #	NB 1	SB 1	SB 2	SB 3	SW 1
Volume Total	6	0	185	185	0
Volume Left	0	0	0	0	0
Volume Right	6	0	0	0	0
cSH	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.11	0.11	0.00
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0
Lane LOS					A
Approach Delay (s)	Err	0.0			0.0
Approach LOS					A

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	115	0	310	0	0	215
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	125	0	337	0	0	234
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						877
pX, platoon unblocked						
vC, conflicting volume	571	337			337	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	571	337			337	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	74	100			100	
cM capacity (veh/h)	483	698			1153	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	125	337	234
Volume Left	125	0	0
Volume Right	0	0	0
cSH	483	1700	1700
Volume to Capacity	0.26	0.20	0.14
Queue Length 95th (ft)	26	0	0
Control Delay (s)	15.0	0.0	0.0
Lane LOS	C		
Approach Delay (s)	15.0	0.0	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	37.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	80	15	5	50	45	30	280	0	60	195	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.5			6.5			6.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.99			0.94			1.00			0.98	
Flt Protected		0.98			1.00			1.00			0.99	
Satd. Flow (prot)		1755			1696			1613			1600	
Flt Permitted		0.85			0.98			0.93			0.85	
Satd. Flow (perm)		1522			1663			1512			1366	
Peak-hour factor, PHF	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Adj. Flow (vph)	61	108	20	7	68	61	41	378	0	81	264	61
RTOR Reduction (vph)	0	7	0	0	46	0	0	0	0	0	11	0
Lane Group Flow (vph)	0	182	0	0	90	0	0	419	0	0	395	0
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	10%	18%	10%	10%	18%	10%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		14.6			14.6			32.4			32.4	
Effective Green, g (s)		14.6			14.6			32.4			32.4	
Actuated g/C Ratio		0.24			0.24			0.54			0.54	
Clearance Time (s)		6.5			6.5			6.5			6.5	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		370			405			816			738	
v/s Ratio Prot												
v/s Ratio Perm		c0.12			0.05			0.28			c0.29	
v/c Ratio		0.49			0.22			0.51			0.54	
Uniform Delay, d1		19.5			18.2			8.8			8.9	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		4.6			0.3			2.3			2.8	
Delay (s)		24.1			18.4			11.1			11.7	
Level of Service		C			B			B			B	
Approach Delay (s)		24.1			18.4			11.1			11.7	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM Average Control Delay	14.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	53.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	35	360	10	65	300
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	39	404	11	73	337
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	893	410			416	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	893	410			416	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	94			93	
cM capacity (veh/h)	288	635			1102	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	39	416	410
Volume Left	0	0	73
Volume Right	39	11	0
cSH	635	1700	1102
Volume to Capacity	0.06	0.24	0.07
Queue Length 95th (ft)	5	0	5
Control Delay (s)	11.0	0.0	2.1
Lane LOS	B		A
Approach Delay (s)	11.0	0.0	2.1
Approach LOS	B		

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	5	25	30	365	340	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	6	28	34	410	382	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	860	382	382			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	860	382	382			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	98	96	97			
cM capacity (veh/h)	313	659	1134			

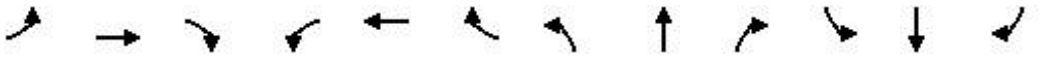
Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	34	444	382
Volume Left	6	34	0
Volume Right	28	0	0
cSH	556	1134	1700
Volume to Capacity	0.06	0.03	0.22
Queue Length 95th (ft)	5	2	0
Control Delay (s)	11.9	0.9	0.0
Lane LOS	B	A	
Approach Delay (s)	11.9	0.9	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	52.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	15	20	350	20	20	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		6.5			6.5
Lane Util. Factor	1.00		1.00			1.00
Frt	0.92		0.99			1.00
Flt Protected	0.98		1.00			1.00
Satd. Flow (prot)	1636		1604			1612
Flt Permitted	0.98		1.00			0.97
Satd. Flow (perm)	1636		1604			1567
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	17	22	389	22	22	361
RTOR Reduction (vph)	21	0	2	0	0	0
Lane Group Flow (vph)	18	0	409	0	0	383
Heavy Vehicles (%)	5%	5%	18%	10%	10%	18%
Turn Type					Perm	
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	3.0		47.4			47.4
Effective Green, g (s)	3.0		47.4			47.4
Actuated g/C Ratio	0.05		0.75			0.75
Clearance Time (s)	6.5		6.5			6.5
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	77		1199			1172
v/s Ratio Prot	c0.01		c0.25			
v/s Ratio Perm						0.24
v/c Ratio	0.23		0.34			0.33
Uniform Delay, d1	29.1		2.7			2.7
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.6		0.8			0.7
Delay (s)	30.7		3.5			3.4
Level of Service	C		A			A
Approach Delay (s)	30.7		3.5			3.4
Approach LOS	C		A			A

Intersection Summary			
HCM Average Control Delay	4.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	63.4	Sum of lost time (s)	13.0
Intersection Capacity Utilization	47.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	0	10	15	5	30	5	335	30	40	320	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	6	0	11	17	6	34	6	376	34	45	360	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	893	874	362	868	860	393	365			410		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	893	874	362	868	860	393	365			410		
tC, single (s)	7.2	6.6	6.2	7.2	6.6	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	98	100	98	93	98	95	100			96		
cM capacity (veh/h)	233	272	676	256	277	649	1151			1107		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	17	56	416	410
Volume Left	6	17	6	45
Volume Right	11	34	34	6
cSH	414	407	1151	1107
Volume to Capacity	0.04	0.14	0.00	0.04
Queue Length 95th (ft)	3	12	0	3
Control Delay (s)	14.1	15.3	0.2	1.3
Lane LOS	B	C	A	A
Approach Delay (s)	14.1	15.3	0.2	1.3
Approach LOS	B	C		

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	52.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	0	10	10	5	5	5	350	15	5	345	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	11	0	11	11	5	5	5	372	16	5	367	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	782	782	372	785	779	380	378			388		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	782	782	372	785	779	380	378			388		
tC, single (s)	7.2	6.6	6.2	7.2	6.6	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	96	100	98	96	98	99	100			100		
cM capacity (veh/h)	300	319	667	300	321	660	1138			1128		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	21	21	394	383
Volume Left	11	11	5	5
Volume Right	11	5	16	11
cSH	414	354	1138	1128
Volume to Capacity	0.05	0.06	0.00	0.00
Queue Length 95th (ft)	4	5	0	0
Control Delay (s)	14.2	15.8	0.2	0.2
Lane LOS	B	C	A	A
Approach Delay (s)	14.2	15.8	0.2	0.2
Approach LOS	B	C		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	32.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	360	5	35	360	0	45
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	391	5	38	391	0	49
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			397		861	394
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			397		861	394
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			97		100	92
cM capacity (veh/h)			1120		311	648

Direction, Lane #	NB 1	SB 1	NW 1
Volume Total	397	429	49
Volume Left	0	38	0
Volume Right	5	0	49
cSH	1700	1120	648
Volume to Capacity	0.23	0.03	0.08
Queue Length 95th (ft)	0	3	6
Control Delay (s)	0.0	1.1	11.0
Lane LOS		A	B
Approach Delay (s)	0.0	1.1	11.0
Approach LOS			B

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	53.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	400	5	5	395	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	440	5	5	434	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			445		668	440
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			445		668	440
tC, single (s)			4.3		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.3		3.6	3.4
p0 queue free %			99		100	100
cM capacity (veh/h)			1057		383	557

Direction, Lane #	NB 1	SB 1	SB 2	SB 3	SW 1
Volume Total	5	5	217	217	0
Volume Left	0	5	0	0	0
Volume Right	5	0	0	0	0
cSH	1700	1057	1700	1700	1700
Volume to Capacity	0.00	0.01	0.13	0.13	0.00
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	8.4	0.0	0.0	0.0
Lane LOS		A			A
Approach Delay (s)	Err	0.1			0.0
Approach LOS					A

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	255	0	150	0	0	245
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	287	0	169	0	0	275
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						877
pX, platoon unblocked						
vC, conflicting volume	444	169			169	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	444	169			169	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	50	100			100	
cM capacity (veh/h)	572	868			1334	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	287	169	275
Volume Left	287	0	0
Volume Right	0	0	0
cSH	572	1700	1700
Volume to Capacity	0.50	0.10	0.16
Queue Length 95th (ft)	70	0	0
Control Delay (s)	17.5	0.0	0.0
Lane LOS	C		
Approach Delay (s)	17.5	0.0	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	6.9		
Intersection Capacity Utilization	33.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	75	35	20	5	45	70	20	125	5	45	220	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.5			6.5			6.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.98			0.92			1.00			0.98	
Flt Protected		0.97			1.00			0.99			0.99	
Satd. Flow (prot)		1722			1664			1611			1599	
Flt Permitted		0.75			0.99			0.93			0.94	
Satd. Flow (perm)		1328			1646			1514			1509	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	38	22	5	49	76	22	136	5	49	239	49
RTOR Reduction (vph)	0	11	0	0	55	0	0	2	0	0	10	0
Lane Group Flow (vph)	0	131	0	0	75	0	0	161	0	0	327	0
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	10%	18%	10%	10%	18%	10%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		16.5			16.5			30.5			30.5	
Effective Green, g (s)		16.5			16.5			30.5			30.5	
Actuated g/C Ratio		0.28			0.28			0.51			0.51	
Clearance Time (s)		6.5			6.5			6.5			6.5	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		365			453			770			767	
v/s Ratio Prot												
v/s Ratio Perm		c0.10			0.05			0.11			c0.22	
v/c Ratio		0.36			0.17			0.21			0.43	
Uniform Delay, d1		17.5			16.5			8.1			9.3	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		2.7			0.2			0.6			1.7	
Delay (s)		20.2			16.7			8.7			11.0	
Level of Service		C			B			A			B	
Approach Delay (s)		20.2			16.7			8.7			11.0	
Approach LOS		C			B			A			B	

Intersection Summary			
HCM Average Control Delay	13.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	47.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	105	260	10	40	310
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	122	302	12	47	360
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	762	308			314	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	762	308			314	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	83			96	
cM capacity (veh/h)	355	725			1202	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	122	314	407
Volume Left	0	0	47
Volume Right	122	12	0
cSH	725	1700	1202
Volume to Capacity	0.17	0.18	0.04
Queue Length 95th (ft)	15	0	3
Control Delay (s)	11.0	0.0	1.3
Lane LOS	B		A
Approach Delay (s)	11.0	0.0	1.3
Approach LOS	B		

Intersection Summary			
Average Delay		2.2	
Intersection Capacity Utilization		49.3%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	5	20	10	355	330	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	6	24	12	428	398	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	849	398	398			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	849	398	398			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	98	96	99			
cM capacity (veh/h)	324	645	1119			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	30	440	398
Volume Left	6	12	0
Volume Right	24	0	0
cSH	538	1119	1700
Volume to Capacity	0.06	0.01	0.23
Queue Length 95th (ft)	4	1	0
Control Delay (s)	12.1	0.3	0.0
Lane LOS	B	A	
Approach Delay (s)	12.1	0.3	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	36.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	65	75	205	155	115	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		6.5			6.5
Lane Util. Factor	1.00		1.00			1.00
Frt	0.93		0.94			1.00
Flt Protected	0.98		1.00			0.99
Satd. Flow (prot)	1641		1562			1619
Flt Permitted	0.98		1.00			0.74
Satd. Flow (perm)	1641		1562			1218
Peak-hour factor, PHF	0.76	0.76	0.76	0.76	0.76	0.76
Adj. Flow (vph)	86	99	270	204	151	349
RTOR Reduction (vph)	70	0	44	0	0	0
Lane Group Flow (vph)	115	0	430	0	0	500
Heavy Vehicles (%)	5%	5%	18%	10%	10%	18%
Turn Type					Perm	
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	7.7		39.2			39.2
Effective Green, g (s)	7.7		39.2			39.2
Actuated g/C Ratio	0.13		0.65			0.65
Clearance Time (s)	6.5		6.5			6.5
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	211		1022			797
v/s Ratio Prot	c0.07		0.28			
v/s Ratio Perm						c0.41
v/c Ratio	0.55		0.42			0.63
Uniform Delay, d1	24.5		4.9			6.1
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	2.9		1.3			3.7
Delay (s)	27.3		6.2			9.8
Level of Service	C		A			A
Approach Delay (s)	27.3		6.2			9.8
Approach LOS	C		A			A

Intersection Summary			
HCM Average Control Delay	11.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	59.9	Sum of lost time (s)	13.0
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	25	0	30	10	255	15	10	355	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	0	0	0	32	0	38	13	327	19	13	455	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	881	853	455	843	843	337	455			346		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	881	853	455	843	843	337	455			346		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	100	100	100	88	100	94	99			99		
cM capacity (veh/h)	245	287	599	275	290	699	1065			1170		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	71	359	468
Volume Left	0	32	13	13
Volume Right	0	38	19	0
cSH	1700	411	1065	1170
Volume to Capacity	0.00	0.17	0.01	0.01
Queue Length 95th (ft)	0	15	1	1
Control Delay (s)	0.0	15.6	0.4	0.3
Lane LOS	A	C	A	A
Approach Delay (s)	0.0	15.6	0.4	0.3
Approach LOS	A	C		

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	32.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	10	10	0	0	15	255	15	0	345	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	0	12	12	0	0	18	304	18	0	411	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	765	774	417	777	771	312	423			321		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	765	774	417	777	771	312	423			321		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	100	100	98	96	100	100	98			100		
cM capacity (veh/h)	312	321	630	301	322	721	1095			1195		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	12	12	339	423
Volume Left	0	12	18	0
Volume Right	12	0	18	12
cSH	630	301	1095	1195
Volume to Capacity	0.02	0.04	0.02	0.00
Queue Length 95th (ft)	1	3	1	0
Control Delay (s)	10.8	17.5	0.6	0.0
Lane LOS	B	C	A	
Approach Delay (s)	10.8	17.5	0.6	0.0
Approach LOS	B	C		

Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	40.6%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	255	0	5	350	5	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	293	0	6	402	6	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			293		707	293
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			293		707	293
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			100		99	96
cM capacity (veh/h)			1224		395	739

Direction, Lane #	NB 1	SB 1	NW 1
Volume Total	293	408	34
Volume Left	0	6	6
Volume Right	0	0	29
cSH	1700	1224	646
Volume to Capacity	0.17	0.00	0.05
Queue Length 95th (ft)	0	0	4
Control Delay (s)	0.0	0.2	10.9
Lane LOS		A	B
Approach Delay (s)	0.0	0.2	10.9
Approach LOS			B

Intersection Summary			
Average Delay		0.6	
Intersection Capacity Utilization	32.4%	ICU Level of Service	A
Analysis Period (min)		15	

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	275	5	0	355	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	312	6	0	403	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			318		514	312
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			318		514	312
tC, single (s)			4.3		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1183		483	674

Direction, Lane #	NB 1	SB 1	SB 2	SB 3	SW 1
Volume Total	6	0	202	202	0
Volume Left	0	0	0	0	0
Volume Right	6	0	0	0	0
cSH	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.12	0.12	0.00
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0
Lane LOS					A
Approach Delay (s)	Err	0.0			0.0
Approach LOS					A

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	140	0	390	0	0	285
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	152	0	424	0	0	310
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						877
pX, platoon unblocked						
vC, conflicting volume	734	424			424	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	734	424			424	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	61	100			100	
cM capacity (veh/h)	387	624			1069	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	152	424	310
Volume Left	152	0	0
Volume Right	0	0	0
cSH	387	1700	1700
Volume to Capacity	0.39	0.25	0.18
Queue Length 95th (ft)	46	0	0
Control Delay (s)	20.2	0.0	0.0
Lane LOS	C		
Approach Delay (s)	20.2	0.0	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	43.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	85	25	5	50	45	40	350	0	65	255	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.5			6.5			6.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.98			0.94			1.00			0.98	
Flt Protected		0.98			1.00			0.99			0.99	
Satd. Flow (prot)		1744			1696			1613			1602	
Flt Permitted		0.84			0.97			0.91			0.83	
Satd. Flow (perm)		1495			1655			1478			1345	
Peak-hour factor, PHF	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Adj. Flow (vph)	68	115	34	7	68	61	54	473	0	88	345	61
RTOR Reduction (vph)	0	13	0	0	48	0	0	0	0	0	10	0
Lane Group Flow (vph)	0	204	0	0	88	0	0	527	0	0	484	0
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	10%	18%	10%	10%	18%	10%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		10.5			10.5			26.5			26.5	
Effective Green, g (s)		10.5			10.5			26.5			26.5	
Actuated g/C Ratio		0.21			0.21			0.53			0.53	
Clearance Time (s)		6.5			6.5			6.5			6.5	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		314			348			783			713	
v/s Ratio Prot												
v/s Ratio Perm		c0.14			0.05			0.36			c0.36	
v/c Ratio		0.65			0.25			0.67			0.68	
Uniform Delay, d1		18.1			16.5			8.6			8.6	
Progression Factor		1.00			1.00			1.00			0.76	
Incremental Delay, d2		9.9			0.4			4.6			5.0	
Delay (s)		28.0			16.9			13.2			11.6	
Level of Service		C			B			B			B	
Approach Delay (s)		28.0			16.9			13.2			11.6	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM Average Control Delay	15.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	45	430	15	75	365
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	51	483	17	84	410
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1070	492			500	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1070	492			500	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	91			92	
cM capacity (veh/h)	222	571			1024	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	51	500	494
Volume Left	0	0	84
Volume Right	51	17	0
cSH	571	1700	1024
Volume to Capacity	0.09	0.29	0.08
Queue Length 95th (ft)	7	0	7
Control Delay (s)	11.9	0.0	2.3
Lane LOS	B		A
Approach Delay (s)	11.9	0.0	2.3
Approach LOS	B		

Intersection Summary			
Average Delay		1.7	
Intersection Capacity Utilization		60.2%	ICU Level of Service B
Analysis Period (min)		15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	10	40	45	430	400	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	11	45	51	483	449	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1034	449	449			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1034	449	449			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	95	93	95			
cM capacity (veh/h)	242	603	1070			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	56	534	449
Volume Left	11	51	0
Volume Right	45	0	0
cSH	465	1070	1700
Volume to Capacity	0.12	0.05	0.26
Queue Length 95th (ft)	10	4	0
Control Delay (s)	13.8	1.3	0.0
Lane LOS	B	A	
Approach Delay (s)	13.8	1.3	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	20	30	415	25	30	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		6.5			6.5
Lane Util. Factor	1.00		1.00			1.00
Frt	0.92		0.99			1.00
Flt Protected	0.98		1.00			1.00
Satd. Flow (prot)	1630		1604			1612
Flt Permitted	0.98		1.00			0.95
Satd. Flow (perm)	1630		1604			1536
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	33	461	28	33	422
RTOR Reduction (vph)	31	0	3	0	0	0
Lane Group Flow (vph)	24	0	486	0	0	455
Heavy Vehicles (%)	5%	5%	18%	10%	10%	18%
Turn Type					Perm	
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	2.6		34.4			34.4
Effective Green, g (s)	2.6		34.4			34.4
Actuated g/C Ratio	0.05		0.69			0.69
Clearance Time (s)	6.5		6.5			6.5
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	85		1104			1057
v/s Ratio Prot	c0.01		c0.30			
v/s Ratio Perm						0.30
v/c Ratio	0.28		0.44			0.43
Uniform Delay, d1	22.8		3.5			3.5
Progression Factor	1.00		0.42			1.00
Incremental Delay, d2	1.8		1.1			1.3
Delay (s)	24.6		2.5			4.7
Level of Service	C		A			A
Approach Delay (s)	24.6		2.5			4.7
Approach LOS	C		A			A

Intersection Summary			
HCM Average Control Delay	4.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	0	15	20	5	35	10	395	40	50	375	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	11	0	17	22	6	39	11	444	45	56	421	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1070	1051	427	1045	1034	466	433			489		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1070	1051	427	1045	1034	466	433			489		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	93	100	97	88	97	93	99			95		
cM capacity (veh/h)	171	210	621	189	215	590	1086			1034		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	28	67	500	489
Volume Left	11	22	11	56
Volume Right	17	39	45	11
cSH	302	318	1086	1034
Volume to Capacity	0.09	0.21	0.01	0.05
Queue Length 95th (ft)	8	20	1	4
Control Delay (s)	18.1	19.3	0.3	1.6
Lane LOS	C	C	A	A
Approach Delay (s)	18.1	19.3	0.3	1.6
Approach LOS	C	C		

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	57.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	0	20	15	5	5	10	410	20	5	400	15
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	16	0	21	16	5	5	11	436	21	5	426	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	920	923	434	934	920	447	441			457		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	920	923	434	934	920	447	441			457		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	93	100	97	93	98	99	99			99		
cM capacity (veh/h)	240	263	616	232	264	605	1077			1063		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	37	27	468	447
Volume Left	16	16	11	5
Volume Right	21	5	21	16
cSH	368	272	1077	1063
Volume to Capacity	0.10	0.10	0.01	0.01
Queue Length 95th (ft)	8	8	1	0
Control Delay (s)	15.9	19.7	0.3	0.2
Lane LOS	C	C	A	A
Approach Delay (s)	15.9	19.7	0.3	0.2
Approach LOS	C	C		

Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	38.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	415	5	35	420	0	45
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	451	5	38	457	0	49
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			457		986	454
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			457		986	454
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			96		100	92
cM capacity (veh/h)			1063		261	600

Direction, Lane #	NB 1	SB 1	NW 1
Volume Total	457	495	49
Volume Left	0	38	0
Volume Right	5	0	49
cSH	1700	1063	600
Volume to Capacity	0.27	0.04	0.08
Queue Length 95th (ft)	0	3	7
Control Delay (s)	0.0	1.0	11.5
Lane LOS		A	B
Approach Delay (s)	0.0	1.0	11.5
Approach LOS			B

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	455	5	5	455	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	500	5	5	500	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			505		761	500
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			505		761	500
tC, single (s)			4.3		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			1001		333	508

Direction, Lane #	NB 1	SB 1	SB 2	SB 3	SW 1
Volume Total	5	5	250	250	0
Volume Left	0	5	0	0	0
Volume Right	5	0	0	0	0
cSH	1700	1001	1700	1700	1700
Volume to Capacity	0.00	0.01	0.15	0.15	0.00
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	8.6	0.0	0.0	0.0
Lane LOS		A			A
Approach Delay (s)	Err	0.1			0.0
Approach LOS					A

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	255	0	235	0	0	250
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	287	0	264	0	0	281
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						877
pX, platoon unblocked	0.97					
vC, conflicting volume	545	264			264	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	513	264			264	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	43	100			100	
cM capacity (veh/h)	504	767			1228	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	287	264	281
Volume Left	287	0	0
Volume Right	0	0	0
cSH	504	1700	1700
Volume to Capacity	0.57	0.16	0.17
Queue Length 95th (ft)	87	0	0
Control Delay (s)	21.1	0.0	0.0
Lane LOS	C		
Approach Delay (s)	21.1	0.0	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	7.3		
Intersection Capacity Utilization	34.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	130	35	20	5	45	125	20	210	5	45	225	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.5			6.5			6.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.99			0.90			1.00			0.98	
Flt Protected		0.97			1.00			1.00			0.99	
Satd. Flow (prot)		1722			1633			1611			1599	
Flt Permitted		0.69			0.99			0.95			0.92	
Satd. Flow (perm)		1226			1622			1544			1484	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	141	38	22	5	49	136	22	228	5	49	245	49
RTOR Reduction (vph)	0	6	0	0	88	0	0	1	0	0	7	0
Lane Group Flow (vph)	0	195	0	0	102	0	0	254	0	0	336	0
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	10%	18%	10%	10%	18%	10%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		28.5			28.5			38.5			38.5	
Effective Green, g (s)		28.5			28.5			38.5			38.5	
Actuated g/C Ratio		0.36			0.36			0.48			0.48	
Clearance Time (s)		6.5			6.5			6.5			6.5	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		437			578			743			714	
v/s Ratio Prot												
v/s Ratio Perm		c0.16			0.06			0.16			c0.23	
v/c Ratio		0.45			0.18			0.34			0.47	
Uniform Delay, d1		19.7			17.7			12.9			13.9	
Progression Factor		1.00			1.00			1.00			0.80	
Incremental Delay, d2		3.3			0.1			1.3			1.4	
Delay (s)		23.0			17.8			14.1			12.5	
Level of Service		C			B			B			B	
Approach Delay (s)		23.0			17.8			14.1			12.5	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM Average Control Delay	16.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	25	5	5	460	310	25
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	29	6	6	535	360	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	922	375	390			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	922	375	390			
tC, single (s)	7.4	7.2	5.1			
tC, 2 stage (s)						
tF (s)	4.4	4.2	3.1			
p0 queue free %	86	99	99			
cM capacity (veh/h)	204	500	787			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	35	541	390
Volume Left	29	6	0
Volume Right	6	0	29
cSH	226	787	1700
Volume to Capacity	0.15	0.01	0.23
Queue Length 95th (ft)	13	1	0
Control Delay (s)	23.8	0.2	0.0
Lane LOS	C	A	
Approach Delay (s)	23.8	0.2	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	38.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	180	475	10	40	335
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	209	552	12	47	390
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1041	558			564	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1041	558			564	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	60			95	
cM capacity (veh/h)	239	523			969	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	209	564	436
Volume Left	0	0	47
Volume Right	209	12	0
cSH	523	1700	969
Volume to Capacity	0.40	0.33	0.05
Queue Length 95th (ft)	48	0	4
Control Delay (s)	16.4	0.0	1.4
Lane LOS	C		A
Approach Delay (s)	16.4	0.0	1.4
Approach LOS	C		

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	15	20	10	645	355	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	18	24	12	777	428	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1229	428	428			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1229	428	428			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	91	96	99			
cM capacity (veh/h)	192	621	1090			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	42	789	428
Volume Left	18	12	0
Volume Right	24	0	0
cSH	317	1090	1700
Volume to Capacity	0.13	0.01	0.25
Queue Length 95th (ft)	11	1	0
Control Delay (s)	18.1	0.3	0.0
Lane LOS	C	A	
Approach Delay (s)	18.1	0.3	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	51.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	65	70	500	160	110	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		6.5			6.5
Lane Util. Factor	1.00		1.00			1.00
Frt	0.93		0.97			1.00
Flt Protected	0.98		1.00			0.99
Satd. Flow (prot)	1644		1583			1619
Flt Permitted	0.98		1.00			0.53
Satd. Flow (perm)	1644		1583			870
Peak-hour factor, PHF	0.76	0.76	0.76	0.76	0.76	0.76
Adj. Flow (vph)	86	92	658	211	145	382
RTOR Reduction (vph)	48	0	14	0	0	0
Lane Group Flow (vph)	130	0	855	0	0	527
Heavy Vehicles (%)	5%	5%	18%	10%	10%	18%
Turn Type					Perm	
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	8.2		58.8			58.8
Effective Green, g (s)	8.2		58.8			58.8
Actuated g/C Ratio	0.10		0.73			0.73
Clearance Time (s)	6.5		6.5			6.5
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	169		1164			639
v/s Ratio Prot	c0.08		0.54			
v/s Ratio Perm						c0.61
v/c Ratio	0.77		0.73			0.82
Uniform Delay, d1	35.0		6.1			7.1
Progression Factor	1.00		0.85			1.00
Incremental Delay, d2	18.5		4.1			11.6
Delay (s)	53.5		9.3			18.7
Level of Service	D		A			B
Approach Delay (s)	53.5		9.3			18.7
Approach LOS	D		A			B

Intersection Summary			
HCM Average Control Delay	17.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	81.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	20	0	70	5	545	20	10	380	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	0	0	0	26	0	90	6	699	26	13	487	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1327	1250	487	1237	1237	712	487			724		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1327	1250	487	1237	1237	712	487			724		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	100	100	100	83	100	79	99			98		
cM capacity (veh/h)	101	167	574	148	170	428	1036			843		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	115	731	500
Volume Left	0	26	6	13
Volume Right	0	90	26	0
cSH	1700	301	1036	843
Volume to Capacity	0.00	0.38	0.01	0.02
Queue Length 95th (ft)	0	43	0	1
Control Delay (s)	0.0	24.2	0.2	0.4
Lane LOS	A	C	A	A
Approach Delay (s)	0.0	24.2	0.2	0.4
Approach LOS	A	C		

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	10	10	0	0	20	585	10	0	370	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	0	12	12	0	0	24	696	12	0	440	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1196	1202	446	1208	1202	702	452			708		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1196	1202	446	1208	1202	702	452			708		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	100	100	98	92	100	100	98			100		
cM capacity (veh/h)	158	178	606	152	178	433	1067			855		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	12	12	732	452
Volume Left	0	12	24	0
Volume Right	12	0	12	12
cSH	606	152	1067	855
Volume to Capacity	0.02	0.08	0.02	0.00
Queue Length 95th (ft)	2	6	2	0
Control Delay (s)	11.1	30.7	0.6	0.0
Lane LOS	B	D	A	
Approach Delay (s)	11.1	30.7	0.6	0.0
Approach LOS	B	D		

Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	61.5%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	20	0	265	320	370	360
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	24	0	315	381	440	429
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1815	506			696	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1815	506			696	
tC, single (s)	7.4	7.2			4.1	
tC, 2 stage (s)						
tF (s)	4.4	4.2			2.2	
p0 queue free %	4	100			51	
cM capacity (veh/h)	25	413			900	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	24	696	869
Volume Left	24	0	440
Volume Right	0	381	0
cSH	25	1700	900
Volume to Capacity	0.96	0.41	0.49
Queue Length 95th (ft)	73	0	69
Control Delay (s)	389.4	0.0	10.6
Lane LOS	F		B
Approach Delay (s)	389.4	0.0	10.6
Approach LOS	F		

Intersection Summary			
Average Delay	11.6		
Intersection Capacity Utilization	86.3%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	265	0	5	725	5	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	305	0	6	833	6	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			305		1149	305
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			305		1149	305
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			100		97	96
cM capacity (veh/h)			1212		215	728

Direction, Lane #	NB 1	SB 1	NW 1
Volume Total	305	839	34
Volume Left	0	6	6
Volume Right	0	0	29
cSH	1700	1212	521
Volume to Capacity	0.18	0.00	0.07
Queue Length 95th (ft)	0	0	5
Control Delay (s)	0.0	0.1	12.4
Lane LOS		A	B
Approach Delay (s)	0.0	0.1	12.4
Approach LOS			B

Intersection Summary			
Average Delay		0.5	
Intersection Capacity Utilization		52.1%	ICU Level of Service A
Analysis Period (min)		15	

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	285	5	0	730	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	324	6	0	830	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			330		739	324
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			330		739	324
tC, single (s)			4.3		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1171		347	663

Direction, Lane #	NB 1	SB 1	SB 2	SB 3	SW 1
Volume Total	6	0	415	415	0
Volume Left	0	0	0	0	0
Volume Right	6	0	0	0	0
cSH	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.24	0.24	0.00
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0
Lane LOS					A
Approach Delay (s)	Err	0.0			0.0
Approach LOS					A

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	140	0	395	0	0	425
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	152	0	429	0	0	462
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						877
pX, platoon unblocked						
vC, conflicting volume	891	429			429	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	891	429			429	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	51	100			100	
cM capacity (veh/h)	313	619			1064	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	152	429	462
Volume Left	152	0	0
Volume Right	0	0	0
cSH	313	1700	1700
Volume to Capacity	0.49	0.25	0.27
Queue Length 95th (ft)	63	0	0
Control Delay (s)	26.9	0.0	0.0
Lane LOS	D		
Approach Delay (s)	26.9	0.0	0.0
Approach LOS	D		

Intersection Summary			
Average Delay	3.9		
Intersection Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	85	25	5	50	45	40	355	0	110	395	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.5			6.5			6.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.98			0.94			1.00			0.98	
Flt Protected		0.98			1.00			0.99			0.99	
Satd. Flow (prot)		1744			1696			1613			1602	
Flt Permitted		0.84			0.98			0.87			0.81	
Satd. Flow (perm)		1486			1668			1412			1302	
Peak-hour factor, PHF	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Adj. Flow (vph)	68	115	34	7	68	61	54	480	0	149	534	101
RTOR Reduction (vph)	0	7	0	0	32	0	0	0	0	0	6	0
Lane Group Flow (vph)	0	210	0	0	104	0	0	534	0	0	778	0
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	10%	18%	10%	10%	18%	10%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		17.5			17.5			59.5			59.5	
Effective Green, g (s)		17.5			17.5			59.5			59.5	
Actuated g/C Ratio		0.19			0.19			0.66			0.66	
Clearance Time (s)		6.5			6.5			6.5			6.5	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		289			324			933			861	
v/s Ratio Prot												
v/s Ratio Perm		c0.14			0.06			0.38			c0.60	
v/c Ratio		0.73			0.32			0.57			0.90	
Uniform Delay, d1		34.0			31.1			8.3			12.8	
Progression Factor		1.00			1.00			1.00			0.78	
Incremental Delay, d2		14.7			0.6			2.5			13.6	
Delay (s)		48.7			31.7			10.9			23.5	
Level of Service		D			C			B			C	
Approach Delay (s)		48.7			31.7			10.9			23.5	
Approach LOS		D			C			B			C	

Intersection Summary			
HCM Average Control Delay	23.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	78.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	25	5	5	445	575	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	28	6	6	500	646	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1169	657	669			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1169	657	669			
tC, single (s)	7.4	7.2	5.1			
tC, 2 stage (s)						
tF (s)	4.4	4.2	3.1			
p0 queue free %	80	98	99			
cM capacity (veh/h)	138	330	592			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	34	506	669
Volume Left	28	6	0
Volume Right	6	0	22
cSH	153	592	1700
Volume to Capacity	0.22	0.01	0.39
Queue Length 95th (ft)	20	1	0
Control Delay (s)	35.1	0.3	0.0
Lane LOS	E	A	
Approach Delay (s)	35.1	0.3	0.0
Approach LOS	E		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	41.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	45	455	15	125	595
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	51	511	17	140	669
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1469	520			528	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1469	520			528	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	91			86	
cM capacity (veh/h)	119	550			1000	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	51	528	809
Volume Left	0	0	140
Volume Right	51	17	0
cSH	550	1700	1000
Volume to Capacity	0.09	0.31	0.14
Queue Length 95th (ft)	8	0	12
Control Delay (s)	12.2	0.0	3.4
Lane LOS	B		A
Approach Delay (s)	12.2	0.0	3.4
Approach LOS	B		

Intersection Summary			
Average Delay		2.4	
Intersection Capacity Utilization		76.4%	ICU Level of Service D
Analysis Period (min)		15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	10	40	45	455	680	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	11	45	51	511	764	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1376	764	764			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1376	764	764			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	92	89	94			
cM capacity (veh/h)	148	399	814			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	56	562	764
Volume Left	11	51	0
Volume Right	45	0	0
cSH	298	814	1700
Volume to Capacity	0.19	0.06	0.45
Queue Length 95th (ft)	17	5	0
Control Delay (s)	19.9	1.7	0.0
Lane LOS	C	A	
Approach Delay (s)	19.9	1.7	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	20	30	440	25	30	660
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		6.5			6.5
Lane Util. Factor	1.00		1.00			1.00
Frt	0.92		0.99			1.00
Flt Protected	0.98		1.00			1.00
Satd. Flow (prot)	1630		1604			1611
Flt Permitted	0.98		1.00			0.97
Satd. Flow (perm)	1630		1604			1560
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	33	489	28	33	733
RTOR Reduction (vph)	31	0	2	0	0	0
Lane Group Flow (vph)	24	0	515	0	0	766
Heavy Vehicles (%)	5%	5%	18%	10%	10%	18%
Turn Type					Perm	
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	5.1		71.9			71.9
Effective Green, g (s)	5.1		71.9			71.9
Actuated g/C Ratio	0.06		0.80			0.80
Clearance Time (s)	6.5		6.5			6.5
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	92		1281			1246
v/s Ratio Prot	c0.01		0.32			
v/s Ratio Perm						c0.49
v/c Ratio	0.26		0.40			0.61
Uniform Delay, d1	40.6		2.7			3.6
Progression Factor	1.00		0.76			1.00
Incremental Delay, d2	1.5		0.8			2.3
Delay (s)	42.1		2.9			5.9
Level of Service	D		A			A
Approach Delay (s)	42.1		2.9			5.9
Approach LOS	D		A			A

Intersection Summary			
HCM Average Control Delay	6.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	0	20	20	5	35	10	420	40	90	650	20
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	11	0	22	22	6	39	11	472	45	101	730	22
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1503	1483	742	1483	1472	494	753			517		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1503	1483	742	1483	1472	494	753			517		
tC, single (s)	7.2	6.6	6.2	7.2	6.6	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	86	100	95	74	95	93	99			90		
cM capacity (veh/h)	81	109	411	88	111	569	822			1009		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	34	67	528	854
Volume Left	11	22	11	101
Volume Right	22	39	45	22
cSH	174	179	822	1009
Volume to Capacity	0.19	0.38	0.01	0.10
Queue Length 95th (ft)	17	40	1	8
Control Delay (s)	30.7	36.7	0.4	2.5
Lane LOS	D	E	A	A
Approach Delay (s)	30.7	36.7	0.4	2.5
Approach LOS	D	E		

Intersection Summary				
Average Delay	3.9			
Intersection Capacity Utilization	80.1%	ICU Level of Service	D	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	0	20	15	5	5	10	430	25	5	725	15
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	16	0	21	16	5	5	11	457	27	5	771	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1290	1295	779	1303	1290	471	787			484		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1290	1295	779	1303	1290	471	787			484		
tC, single (s)	7.2	6.6	6.2	7.2	6.6	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	88	100	95	87	97	99	99			99		
cM capacity (veh/h)	132	157	391	126	158	587	798			1038		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	37	27	495	793
Volume Left	16	16	11	5
Volume Right	21	5	27	16
cSH	212	157	798	1038
Volume to Capacity	0.18	0.17	0.01	0.01
Queue Length 95th (ft)	16	15	1	0
Control Delay (s)	25.6	32.5	0.4	0.1
Lane LOS	D	D	A	A
Approach Delay (s)	25.6	32.5	0.4	0.1
Approach LOS	D	D		

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	51.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	320	370	430	20	0	425
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	340	394	457	21	0	452
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	920	468			479	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	920	468			479	
tC, single (s)	7.4	7.2			4.1	
tC, 2 stage (s)						
tF (s)	4.4	4.2			2.2	
p0 queue free %	0	10			100	
cM capacity (veh/h)	206	436			1084	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	734	479	452
Volume Left	340	0	0
Volume Right	394	21	0
cSH	287	1700	1084
Volume to Capacity	2.56	0.28	0.00
Queue Length 95th (ft)	1511	0	0
Control Delay (s)	738.9	0.0	0.0
Lane LOS	F		
Approach Delay (s)	738.9	0.0	0.0
Approach LOS	F		

Intersection Summary			
Average Delay	325.8		
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	795	5	35	425	0	45
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	864	5	38	462	0	49
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			870		1405	867
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			870		1405	867
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			95		100	86
cM capacity (veh/h)			742		144	348

Direction, Lane #	NB 1	SB 1	NW 1
Volume Total	870	500	49
Volume Left	0	38	0
Volume Right	5	0	49
cSH	1700	742	348
Volume to Capacity	0.51	0.05	0.14
Queue Length 95th (ft)	0	4	12
Control Delay (s)	0.0	1.4	17.0
Lane LOS		A	C
Approach Delay (s)	0.0	1.4	17.0
Approach LOS			C

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	835	5	5	460	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	918	5	5	505	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			923		1181	918
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			923		1181	918
tC, single (s)			4.3		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.3		3.6	3.4
p0 queue free %			99		100	100
cM capacity (veh/h)			688		177	268

Direction, Lane #	NB 1	SB 1	SB 2	SB 3	SW 1
Volume Total	5	5	253	253	0
Volume Left	0	5	0	0	0
Volume Right	5	0	0	0	0
cSH	1700	688	1700	1700	1700
Volume to Capacity	0.00	0.01	0.15	0.15	0.00
Queue Length 95th (ft)	0	1	0	0	0
Control Delay (s)	0.0	10.3	0.0	0.0	0.0
Lane LOS		B			A
Approach Delay (s)	Err	0.1			0.0
Approach LOS					A

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	255	0	235	0	0	250
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	287	0	264	0	0	281
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						877
pX, platoon unblocked	0.95					
vC, conflicting volume	545	264			264	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	499	264			264	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	43	100			100	
cM capacity (veh/h)	507	767			1228	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	287	264	281
Volume Left	287	0	0
Volume Right	0	0	0
cSH	507	1700	1700
Volume to Capacity	0.57	0.16	0.17
Queue Length 95th (ft)	87	0	0
Control Delay (s)	21.0	0.0	0.0
Lane LOS	C		
Approach Delay (s)	21.0	0.0	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	7.2		
Intersection Capacity Utilization	34.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	130	35	20	5	45	125	20	210	5	45	225	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.5			6.5			6.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.99			0.90			1.00			0.98	
Flt Protected		0.97			1.00			1.00			0.99	
Satd. Flow (prot)		1722			1633			1611			1599	
Flt Permitted		0.68			0.99			0.95			0.92	
Satd. Flow (perm)		1207			1623			1543			1483	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	141	38	22	5	49	136	22	228	5	49	245	49
RTOR Reduction (vph)	0	5	0	0	85	0	0	1	0	0	7	0
Lane Group Flow (vph)	0	196	0	0	105	0	0	254	0	0	336	0
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	10%	18%	10%	10%	18%	10%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		33.5			33.5			43.5			43.5	
Effective Green, g (s)		33.5			33.5			43.5			43.5	
Actuated g/C Ratio		0.37			0.37			0.48			0.48	
Clearance Time (s)		6.5			6.5			6.5			6.5	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		449			604			746			717	
v/s Ratio Prot												
v/s Ratio Perm		c0.16			0.06			0.16			c0.23	
v/c Ratio		0.44			0.17			0.34			0.47	
Uniform Delay, d1		21.2			19.0			14.4			15.5	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		3.1			0.1			1.2			2.2	
Delay (s)		24.2			19.1			15.6			17.7	
Level of Service		C			B			B			B	
Approach Delay (s)		24.2			19.1			15.6			17.7	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM Average Control Delay	18.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	25	5	5	460	310	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.98			1.00	0.99	
Flt Protected	0.96			1.00	1.00	
Satd. Flow (prot)	891			1711	1612	
Flt Permitted	0.96			1.00	1.00	
Satd. Flow (perm)	891			1706	1612	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	29	6	6	535	360	29
RTOR Reduction (vph)	5	0	0	0	2	0
Lane Group Flow (vph)	30	0	0	541	387	0
Heavy Vehicles (%)	100%	100%	100%	10%	10%	100%
Turn Type			Perm			
Protected Phases	4			2	6	
Permitted Phases			2			
Actuated Green, G (s)	8.3			63.1	63.1	
Effective Green, g (s)	8.3			63.1	63.1	
Actuated g/C Ratio	0.10			0.79	0.79	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	93			1356	1281	
v/s Ratio Prot	c0.03				0.24	
v/s Ratio Perm				c0.32		
v/c Ratio	0.32			0.40	0.30	
Uniform Delay, d1	32.9			2.4	2.2	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	2.0			0.9	0.6	
Delay (s)	34.9			3.3	2.8	
Level of Service	C			A	A	
Approach Delay (s)	34.9			3.3	2.8	
Approach LOS	C			A	A	

Intersection Summary			
HCM Average Control Delay	4.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	79.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	38.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	180	475	10	40	335
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	209	552	12	47	390
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			560			
pX, platoon unblocked	0.91	0.91			0.91	
vC, conflicting volume	1041	558			564	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	995	464			470	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	61			95	
cM capacity (veh/h)	232	538			955	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	209	564	436
Volume Left	0	0	47
Volume Right	209	12	0
cSH	538	1700	955
Volume to Capacity	0.39	0.33	0.05
Queue Length 95th (ft)	46	0	4
Control Delay (s)	15.9	0.0	1.5
Lane LOS	C		A
Approach Delay (s)	15.9	0.0	1.5
Approach LOS	C		

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	15	20	10	645	355	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	18	24	12	777	428	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1229	428	428			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1229	428	428			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	91	96	99			
cM capacity (veh/h)	192	621	1090			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	42	789	428
Volume Left	18	12	0
Volume Right	24	0	0
cSH	317	1090	1700
Volume to Capacity	0.13	0.01	0.25
Queue Length 95th (ft)	11	1	0
Control Delay (s)	18.1	0.3	0.0
Lane LOS	C	A	
Approach Delay (s)	18.1	0.3	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	51.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	65	70	500	160	110	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		6.5			6.5
Lane Util. Factor	1.00		1.00			1.00
Frt	0.93		0.97			1.00
Flt Protected	0.98		1.00			0.99
Satd. Flow (prot)	1644		1583			1619
Flt Permitted	0.98		1.00			0.52
Satd. Flow (perm)	1644		1583			856
Peak-hour factor, PHF	0.76	0.76	0.76	0.76	0.76	0.76
Adj. Flow (vph)	86	92	658	211	145	382
RTOR Reduction (vph)	43	0	12	0	0	0
Lane Group Flow (vph)	135	0	857	0	0	527
Heavy Vehicles (%)	5%	5%	18%	10%	10%	18%
Turn Type					Perm	
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	10.2		66.8			66.8
Effective Green, g (s)	10.2		66.8			66.8
Actuated g/C Ratio	0.11		0.74			0.74
Clearance Time (s)	6.5		6.5			6.5
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	186		1175			635
v/s Ratio Prot	c0.08		0.54			
v/s Ratio Perm						c0.62
v/c Ratio	0.72		0.73			0.83
Uniform Delay, d1	38.5		6.5			7.8
Progression Factor	1.00		1.00			0.75
Incremental Delay, d2	13.0		4.0			11.4
Delay (s)	51.6		10.5			17.2
Level of Service	D		B			B
Approach Delay (s)	51.6		10.5			17.2
Approach LOS	D		B			B

Intersection Summary			
HCM Average Control Delay	17.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	81.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	20	0	70	5	545	20	10	380	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0			4.0			4.0	
Lane Util. Factor					1.00			1.00			1.00	
Frt					0.90			1.00			1.00	
Flt Protected					0.99			1.00			1.00	
Satd. Flow (prot)					1602			1607			1611	
Flt Permitted					0.92			1.00			0.98	
Satd. Flow (perm)					1496			1602			1583	
Peak-hour factor, PHF	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	0	0	0	26	0	90	6	699	26	13	487	0
RTOR Reduction (vph)	0	0	0	0	82	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	34	0	0	730	0	0	500	0
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	10%	18%	10%	10%	18%	10%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)					7.9			74.1			74.1	
Effective Green, g (s)					7.9			74.1			74.1	
Actuated g/C Ratio					0.09			0.82			0.82	
Clearance Time (s)					4.0			4.0			4.0	
Vehicle Extension (s)					3.0			3.0			3.0	
Lane Grp Cap (vph)					131			1319			1303	
v/s Ratio Prot												
v/s Ratio Perm					c0.02			c0.46			0.32	
v/c Ratio					0.26			0.55			0.38	
Uniform Delay, d1					38.3			2.6			2.1	
Progression Factor					1.00			0.70			0.61	
Incremental Delay, d2					1.1			1.1			0.8	
Delay (s)					39.4			2.9			2.1	
Level of Service					D			A			A	
Approach Delay (s)		0.0			39.4			2.9			2.1	
Approach LOS		A			D			A			A	

Intersection Summary			
HCM Average Control Delay	5.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	10	10	0	0	20	585	10	0	370	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	0	12	12	0	0	24	696	12	0	440	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1196	1202	446	1208	1202	702	452			708		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1196	1202	446	1208	1202	702	452			708		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	100	100	98	92	100	100	98			100		
cM capacity (veh/h)	158	178	606	152	178	433	1067			855		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	12	12	732	452
Volume Left	0	12	24	0
Volume Right	12	0	12	12
cSH	606	152	1067	855
Volume to Capacity	0.02	0.08	0.02	0.00
Queue Length 95th (ft)	2	6	2	0
Control Delay (s)	11.1	30.7	0.6	0.0
Lane LOS	B	D	A	
Approach Delay (s)	11.1	30.7	0.6	0.0
Approach LOS	B	D		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	20	0	265	320	370	360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	4.0
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	1.00		0.93		1.00	1.00
Flt Protected	0.95		1.00		0.95	1.00
Satd. Flow (prot)	902		1611		1770	1610
Flt Permitted	0.95		1.00		0.14	1.00
Satd. Flow (perm)	902		1611		260	1610
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	24	0	315	381	440	429
RTOR Reduction (vph)	0	0	51	0	0	0
Lane Group Flow (vph)	24	0	645	0	440	429
Heavy Vehicles (%)	100%	100%	18%	2%	2%	18%
Turn Type		Perm			pm+pt	
Protected Phases	8		2		1	6
Permitted Phases		8			6	
Actuated Green, G (s)	16.0		39.1		66.0	66.0
Effective Green, g (s)	16.0		39.1		66.0	66.0
Actuated g/C Ratio	0.18		0.43		0.73	0.73
Clearance Time (s)	4.0		4.0		4.0	4.0
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	160		700		575	1181
v/s Ratio Prot	c0.03		c0.40		c0.19	0.27
v/s Ratio Perm					0.37	
v/c Ratio	0.15		0.92		0.77	0.36
Uniform Delay, d1	31.3		24.0		22.7	4.4
Progression Factor	1.00		0.74		1.00	1.00
Incremental Delay, d2	2.0		17.3		9.4	0.9
Delay (s)	33.2		35.1		32.1	5.2
Level of Service	C		D		C	A
Approach Delay (s)	33.2		35.1			18.8
Approach LOS	C		D			B

Intersection Summary			
HCM Average Control Delay	26.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	67.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	265	0	5	725	5	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	305	0	6	833	6	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			305		1149	305
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			305		1149	305
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			100		97	96
cM capacity (veh/h)			1212		215	728

Direction, Lane #	NB 1	SB 1	NW 1
Volume Total	305	839	34
Volume Left	0	6	6
Volume Right	0	0	29
cSH	1700	1212	521
Volume to Capacity	0.18	0.00	0.07
Queue Length 95th (ft)	0	0	5
Control Delay (s)	0.0	0.1	12.4
Lane LOS		A	B
Approach Delay (s)	0.0	0.1	12.4
Approach LOS			B

Intersection Summary			
Average Delay		0.5	
Intersection Capacity Utilization		52.1%	ICU Level of Service A
Analysis Period (min)		15	

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	285	5	0	730	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	324	6	0	830	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			330		739	324
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			330		739	324
tC, single (s)			4.3		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1171		347	663

Direction, Lane #	NB 1	SB 1	SB 2	SB 3	SW 1
Volume Total	6	0	415	415	0
Volume Left	0	0	0	0	0
Volume Right	6	0	0	0	0
cSH	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.24	0.24	0.00
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0
Lane LOS					A
Approach Delay (s)	Err	0.0			0.0
Approach LOS					A

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	140	0	395	0	0	425
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	152	0	429	0	0	462
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						877
pX, platoon unblocked						
vC, conflicting volume	891	429			429	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	891	429			429	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	51	100			100	
cM capacity (veh/h)	313	619			1064	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	152	429	462
Volume Left	152	0	0
Volume Right	0	0	0
cSH	313	1700	1700
Volume to Capacity	0.49	0.25	0.27
Queue Length 95th (ft)	63	0	0
Control Delay (s)	26.9	0.0	0.0
Lane LOS	D		
Approach Delay (s)	26.9	0.0	0.0
Approach LOS	D		

Intersection Summary			
Average Delay	3.9		
Intersection Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	85	25	5	50	45	40	355	0	110	395	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.5			6.5			6.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.98			0.94			1.00			0.98	
Flt Protected		0.98			1.00			0.99			0.99	
Satd. Flow (prot)		1744			1696			1613			1602	
Flt Permitted		0.85			0.98			0.87			0.81	
Satd. Flow (perm)		1512			1666			1416			1307	
Peak-hour factor, PHF	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Adj. Flow (vph)	68	115	34	7	68	61	54	480	0	149	534	101
RTOR Reduction (vph)	0	8	0	0	37	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	209	0	0	99	0	0	534	0	0	777	0
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	10%	18%	10%	10%	18%	10%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		14.5			14.5			52.5			52.5	
Effective Green, g (s)		14.5			14.5			52.5			52.5	
Actuated g/C Ratio		0.18			0.18			0.66			0.66	
Clearance Time (s)		6.5			6.5			6.5			6.5	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		274			302			929			858	
v/s Ratio Prot												
v/s Ratio Perm		c0.14			0.06			0.38			c0.59	
v/c Ratio		0.76			0.33			0.57			0.91	
Uniform Delay, d1		31.1			28.5			7.6			11.7	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		18.0			0.6			2.6			15.0	
Delay (s)		49.1			29.2			10.2			26.6	
Level of Service		D			C			B			C	
Approach Delay (s)		49.1			29.2			10.2			26.6	
Approach LOS		D			C			B			C	

Intersection Summary			
HCM Average Control Delay	24.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	78.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	25	5	5	445	575	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.98			1.00	1.00	
Flt Protected	0.96			1.00	1.00	
Satd. Flow (prot)	891			1710	1674	
Flt Permitted	0.96			0.99	1.00	
Satd. Flow (perm)	891			1701	1674	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	28	6	6	500	646	22
RTOR Reduction (vph)	5	0	0	0	1	0
Lane Group Flow (vph)	29	0	0	506	667	0
Heavy Vehicles (%)	100%	100%	100%	10%	10%	100%
Turn Type			Perm			
Protected Phases	4			2	6	
Permitted Phases			2			
Actuated Green, G (s)	8.0			56.1	56.1	
Effective Green, g (s)	8.0			56.1	56.1	
Actuated g/C Ratio	0.11			0.78	0.78	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	99			1324	1303	
v/s Ratio Prot	c0.03				c0.40	
v/s Ratio Perm				0.30		
v/c Ratio	0.29			0.38	0.51	
Uniform Delay, d1	29.4			2.5	3.0	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	1.6			0.8	1.4	
Delay (s)	31.1			3.4	4.4	
Level of Service	C			A	A	
Approach Delay (s)	31.1			3.4	4.4	
Approach LOS	C			A	A	

Intersection Summary			
HCM Average Control Delay	4.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	72.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	41.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	45	455	15	125	595
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	51	511	17	140	669
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			560			
pX, platoon unblocked	0.91	0.91			0.91	
vC, conflicting volume	1469	520			528	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1466	428			437	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	91			86	
cM capacity (veh/h)	109	567			989	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	51	528	809
Volume Left	0	0	140
Volume Right	51	17	0
cSH	567	1700	989
Volume to Capacity	0.09	0.31	0.14
Queue Length 95th (ft)	7	0	12
Control Delay (s)	12.0	0.0	3.4
Lane LOS	B		A
Approach Delay (s)	12.0	0.0	3.4
Approach LOS	B		

Intersection Summary			
Average Delay		2.4	
Intersection Capacity Utilization		76.4%	ICU Level of Service D
Analysis Period (min)		15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	10	40	45	455	680	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	11	45	51	511	764	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1376	764	764			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1376	764	764			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	92	89	94			
cM capacity (veh/h)	148	399	814			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	56	562	764
Volume Left	11	51	0
Volume Right	45	0	0
cSH	298	814	1700
Volume to Capacity	0.19	0.06	0.45
Queue Length 95th (ft)	17	5	0
Control Delay (s)	19.9	1.7	0.0
Lane LOS	C	A	
Approach Delay (s)	19.9	1.7	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	20	30	440	25	30	660
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		6.5			6.5
Lane Util. Factor	1.00		1.00			1.00
Frt	0.92		0.99			1.00
Flt Protected	0.98		1.00			1.00
Satd. Flow (prot)	1630		1604			1611
Flt Permitted	0.98		1.00			0.97
Satd. Flow (perm)	1630		1604			1561
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	33	489	28	33	733
RTOR Reduction (vph)	31	0	2	0	0	0
Lane Group Flow (vph)	24	0	515	0	0	766
Heavy Vehicles (%)	5%	5%	18%	10%	10%	18%
Turn Type					Perm	
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	3.9		63.1			63.1
Effective Green, g (s)	3.9		63.1			63.1
Actuated g/C Ratio	0.05		0.79			0.79
Clearance Time (s)	6.5		6.5			6.5
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	79		1265			1231
v/s Ratio Prot	c0.01		0.32			
v/s Ratio Perm						c0.49
v/c Ratio	0.30		0.41			0.62
Uniform Delay, d1	36.7		2.6			3.5
Progression Factor	1.00		1.00			0.26
Incremental Delay, d2	2.1		1.0			1.7
Delay (s)	38.9		3.6			2.6
Level of Service	D		A			A
Approach Delay (s)	38.9		3.6			2.6
Approach LOS	D		A			A

Intersection Summary			
HCM Average Control Delay	4.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	0	20	20	5	35	10	420	40	90	650	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.91			0.92			0.99			1.00	
Flt Protected		0.98			0.98			1.00			0.99	
Satd. Flow (prot)		1620			1640			1602			1611	
Flt Permitted		0.92			0.88			0.98			0.89	
Satd. Flow (perm)		1523			1471			1577			1435	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	11	0	22	22	6	39	11	472	45	101	730	22
RTOR Reduction (vph)	0	20	0	0	35	0	0	3	0	0	1	0
Lane Group Flow (vph)	0	13	0	0	32	0	0	525	0	0	852	0
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	10%	18%	10%	10%	18%	10%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		7.4			7.4			64.6			64.6	
Effective Green, g (s)		7.4			7.4			64.6			64.6	
Actuated g/C Ratio		0.09			0.09			0.81			0.81	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		141			136			1273			1159	
v/s Ratio Prot												
v/s Ratio Perm		0.01			c0.02			0.33			c0.59	
v/c Ratio		0.09			0.23			0.41			0.74	
Uniform Delay, d1		33.2			33.7			2.2			3.6	
Progression Factor		1.00			1.00			0.75			0.68	
Incremental Delay, d2		0.3			0.9			0.9			3.3	
Delay (s)		33.5			34.5			2.6			5.8	
Level of Service		C			C			A			A	
Approach Delay (s)		33.5			34.5			2.6			5.8	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	6.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	80.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	0	20	15	5	5	10	430	25	5	725	15
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	16	0	21	16	5	5	11	457	27	5	771	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1290	1295	779	1303	1290	471	787			484		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1290	1295	779	1303	1290	471	787			484		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	88	100	95	87	97	99	99			99		
cM capacity (veh/h)	132	157	391	126	158	587	798			1038		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	37	27	495	793
Volume Left	16	16	11	5
Volume Right	21	5	27	16
cSH	212	157	798	1038
Volume to Capacity	0.18	0.17	0.01	0.01
Queue Length 95th (ft)	16	15	1	0
Control Delay (s)	25.6	32.5	0.4	0.1
Lane LOS	D	D	A	A
Approach Delay (s)	25.6	32.5	0.4	0.1
Approach LOS	D	D		

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	51.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	320	370	430	20	0	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0			4.0
Lane Util. Factor	1.00	1.00	1.00			1.00
Frt	1.00	0.85	0.99			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	902	808	1610			1610
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	902	808	1610			1610
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	340	394	457	21	0	452
RTOR Reduction (vph)	0	161	2	0	0	0
Lane Group Flow (vph)	340	233	476	0	0	452
Heavy Vehicles (%)	100%	100%	18%	2%	2%	18%
Turn Type		Perm			pm+pt	
Protected Phases	8		2		1	6
Permitted Phases		8			6	
Actuated Green, G (s)	33.0	33.0	39.0			39.0
Effective Green, g (s)	33.0	33.0	39.0			39.0
Actuated g/C Ratio	0.41	0.41	0.49			0.49
Clearance Time (s)	4.0	4.0	4.0			4.0
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	372	333	785			785
v/s Ratio Prot	c0.38		c0.30			0.28
v/s Ratio Perm		0.29				
v/c Ratio	0.91	0.70	0.61			0.58
Uniform Delay, d1	22.2	19.4	14.9			14.6
Progression Factor	1.00	1.00	0.84			1.00
Incremental Delay, d2	26.2	6.3	3.3			3.1
Delay (s)	48.4	25.7	15.8			17.7
Level of Service	D	C	B			B
Approach Delay (s)	36.2		15.8			17.7
Approach LOS	D		B			B

Intersection Summary			
HCM Average Control Delay	25.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	795	5	35	425	0	45
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	864	5	38	462	0	49
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			870		1405	867
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			870		1405	867
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			95		100	86
cM capacity (veh/h)			742		144	348

Direction, Lane #	NB 1	SB 1	NW 1
Volume Total	870	500	49
Volume Left	0	38	0
Volume Right	5	0	49
cSH	1700	742	348
Volume to Capacity	0.51	0.05	0.14
Queue Length 95th (ft)	0	4	12
Control Delay (s)	0.0	1.4	17.0
Lane LOS		A	C
Approach Delay (s)	0.0	1.4	17.0
Approach LOS			C

Intersection Summary			
Average Delay		1.1	
Intersection Capacity Utilization		61.3%	ICU Level of Service B
Analysis Period (min)		15	

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	835	5	5	460	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	918	5	5	505	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			923		1181	918
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			923		1181	918
tC, single (s)			4.3		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			688		177	268

Direction, Lane #	NB 1	SB 1	SB 2	SB 3	SW 1
Volume Total	5	5	253	253	0
Volume Left	0	5	0	0	0
Volume Right	5	0	0	0	0
cSH	1700	688	1700	1700	1700
Volume to Capacity	0.00	0.01	0.15	0.15	0.00
Queue Length 95th (ft)	0	1	0	0	0
Control Delay (s)	0.0	10.3	0.0	0.0	0.0
Lane LOS		B			A
Approach Delay (s)	Err	0.1			0.0
Approach LOS					A

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	270	0	155	0	0	270
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	303	0	174	0	0	303
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						877
pX, platoon unblocked						
vC, conflicting volume	478	174			174	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	478	174			174	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	44	100			100	
cM capacity (veh/h)	546	862			1327	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	303	174	303
Volume Left	303	0	0
Volume Right	0	0	0
cSH	546	1700	1700
Volume to Capacity	0.56	0.10	0.18
Queue Length 95th (ft)	84	0	0
Control Delay (s)	19.5	0.0	0.0
Lane LOS	C		
Approach Delay (s)	19.5	0.0	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	7.6		
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	35	20	5	55	60	20	135	0	50	245	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.5			6.5			6.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.98			0.93			1.00			0.98	
Flt Protected		0.97			1.00			0.99			0.99	
Satd. Flow (prot)		1722			1684			1614			1600	
Flt Permitted		0.77			0.99			0.93			0.94	
Satd. Flow (perm)		1360			1664			1517			1507	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	38	22	5	60	65	22	147	0	54	266	49
RTOR Reduction (vph)	0	11	0	0	49	0	0	0	0	0	9	0
Lane Group Flow (vph)	0	125	0	0	81	0	0	169	0	0	360	0
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	10%	18%	10%	10%	18%	10%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		14.5			14.5			32.5			32.5	
Effective Green, g (s)		14.5			14.5			32.5			32.5	
Actuated g/C Ratio		0.24			0.24			0.54			0.54	
Clearance Time (s)		6.5			6.5			6.5			6.5	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		329			402			822			816	
v/s Ratio Prot												
v/s Ratio Perm		c0.09			0.05			0.11			c0.24	
v/c Ratio		0.38			0.20			0.21			0.44	
Uniform Delay, d1		19.0			18.1			7.1			8.3	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		3.3			0.2			0.6			1.7	
Delay (s)		22.3			18.4			7.7			10.0	
Level of Service		C			B			A			B	
Approach Delay (s)		22.3			18.4			7.7			10.0	
Approach LOS		C			B			A			B	

Intersection Summary			
HCM Average Control Delay	12.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	50.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	105	265	0	50	340
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	122	308	0	58	395
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	820	308			308	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	820	308			308	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	83			95	
cM capacity (veh/h)	324	725			1208	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	122	308	453
Volume Left	0	0	58
Volume Right	122	0	0
cSH	725	1700	1208
Volume to Capacity	0.17	0.18	0.05
Queue Length 95th (ft)	15	0	4
Control Delay (s)	11.0	0.0	1.5
Lane LOS	B		A
Approach Delay (s)	11.0	0.0	1.5
Approach LOS	B		

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	10	35	15	355	355	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	12	42	18	428	428	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	892	428	428			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	892	428	428			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	96	93	98			
cM capacity (veh/h)	304	621	1090			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	54	446	428
Volume Left	12	18	0
Volume Right	42	0	0
cSH	504	1090	1700
Volume to Capacity	0.11	0.02	0.25
Queue Length 95th (ft)	9	1	0
Control Delay (s)	13.0	0.5	0.0
Lane LOS	B	A	
Approach Delay (s)	13.0	0.5	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	40.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	65	70	215	150	120	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		6.5			6.5
Lane Util. Factor	1.00		1.00			1.00
Frt	0.93		0.94			1.00
Flt Protected	0.98		1.00			0.99
Satd. Flow (prot)	1644		1564			1619
Flt Permitted	0.98		1.00			0.74
Satd. Flow (perm)	1644		1564			1220
Peak-hour factor, PHF	0.76	0.76	0.76	0.76	0.76	0.76
Adj. Flow (vph)	86	92	283	197	158	382
RTOR Reduction (vph)	65	0	40	0	0	0
Lane Group Flow (vph)	113	0	440	0	0	540
Heavy Vehicles (%)	5%	5%	18%	10%	10%	18%
Turn Type					Perm	
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	7.7		40.0			40.0
Effective Green, g (s)	7.7		40.0			40.0
Actuated g/C Ratio	0.13		0.66			0.66
Clearance Time (s)	6.5		6.5			6.5
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	209		1031			804
v/s Ratio Prot	c0.07		0.28			
v/s Ratio Perm						c0.44
v/c Ratio	0.54		0.43			0.67
Uniform Delay, d1	24.8		4.9			6.3
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	2.7		1.3			4.4
Delay (s)	27.5		6.2			10.8
Level of Service	C		A			B
Approach Delay (s)	27.5		6.2			10.8
Approach LOS	C		A			B

Intersection Summary			
HCM Average Control Delay	11.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	60.7	Sum of lost time (s)	13.0
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	25	0	35	0	265	20	15	385	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	0	0	0	32	0	45	0	340	26	19	494	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	929	897	494	885	885	353	494			365		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	929	897	494	885	885	353	494			365		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	100	100	100	88	100	93	100			98		
cM capacity (veh/h)	226	271	570	259	276	684	1030			1150		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	77	365	513
Volume Left	0	32	0	19
Volume Right	0	45	26	0
cSH	1700	406	1030	1150
Volume to Capacity	0.00	0.19	0.00	0.02
Queue Length 95th (ft)	0	17	0	1
Control Delay (s)	0.0	15.9	0.0	0.5
Lane LOS	A	C		A
Approach Delay (s)	0.0	15.9	0.0	0.5
Approach LOS	A	C		

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	42.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	15	15	0	0	15	270	10	0	370	15
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	0	18	18	0	0	18	321	12	0	440	18
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	812	818	449	830	821	327	458			333		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	812	818	449	830	821	327	458			333		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	100	100	97	93	100	100	98			100		
cM capacity (veh/h)	290	302	603	274	301	707	1062			1183		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	18	18	351	458
Volume Left	0	18	18	0
Volume Right	18	0	12	18
cSH	603	274	1062	1183
Volume to Capacity	0.03	0.07	0.02	0.00
Queue Length 95th (ft)	2	5	1	0
Control Delay (s)	11.1	19.1	0.6	0.0
Lane LOS	B	C	A	
Approach Delay (s)	11.1	19.1	0.6	0.0
Approach LOS	B	C		

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	41.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	270	0	5	380	5	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	310	0	6	437	6	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			310		759	310
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			310		759	310
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			100		98	96
cM capacity (veh/h)			1206		369	723

Direction, Lane #	NB 1	SB 1	NW 1
Volume Total	310	443	34
Volume Left	0	6	6
Volume Right	0	0	29
cSH	1700	1206	623
Volume to Capacity	0.18	0.00	0.06
Queue Length 95th (ft)	0	0	4
Control Delay (s)	0.0	0.2	11.1
Lane LOS		A	B
Approach Delay (s)	0.0	0.2	11.1
Approach LOS			B

Intersection Summary			
Average Delay		0.6	
Intersection Capacity Utilization		34.0%	ICU Level of Service A
Analysis Period (min)		15	

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	290	5	0	385	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	330	6	0	438	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			335		548	330
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			335		548	330
tC, single (s)			4.3		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1165		459	657

Direction, Lane #	NB 1	SB 1	SB 2	SB 3	SW 1
Volume Total	6	0	219	219	0
Volume Left	0	0	0	0	0
Volume Right	6	0	0	0	0
cSH	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.13	0.13	0.00
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0
Lane LOS					A
Approach Delay (s)	Err	0.0			0.0
Approach LOS					A

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	150	0	420	0	0	305
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	163	0	457	0	0	332
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						877
pX, platoon unblocked						
vC, conflicting volume	788	457			457	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	788	457			457	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	55	100			100	
cM capacity (veh/h)	360	598			1039	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	163	457	332
Volume Left	163	0	0
Volume Right	0	0	0
cSH	360	1700	1700
Volume to Capacity	0.45	0.27	0.20
Queue Length 95th (ft)	57	0	0
Control Delay (s)	23.0	0.0	0.0
Lane LOS	C		
Approach Delay (s)	23.0	0.0	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	3.9		
Intersection Capacity Utilization	45.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	90	25	5	55	50	35	385	0	65	275	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.5			6.5			6.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.98			0.94			1.00			0.98	
Flt Protected		0.99			1.00			1.00			0.99	
Satd. Flow (prot)		1746			1694			1613			1601	
Flt Permitted		0.86			0.98			0.93			0.83	
Satd. Flow (perm)		1523			1661			1501			1347	
Peak-hour factor, PHF	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Adj. Flow (vph)	68	122	34	7	74	68	47	520	0	88	372	68
RTOR Reduction (vph)	0	13	0	0	55	0	0	0	0	0	11	0
Lane Group Flow (vph)	0	211	0	0	94	0	0	567	0	0	517	0
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	10%	18%	10%	10%	18%	10%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		9.9			9.9			27.1			27.1	
Effective Green, g (s)		9.9			9.9			27.1			27.1	
Actuated g/C Ratio		0.20			0.20			0.54			0.54	
Clearance Time (s)		6.5			6.5			6.5			6.5	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		302			329			814			730	
v/s Ratio Prot												
v/s Ratio Perm		c0.14			0.06			0.38			c0.38	
v/c Ratio		0.70			0.29			0.70			0.71	
Uniform Delay, d1		18.7			17.0			8.4			8.5	
Progression Factor		1.00			1.00			1.00			0.74	
Incremental Delay, d2		12.7			0.5			4.9			5.6	
Delay (s)		31.3			17.5			13.3			11.9	
Level of Service		C			B			B			B	
Approach Delay (s)		31.3			17.5			13.3			11.9	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM Average Control Delay	16.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	62.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	40	465	20	80	390
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	45	522	22	90	438
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1152	534			545	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1152	534			545	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	92			91	
cM capacity (veh/h)	196	540			985	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	45	545	528
Volume Left	0	0	90
Volume Right	45	22	0
cSH	540	1700	985
Volume to Capacity	0.08	0.32	0.09
Queue Length 95th (ft)	7	0	8
Control Delay (s)	12.3	0.0	2.5
Lane LOS	B		A
Approach Delay (s)	12.3	0.0	2.5
Approach LOS	B		

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	64.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	10	35	40	465	435	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	11	39	45	522	489	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1101	489	489			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1101	489	489			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	95	93	96			
cM capacity (veh/h)	221	573	1034			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	51	567	489
Volume Left	11	45	0
Volume Right	39	0	0
cSH	424	1034	1700
Volume to Capacity	0.12	0.04	0.29
Queue Length 95th (ft)	10	3	0
Control Delay (s)	14.6	1.2	0.0
Lane LOS	B	A	
Approach Delay (s)	14.6	1.2	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	20	30	450	25	25	415
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		6.5			6.5
Lane Util. Factor	1.00		1.00			1.00
Frt	0.92		0.99			1.00
Flt Protected	0.98		1.00			1.00
Satd. Flow (prot)	1630		1604			1612
Flt Permitted	0.98		1.00			0.96
Satd. Flow (perm)	1630		1604			1550
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	33	500	28	28	461
RTOR Reduction (vph)	31	0	3	0	0	0
Lane Group Flow (vph)	24	0	525	0	0	489
Heavy Vehicles (%)	5%	5%	18%	10%	10%	18%
Turn Type					Perm	
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	2.6		34.4			34.4
Effective Green, g (s)	2.6		34.4			34.4
Actuated g/C Ratio	0.05		0.69			0.69
Clearance Time (s)	6.5		6.5			6.5
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	85		1104			1066
v/s Ratio Prot	c0.01		c0.33			
v/s Ratio Perm						0.32
v/c Ratio	0.28		0.48			0.46
Uniform Delay, d1	22.8		3.6			3.6
Progression Factor	1.00		0.48			1.00
Incremental Delay, d2	1.8		1.2			1.4
Delay (s)	24.6		2.9			5.0
Level of Service	C		A			A
Approach Delay (s)	24.6		2.9			5.0
Approach LOS	C		A			A

Intersection Summary			
HCM Average Control Delay	5.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	0	15	25	5	35	15	425	40	50	400	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	6	0	17	28	6	39	17	478	45	56	449	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1143	1124	455	1118	1107	500	461			522		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1143	1124	455	1118	1107	500	461			522		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	96	100	97	83	97	93	98			94		
cM capacity (veh/h)	150	188	599	167	193	565	1060			1004		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	22	73	539	517
Volume Left	6	28	17	56
Volume Right	17	39	45	11
cSH	343	274	1060	1004
Volume to Capacity	0.07	0.27	0.02	0.06
Queue Length 95th (ft)	5	26	1	4
Control Delay (s)	16.2	22.9	0.5	1.6
Lane LOS	C	C	A	A
Approach Delay (s)	16.2	22.9	0.5	1.6
Approach LOS	C	C		

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	57.2%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	0	15	15	5	5	10	430	25	5	430	15
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	16	0	16	16	5	5	11	457	27	5	457	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	976	981	465	984	976	471	473			484		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	976	981	465	984	976	471	473			484		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	93	100	97	93	98	99	99			99		
cM capacity (veh/h)	219	243	591	216	244	587	1048			1038		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	32	27	495	479
Volume Left	16	16	11	5
Volume Right	16	5	27	16
cSH	320	254	1048	1038
Volume to Capacity	0.10	0.10	0.01	0.01
Queue Length 95th (ft)	8	9	1	0
Control Delay (s)	17.5	20.8	0.3	0.2
Lane LOS	C	C	A	A
Approach Delay (s)	17.5	20.8	0.3	0.2
Approach LOS	C	C		

Intersection Summary				
Average Delay	1.3			
Intersection Capacity Utilization	40.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	445	5	40	450	0	50
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	484	5	43	489	0	54
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			489		1062	486
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			489		1062	486
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			96		100	91
cM capacity (veh/h)			1034		234	575

Direction, Lane #	NB 1	SB 1	NW 1
Volume Total	489	533	54
Volume Left	0	43	0
Volume Right	5	0	54
cSH	1700	1034	575
Volume to Capacity	0.29	0.04	0.09
Queue Length 95th (ft)	0	3	8
Control Delay (s)	0.0	1.2	11.9
Lane LOS		A	B
Approach Delay (s)	0.0	1.2	11.9
Approach LOS			B

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	490	5	5	490	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	538	5	5	538	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			544		819	538
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			544		819	538
tC, single (s)			4.3		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			968		306	480

Direction, Lane #	NB 1	SB 1	SB 2	SB 3	SW 1
Volume Total	5	5	269	269	0
Volume Left	0	5	0	0	0
Volume Right	5	0	0	0	0
cSH	1700	968	1700	1700	1700
Volume to Capacity	0.00	0.01	0.16	0.16	0.00
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	8.7	0.0	0.0	0.0
Lane LOS		A			A
Approach Delay (s)	Err	0.1			0.0
Approach LOS					A

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	270	0	155	0	0	270
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	303	0	174	0	0	303
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						877
pX, platoon unblocked						
vC, conflicting volume	478	174			174	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	478	174			174	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	44	100			100	
cM capacity (veh/h)	546	862			1327	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	303	174	303
Volume Left	303	0	0
Volume Right	0	0	0
cSH	546	1700	1700
Volume to Capacity	0.56	0.10	0.18
Queue Length 95th (ft)	84	0	0
Control Delay (s)	19.5	0.0	0.0
Lane LOS	C		
Approach Delay (s)	19.5	0.0	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	7.6		
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	35	20	5	55	65	20	135	0	50	245	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.5			6.5			6.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.98			0.93			1.00			0.98	
Flt Protected		0.97			1.00			0.99			0.99	
Satd. Flow (prot)		1722			1679			1614			1599	
Flt Permitted		0.76			0.99			0.93			0.94	
Satd. Flow (perm)		1349			1661			1515			1506	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	38	22	5	60	71	22	147	0	54	266	54
RTOR Reduction (vph)	0	10	0	0	53	0	0	0	0	0	10	0
Lane Group Flow (vph)	0	137	0	0	83	0	0	169	0	0	364	0
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	10%	18%	10%	10%	18%	10%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		15.5			15.5			31.5			31.5	
Effective Green, g (s)		15.5			15.5			31.5			31.5	
Actuated g/C Ratio		0.26			0.26			0.52			0.52	
Clearance Time (s)		6.5			6.5			6.5			6.5	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		348			429			795			791	
v/s Ratio Prot												
v/s Ratio Perm		c0.10			0.05			0.11			c0.24	
v/c Ratio		0.39			0.19			0.21			0.46	
Uniform Delay, d1		18.4			17.4			7.6			8.9	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		3.3			0.2			0.6			1.9	
Delay (s)		21.7			17.6			8.2			10.9	
Level of Service		C			B			A			B	
Approach Delay (s)		21.7			17.6			8.2			10.9	
Approach LOS		C			B			A			B	

Intersection Summary			
HCM Average Control Delay	13.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	5	5	10	270	340	10
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	6	6	12	314	395	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	738	401	407			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	738	401	407			
tC, single (s)	7.4	7.2	5.1			
tC, 2 stage (s)						
tF (s)	4.4	4.2	3.1			
p0 queue free %	98	99	98			
cM capacity (veh/h)	268	481	773			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	12	326	407
Volume Left	6	12	0
Volume Right	6	0	12
cSH	344	773	1700
Volume to Capacity	0.03	0.02	0.24
Queue Length 95th (ft)	3	1	0
Control Delay (s)	15.8	0.5	0.0
Lane LOS	C	A	
Approach Delay (s)	15.8	0.5	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	32.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	100	275	0	45	350
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	116	320	0	52	407
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	831	320			320	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	831	320			320	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	84			96	
cM capacity (veh/h)	321	714			1196	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	116	320	459
Volume Left	0	0	52
Volume Right	116	0	0
cSH	714	1700	1196
Volume to Capacity	0.16	0.19	0.04
Queue Length 95th (ft)	14	0	3
Control Delay (s)	11.0	0.0	1.3
Lane LOS	B		A
Approach Delay (s)	11.0	0.0	1.3
Approach LOS	B		

Intersection Summary			
Average Delay		2.1	
Intersection Capacity Utilization		51.6%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	10	35	10	365	360	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	12	42	12	440	434	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	898	434	434			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	898	434	434			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	96	93	99			
cM capacity (veh/h)	303	616	1085			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	54	452	434
Volume Left	12	12	0
Volume Right	42	0	0
cSH	501	1085	1700
Volume to Capacity	0.11	0.01	0.26
Queue Length 95th (ft)	9	1	0
Control Delay (s)	13.1	0.3	0.0
Lane LOS	B	A	
Approach Delay (s)	13.1	0.3	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	37.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	65	70	220	155	120	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		6.5			6.5
Lane Util. Factor	1.00		1.00			1.00
Frt	0.93		0.94			1.00
Flt Protected	0.98		1.00			0.99
Satd. Flow (prot)	1644		1564			1619
Flt Permitted	0.98		1.00			0.74
Satd. Flow (perm)	1644		1564			1216
Peak-hour factor, PHF	0.76	0.76	0.76	0.76	0.76	0.76
Adj. Flow (vph)	86	92	289	204	158	388
RTOR Reduction (vph)	65	0	40	0	0	0
Lane Group Flow (vph)	113	0	453	0	0	546
Heavy Vehicles (%)	5%	5%	18%	10%	10%	18%
Turn Type					Perm	
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	7.7		40.0			40.0
Effective Green, g (s)	7.7		40.0			40.0
Actuated g/C Ratio	0.13		0.66			0.66
Clearance Time (s)	6.5		6.5			6.5
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	209		1031			801
v/s Ratio Prot	c0.07		0.29			
v/s Ratio Perm						c0.45
v/c Ratio	0.54		0.44			0.68
Uniform Delay, d1	24.8		5.0			6.4
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	2.7		1.4			4.7
Delay (s)	27.5		6.3			11.1
Level of Service	C		A			B
Approach Delay (s)	27.5		6.3			11.1
Approach LOS	C		A			B

Intersection Summary			
HCM Average Control Delay	11.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	60.7	Sum of lost time (s)	13.0
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	20	0	30	0	275	15	15	395	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	0	0	0	26	0	38	0	353	19	19	506	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	946	917	506	907	907	362	506			372		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	946	917	506	907	907	362	506			372		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	100	100	100	90	100	94	100			98		
cM capacity (veh/h)	222	264	560	250	268	676	1018			1144		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	64	372	526
Volume Left	0	26	0	19
Volume Right	0	38	19	0
cSH	1700	402	1018	1144
Volume to Capacity	0.00	0.16	0.00	0.02
Queue Length 95th (ft)	0	14	0	1
Control Delay (s)	0.0	15.6	0.0	0.5
Lane LOS	A	C		A
Approach Delay (s)	0.0	15.6	0.0	0.5
Approach LOS	A	C		

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	15	10	0	0	15	280	10	0	385	15
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	0	18	12	0	0	18	333	12	0	458	18
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	842	848	467	860	851	339	476			345		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	842	848	467	860	851	339	476			345		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	100	100	97	95	100	100	98			100		
cM capacity (veh/h)	277	290	589	261	289	696	1045			1170		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	18	12	363	476
Volume Left	0	12	18	0
Volume Right	18	0	12	18
cSH	589	261	1045	1170
Volume to Capacity	0.03	0.05	0.02	0.00
Queue Length 95th (ft)	2	4	1	0
Control Delay (s)	11.3	19.4	0.6	0.0
Lane LOS	B	C	A	
Approach Delay (s)	11.3	19.4	0.6	0.0
Approach LOS	B	C		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	41.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	280	0	5	395	5	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	322	0	6	454	6	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			322		787	322
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			322		787	322
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			100		98	96
cM capacity (veh/h)			1194		354	712

Direction, Lane #	NB 1	SB 1	NW 1
Volume Total	322	460	34
Volume Left	0	6	6
Volume Right	0	0	29
cSH	1700	1194	610
Volume to Capacity	0.19	0.00	0.06
Queue Length 95th (ft)	0	0	4
Control Delay (s)	0.0	0.2	11.3
Lane LOS		A	B
Approach Delay (s)	0.0	0.2	11.3
Approach LOS			B

Intersection Summary			
Average Delay		0.6	
Intersection Capacity Utilization		34.8%	ICU Level of Service A
Analysis Period (min)		15	

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	300	5	0	400	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	341	6	0	455	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			347		568	341
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			347		568	341
tC, single (s)			4.3		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1153		446	646

Direction, Lane #	NB 1	SB 1	SB 2	SB 3	SW 1
Volume Total	6	0	227	227	0
Volume Left	0	0	0	0	0
Volume Right	6	0	0	0	0
cSH	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.13	0.13	0.00
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0
Lane LOS					A
Approach Delay (s)	Err	0.0			0.0
Approach LOS					A

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	150	0	425	0	0	310
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	163	0	462	0	0	337
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						877
pX, platoon unblocked						
vC, conflicting volume	799	462			462	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	799	462			462	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	54	100			100	
cM capacity (veh/h)	355	594			1034	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	163	462	337
Volume Left	163	0	0
Volume Right	0	0	0
cSH	355	1700	1700
Volume to Capacity	0.46	0.27	0.20
Queue Length 95th (ft)	58	0	0
Control Delay (s)	23.5	0.0	0.0
Lane LOS	C		
Approach Delay (s)	23.5	0.0	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	46.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	90	25	5	55	50	35	390	0	65	280	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.5			6.5			6.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.98			0.94			1.00			0.98	
Flt Protected		0.99			1.00			1.00			0.99	
Satd. Flow (prot)		1746			1694			1613			1600	
Flt Permitted		0.87			0.98			0.93			0.83	
Satd. Flow (perm)		1545			1662			1502			1347	
Peak-hour factor, PHF	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Adj. Flow (vph)	68	122	34	7	74	68	47	527	0	88	378	74
RTOR Reduction (vph)	0	11	0	0	51	0	0	0	0	0	9	0
Lane Group Flow (vph)	0	213	0	0	98	0	0	574	0	0	531	0
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	10%	18%	10%	10%	18%	10%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		12.5			12.5			34.5			34.5	
Effective Green, g (s)		12.5			12.5			34.5			34.5	
Actuated g/C Ratio		0.21			0.21			0.58			0.58	
Clearance Time (s)		6.5			6.5			6.5			6.5	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		322			346			864			775	
v/s Ratio Prot												
v/s Ratio Perm		c0.14			0.06			0.38			c0.39	
v/c Ratio		0.66			0.28			0.66			0.68	
Uniform Delay, d1		21.8			20.0			8.8			8.9	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		10.2			0.5			4.0			4.9	
Delay (s)		32.0			20.4			12.8			13.8	
Level of Service		C			C			B			B	
Approach Delay (s)		32.0			20.4			12.8			13.8	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	16.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	62.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	10	10	5	485	390	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	11	11	6	545	438	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	997	441	444			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	997	441	444			
tC, single (s)	7.4	7.2	5.1			
tC, 2 stage (s)						
tF (s)	4.4	4.2	3.1			
p0 queue free %	94	98	99			
cM capacity (veh/h)	181	454	745			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	22	551	444
Volume Left	11	6	0
Volume Right	11	0	6
cSH	259	745	1700
Volume to Capacity	0.09	0.01	0.26
Queue Length 95th (ft)	7	1	0
Control Delay (s)	20.2	0.2	0.0
Lane LOS	C	A	
Approach Delay (s)	20.2	0.2	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	39.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	45	475	20	80	395
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	51	534	22	90	444
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1169	545			556	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1169	545			556	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	91			91	
cM capacity (veh/h)	191	533			975	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	51	556	534
Volume Left	0	0	90
Volume Right	51	22	0
cSH	533	1700	975
Volume to Capacity	0.09	0.33	0.09
Queue Length 95th (ft)	8	0	8
Control Delay (s)	12.5	0.0	2.5
Lane LOS	B		A
Approach Delay (s)	12.5	0.0	2.5
Approach LOS	B		

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	64.8%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	5	35	40	480	440	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	6	39	45	539	494	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1124	494	494			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1124	494	494			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	97	93	96			
cM capacity (veh/h)	214	569	1029			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	45	584	494
Volume Left	6	45	0
Volume Right	39	0	0
cSH	472	1029	1700
Volume to Capacity	0.10	0.04	0.29
Queue Length 95th (ft)	8	3	0
Control Delay (s)	13.4	1.2	0.0
Lane LOS	B	A	
Approach Delay (s)	13.4	1.2	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	64.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	20	30	460	25	20	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		6.5			6.5
Lane Util. Factor	1.00		1.00			1.00
Frt	0.92		0.99			1.00
Flt Protected	0.98		1.00			1.00
Satd. Flow (prot)	1630		1605			1611
Flt Permitted	0.98		1.00			0.97
Satd. Flow (perm)	1630		1605			1566
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	33	511	28	22	467
RTOR Reduction (vph)	31	0	3	0	0	0
Lane Group Flow (vph)	24	0	536	0	0	489
Heavy Vehicles (%)	5%	5%	18%	10%	10%	18%
Turn Type					Perm	
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	4.2		45.4			45.4
Effective Green, g (s)	4.2		45.4			45.4
Actuated g/C Ratio	0.07		0.73			0.73
Clearance Time (s)	6.5		6.5			6.5
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	109		1164			1136
v/s Ratio Prot	c0.01		c0.33			
v/s Ratio Perm						0.31
v/c Ratio	0.22		0.46			0.43
Uniform Delay, d1	27.7		3.5			3.4
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.0		1.3			1.2
Delay (s)	28.7		4.9			4.6
Level of Service	C		A			A
Approach Delay (s)	28.7		4.9			4.6
Approach LOS	C		A			A

Intersection Summary			
HCM Average Control Delay	6.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	62.6	Sum of lost time (s)	13.0
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	0	15	25	5	35	15	435	40	50	400	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	6	0	17	28	6	39	17	489	45	56	449	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1154	1135	455	1129	1118	511	461			534		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1154	1135	455	1129	1118	511	461			534		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	96	100	97	83	97	93	98			94		
cM capacity (veh/h)	147	185	599	164	190	557	1060			995		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	22	73	551	517
Volume Left	6	28	17	56
Volume Right	17	39	45	11
cSH	339	269	1060	995
Volume to Capacity	0.07	0.27	0.02	0.06
Queue Length 95th (ft)	5	27	1	4
Control Delay (s)	16.4	23.3	0.4	1.6
Lane LOS	C	C	A	A
Approach Delay (s)	16.4	23.3	0.4	1.6
Approach LOS	C	C		

Intersection Summary				
Average Delay	2.7			
Intersection Capacity Utilization	57.5%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	0	15	15	5	5	10	440	25	5	430	15
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	16	0	16	16	5	5	11	468	27	5	457	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	987	992	465	995	987	481	473			495		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	987	992	465	995	987	481	473			495		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	93	100	97	92	98	99	99			99		
cM capacity (veh/h)	215	239	591	212	241	579	1048			1029		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	32	27	505	479
Volume Left	16	16	11	5
Volume Right	16	5	27	16
cSH	316	250	1048	1029
Volume to Capacity	0.10	0.11	0.01	0.01
Queue Length 95th (ft)	8	9	1	0
Control Delay (s)	17.7	21.1	0.3	0.2
Lane LOS	C	C	A	A
Approach Delay (s)	17.7	21.1	0.3	0.2
Approach LOS	C	C		

Intersection Summary				
Average Delay	1.3			
Intersection Capacity Utilization	40.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	455	5	40	450	0	50
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	495	5	43	489	0	54
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			500		1073	497
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			500		1073	497
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			96		100	90
cM capacity (veh/h)			1024		230	567

Direction, Lane #	NB 1	SB 1	NW 1
Volume Total	500	533	54
Volume Left	0	43	0
Volume Right	5	0	54
cSH	1700	1024	567
Volume to Capacity	0.29	0.04	0.10
Queue Length 95th (ft)	0	3	8
Control Delay (s)	0.0	1.2	12.0
Lane LOS		A	B
Approach Delay (s)	0.0	1.2	12.0
Approach LOS			B

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	500	5	5	490	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	549	5	5	538	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			555		830	549
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			555		830	549
tC, single (s)			4.3		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			958		301	472

Direction, Lane #	NB 1	SB 1	SB 2	SB 3	SW 1
Volume Total	5	5	269	269	0
Volume Left	0	5	0	0	0
Volume Right	5	0	0	0	0
cSH	1700	958	1700	1700	1700
Volume to Capacity	0.00	0.01	0.16	0.16	0.00
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	8.8	0.0	0.0	0.0
Lane LOS		A			A
Approach Delay (s)	Err	0.1			0.0
Approach LOS					A

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		