

Traffic Impact Study

Redevelopment of Sinclair Gas and Popeyes Pub Property

2058 East Main Street
Town of Cortlandt, New York

PREPARED FOR:

Palisades Fuel

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1.0 EXECUTIVE SUMMARY

This report has been prepared by Kimley-Horn of New York, P.C. to document the potential traffic impacts associated with the proposed redevelopment of the property at 2058 East Main Street in the Town of Cortlandt, Westchester County, New York (the "Project"). This traffic impact study evaluated both existing and future traffic conditions surrounding the site both with and without the Project. The anticipated year of completion of this development is 2022.

1.1 *Summary*

As detailed hereafter, the analyses indicate that the demand exists for the installation of a traffic signal at the intersection of US Route 6 with the westbound ramps of the Bear Mountain Parkway ("BMP" or "the Parkway"). In simple terms, the volume of traffic on US Rt 6 is currently so great that many motorists, who would otherwise use this exit from the Bear Mountain Parkway, instead use Locust Avenue or Conklin Avenue. This is evident from the calculated peak-hour delays exiting the Parkway (minutes, not seconds), the difference in peak-hour traffic volumes that get on the Parkway at this intersection versus those that get off the Parkway at this intersection (dozens of vehicles), as well as the difference in peak-hour traffic volumes that get off the Parkway at this intersection versus at the eastbound Parkway Exit (also dozens of vehicles). The bottom line is that motorists want to use this exit but cannot and, if a traffic signal is installed, the requisite traffic signal warrant volumes will be satisfied.

Additional analyses performed for this study revealed that, if a traffic signal is not installed at this intersection, the volume of traffic that would visit the new gas station and convenience store would be half the level that would visit with the installation of the traffic signal. Because accessing US Route 6 from the subject site takes so long without the aid of a traffic signal, most potential customers will forego stopping at this site and will, instead, visit a more convenient location, such as the Gasland station a few hundred feet to the west. This is evident from the fact that, combined, less than 30% of current site-generated traffic uses the westbound Parkway ramps or turns left in or out from/to US Route 6 to access the site.

Regardless of whether or not a traffic signal is installed, both sets of analyses indicate that the proposed redevelopment of the property will not have a significant adverse impact on area traffic operating conditions.

1.2 *Project Description*

The Project site is situated on the north side of East Main Street (US Route 6), to the east of the Bear Mountain Parkway. The property is currently developed with a gas station with four fueling positions, a residence and a vacant commercial building formerly occupied by Popeye's Pub. Access to the property is currently provided by two full movement driveways along the gas station frontage. It is proposed to

demolish the existing buildings and construct a larger gas station with 12 fueling positions, and a 3,320 square-foot (sf) convenience store with a drive-thru. The Project will have two access driveways; a one-way access for right-turn entering traffic from Route 6 westbound and a two-way driveway located opposite the Bear Mountain Parkway westbound ramps.

1.3 Study Methodology

To assess existing traffic conditions at the study intersections, and due to the current COVID-19 pandemic, the Town determined that 2019 existing traffic volumes contained in the traffic study¹ for the nearby Gasland development would be appropriate to use. The 2019 traffic volumes for the weekday AM and PM weekday peak hours and the Saturday Midday peak hour were increased by 1% to represent 2020 existing conditions.

The 2020 existing peak-hour volumes were grown to the year 2022 by 2% per year (a total of 4 percent) and traffic volumes from 16 proposed vicinity developments² in the Towns of Cortlandt and Yorktown, as well as the City of Peekskill were added to the grown volumes to represent future conditions without the Project ("No-Build").

The trips anticipated to be generated by the Project during the peak hours were forecast based on the Institute of Transportation Engineers' (ITE) publication, *Trip Generation Manual*, 10th Edition. It is conservatively estimated that, if a traffic signal is installed at the main site driveway, the Project will add 160 new vehicular trips to the surrounding roadways during the weekday AM peak hour, 168 new trips during the PM peak hour and 208 new vehicular trips during the Saturday Midday peak hour.

These trips were distributed to the roadways and added to the No-Build volumes to represent future conditions with the Project ("Build"). Two Build analyses were conducted; one assuming the site driveway intersection with Route 6 and the BMP westbound ramps remains unsignalized resulting in only half of the potential customers visiting the site and the second Build analysis assuming a traffic signal is installed at the intersection assuming all potential customers visit the site. No credit was taken for any of the customers that would otherwise have stopped at the Gasland facility.

Synchro analyses were conducted for the Existing, No-Build and the two Build traffic volume conditions and compared to intersection capacities to identify Project impacts.

¹ 2019 Existing traffic volumes from Maser Consulting's *Traffic Impact Study* for Gasland Cortlandt, revision date of 10/31/2029

² Vicinity development volumes were obtained from the 2019 Gasland *Traffic Impact Study* prepared by Maser Consulting.

To identify any existing safety concerns, a crash analysis was performed at the study intersections which revealed that the study intersections currently experience an accident rate that is higher than the Statewide average.

1.4 Findings

At the unsignalized US Route 6 intersection with the Bear Mountain Parkway Westbound Ramp and Site Driveway, the results of the Synchro analysis indicate that, substantial delays are currently experienced on the Ramp and Site driveway approaches. In the future under No-Build conditions (without the Project but with forecast increases in existing volumes), there will be significant increases in delay on the minor street approaches. Under future Build conditions (with the Project traffic added to the No-Build volumes), there will be further increases in delay on the minor street approaches, though they will be greatly reduced if a traffic signal is installed. Under Build conditions with the signal installation, the intersection will operate acceptably, and the minor street delays will be dramatically reduced. If a signal is not installed, the volume of traffic that will be generated by the gas station will be halved and there will be no material change to the operation of the intersection.

At the signalized US Route 6 intersection with the Bear Mountain Parkway Eastbound Ramp and the Gasland Driveway, the results of the Synchro analysis reveal that the overall intersection currently operates at acceptable levels during the peak hours. In the future, under No-Build conditions, the Synchro analysis indicates that the overall intersection will continue to operate acceptably, although with significant increase in delays on the Ramp approach as compared to existing conditions. Under future Build conditions (with the proposed Project traffic), the overall intersection and individual movements will continue to operate at No-Build levels of service. Overall delays will increase by less than one second.

A traffic signal warrant analysis conducted for the US Route 6 intersection with the BMP Westbound ramp and Site driveway for the Build condition reveals that traffic signal will be warranted, based on the signal warrant volume criteria.

1.5 Conclusions

The data presented in this study indicates that the demand exists for the installation of a traffic signal at the intersection of US Route 6 with the westbound ramps of the Bear Mountain Parkway. With the installation of a traffic signal, the proposed redevelopment of the subject property could add up to 265 new trips to the surrounding roadway during the busiest hour, though this value is conservative as it assumes none of these trips will be siphoned off from the Gasland station and that the sole purpose for 75% of the patrons' is a destination trip just to get gas (when most of us get gas on our way to do something else). Even with these

conservative projections, the data indicate that any traffic impact the Project might have would be mitigated by the installation of a traffic signal.

Alternatively, if the New York State Department of Transportation (NYSDOT) declines to grant approval for the installation of a traffic signal, the number of trips generated by the Project is expected to be more than halved and, with this smaller level of traffic activity, the subject development would not have a significant impact on area traffic operating conditions.

In conclusion, regardless of whether or not a traffic signal is installed at the site driveway, both sets of analyses indicate that the proposed redevelopment of the property will not have a significant adverse impact on traffic operations in the study area.

2.0 INTRODUCTION

This Traffic Impact Study has been prepared by Kimley-Horn of New York, P.C. to document the potential traffic impacts associated with the proposed redevelopment of the property at 2058 East Main Street (US Route 6) in the Town of Cortlandt, Westchester County, New York. This report evaluates both existing and future traffic conditions surrounding the site both with and without the Project. The anticipated year of completion of this development is 2022.

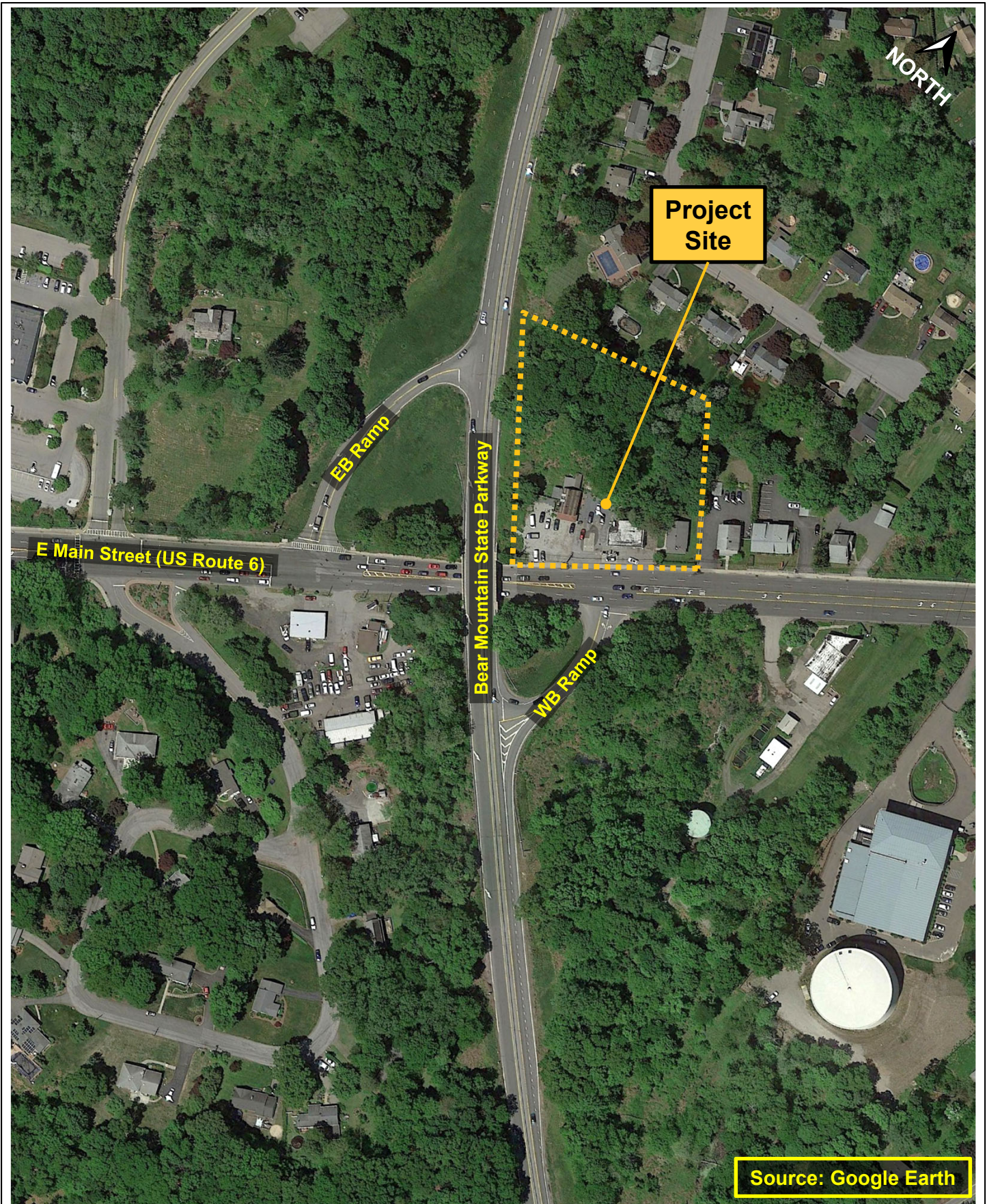
The Project site is situated on the north side of East Main Street (US Route 6), to the east of the Bear Mountain Parkway ("BMP") and opposite the BMP westbound ramp, as illustrated in **Figure 1**. The property is currently developed with a gas station with four fueling positions, a residence and a vacant commercial building formerly occupied by Popeye's Pub. Access to the property is currently provided by two full movement driveways along the gas station frontage.

It is proposed to demolish the existing buildings and construct a larger gas station with 12 fueling positions, and a 3,320 square-foot (sf) convenience store with a drive-thru. The Project will have two access driveways; a one-way access for right-turn entering traffic from Route 6 westbound and a two-way driveway located opposite the Bear Mountain Parkway westbound ramps.

This study was conducted in accordance with the Town's approved Scoping outline for the Project and evaluates existing traffic conditions as well as future conditions without the Project ("No-Build") and with the Project ("Build"). The No-Build condition is the benchmark against which the potential impacts of the proposed Project are compared. Two study intersections were identified by the Town as requiring analysis:

- US Route 6 & Bear Mountain Parkway westbound ramp & Site Driveway (unsignalized)
- US Route 6 & Bear Mountain Parkway eastbound ramp & proposed Gasland Driveway (signalized)

This study draws from the 2019 traffic study conducted for the recently approved Gasland development located along US Route 6 to the west of the BMP.



Source: Google Earth

3.0 EXISTING CONDITIONS

3.1 Roadway Network

Evaluation of the traffic impacts associated with the proposed Project requires a thorough understanding of the existing roadway system in the vicinity of the site. The existing conditions observed in the study area include an inventory of the roadways, speed limits, intersection geometry, traffic control devices, pavement condition and markings. This information is provided below.

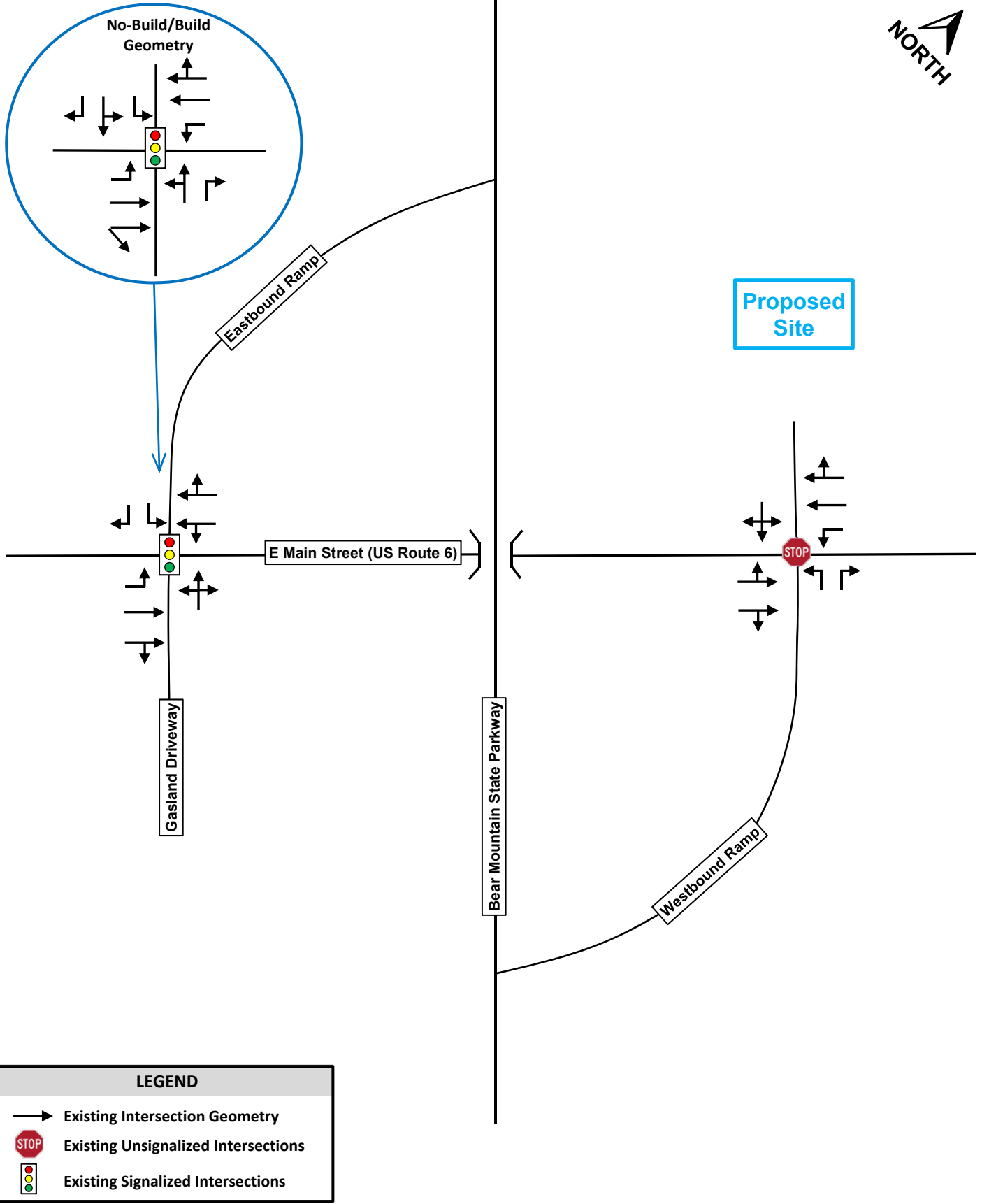
East Main Street (US Route 6) is an east-west State highway classified as an urban “principal arterial - other” which travels through the immediate region from Peekskill in the west to Brewster in the east. Within the study area, it provides five lanes with two through lanes per direction and a center lane for left turns. The roadway narrows to four lanes (two travel lanes per direction) as it passes under the Bear Mountain Parkway overpass. The pavement is in fair to good condition. Sidewalks are provided along the north side of the roadway. US Route 6 is under the jurisdiction of the New York State Department of Transportation (NYSDOT). The posted speed limit in the study area is 40 miles per hour (mph).

Bear Mountain State Parkway is a generally east to west oriented State highway which runs for approximately 4 miles from its intersection with US Routes 6, 9 & 202 in Peekskill in the west through Cortlandt to US Route 202 in the east. The highway is classified as an urban “principal arterial expressway” and is under the jurisdiction of the NYSDOT. It provides one travel lane per direction to the east of its interchange with US Route 6 and three travel lanes (two eastbound travel lanes; one westbound travel lane) to the west of US Route 6. Within the study area, the Parkway is divided by a guiderail and the pavement is in generally good condition. The highway has a posted speed limit of 45 mph. There are no pedestrian facilities on the Parkway.

3.2 Description of Study Intersections

East Main Street (US Route 6) at Bear Mountain Parkway Westbound Ramp & Site Driveway –

The BMP Westbound Ramp forms the northbound approach and the Site Driveway forms the southbound approach to this four-legged, unsignalized intersection with US Route 6. US Route 6 eastbound provides a shared left-turn/through lane and a shared through/right-turn lane while the westbound approach provides an exclusive left-turn lane and two through lanes. The BMP ramp provides two approach lanes that are striped as a left-turn lane and a right-turn lane. The site driveway approach, which is slightly offset from the BMP ramp, provides one lane permitting all movements. The intersection is controlled by a Stop sign on the BMP ramp. Crosswalks are not provided at the intersection. The intersection geometry is shown on **Figure 2**.



Proposed Site

LEGEND

- Existing Intersection Geometry
- STOP Existing Unsignalized Intersections
- Existing Signalized Intersections

A signal warrant analysis conducted at this intersection for the Gasland development³ indicated that the intersection does not currently meet the NYSDOT requirements for signalization due to the relatively low volumes of traffic exiting the Parkway at this location.

East Main Street (US Route 6) at Bear Mountain Parkway Eastbound Ramp & Gasland Driveway – The BMP Eastbound Ramp forms the southbound approach and the driveway to an existing commercial property (future Gasland site) forms the northbound approach to this four-legged signalized intersection with US Route 6. US Route 6 eastbound provides an exclusive left-turn lane and two through lanes while the westbound approach provides a shared left-turn/through lane and a shared through/right-turn lane. The BMP ramp provides a left-turn lane and a right-turn lane. The driveway approach provides one lane permitting all movements. The intersection is controlled by a multi-phase traffic signal. Crosswalks and pedestrian displays are provided on the north leg of the intersection.

The intersection will be reconstructed as part of the Gasland development, which is anticipated to be completed in 2021. The BMP ramp will be widened to provide a three-lane approach with a left-turn lane, a shared left-turn/through lane and a right-turn lane. US Route 6 will be widened to provide a left-turn lane in the westbound direction and the Gasland driveway will be constructed to provide a shared left-turn/through lane and a right-turn lane. A new crosswalk will be added on the west leg of Route 6 which will connect to a new sidewalk on the south side of Route 6, between the Gasland driveway and Parkway Drive to the west. The reconstructed traffic signal will include Adaptive Traffic Signal Control (ATSC). The Gasland developer will also install ATSC at two other signalized intersections⁴ along Route 6. This study includes these intersection modifications as part of the analysis of the future 2022 No-Build and Build conditions. The existing and proposed intersection geometry for this intersection is shown graphically on **Figure 2**.

3.3 Pedestrian Facilities

The majority of development along US 6 between the eastbound Bear Mt. Parkway Ramp and Locust Avenue is on the north side of the roadway and a continuous sidewalk connects these properties. There is no sidewalk on the south side of the road in this location, except for a 60-foot long, 35" wide strip directly under the bridge that carries the Bear-Mountain Parkway over the roadway.

North side sidewalk pavement conditions are generally acceptable in the study area (no buckling or major cracks), however, none of the curb ramps are ADA compliant. The utility pole at the existing driveway to the subject site blocks a portion of the ramp, however, the sidewalk is 7' wide at that

³ Maser Consulting, P.C. Traffic Impact Study dated 10/31/2019

⁴ ATSC will be installed at the Route 6 intersections with Jacobs Hill Road/Parkway Drive and Locust Avenue.

location, leaving sufficient width for walkers and the disabled to pass. The sidewalk area next to this utility pole is not paved but is proposed to be reconstructed in that area as part of the Project.

The vegetation adjacent to the sidewalk is not maintained between the subject site and the eastbound Bear Mt. Parkway Ramp with the result that foliage growth reduces the effective width of the sidewalk. Under the overpass, at the narrowest point, the sidewalk is 35" from curb to abutment, which is not ADA compliant (the sidewalk would need to be widened by 19" to meet the minimum ADA requirements for sidewalks or by 7" to meet the minimum requirement for an accessible route).

Under the proposed plan, the sidewalk, crosswalk and sidewalk curb ramps will be reconstructed across the front of the property to comply with current ADA requirements.

3.4 Crash History and Safety Assessment

A review of crash records provided by the NYSDOT for US Route 6 for the most recent three-year period (from September 2016 through August 2019) indicate that a total of 40 crashes occurred in the study area. Injuries occurred in 6 of the crashes and there was one fatality that involved a motorcyclist. None of the crashes involved pedestrians or bicyclists.

A total of 16 crashes occurred at the intersection of US Route 6 with the BMP Westbound Ramp/Site Driveway and 22 crashes occurred at the US Route 6 signalized intersection with the BMP Eastbound Ramp. Two crashes occurred between the two intersections. A review of the data indicated that the crashes were mostly rear-end, overtaking and right-angle collisions. The accident rates for the two study intersections were calculated and compared to Statewide averages for similar intersection types. This comparison revealed that both study intersections exceed the Statewide average. **Table 1** provides a summary of the accident data.

Table 1 – Crash Summary 9/1/2016 to 8/31/2019									
Location	No. of Crashes	Reportable	Injury/Fatalities	Rear End	Overtaking	Rt Angle	Head On	Left Turn	Other
US 6 & BMP WB Ramp/Site Driveway	16	13	2/1	5	3	5	1	2	0
US 6 & BMP EB Ramp	22	18	4/0	14	4	1	0	2	1
Midblock betw. intersections	2	1	0/0	0	2	0	0	0	0
TOTAL	40	32	6/1	19	9	6	1	4	1

3.5 *Traffic Data Collection*

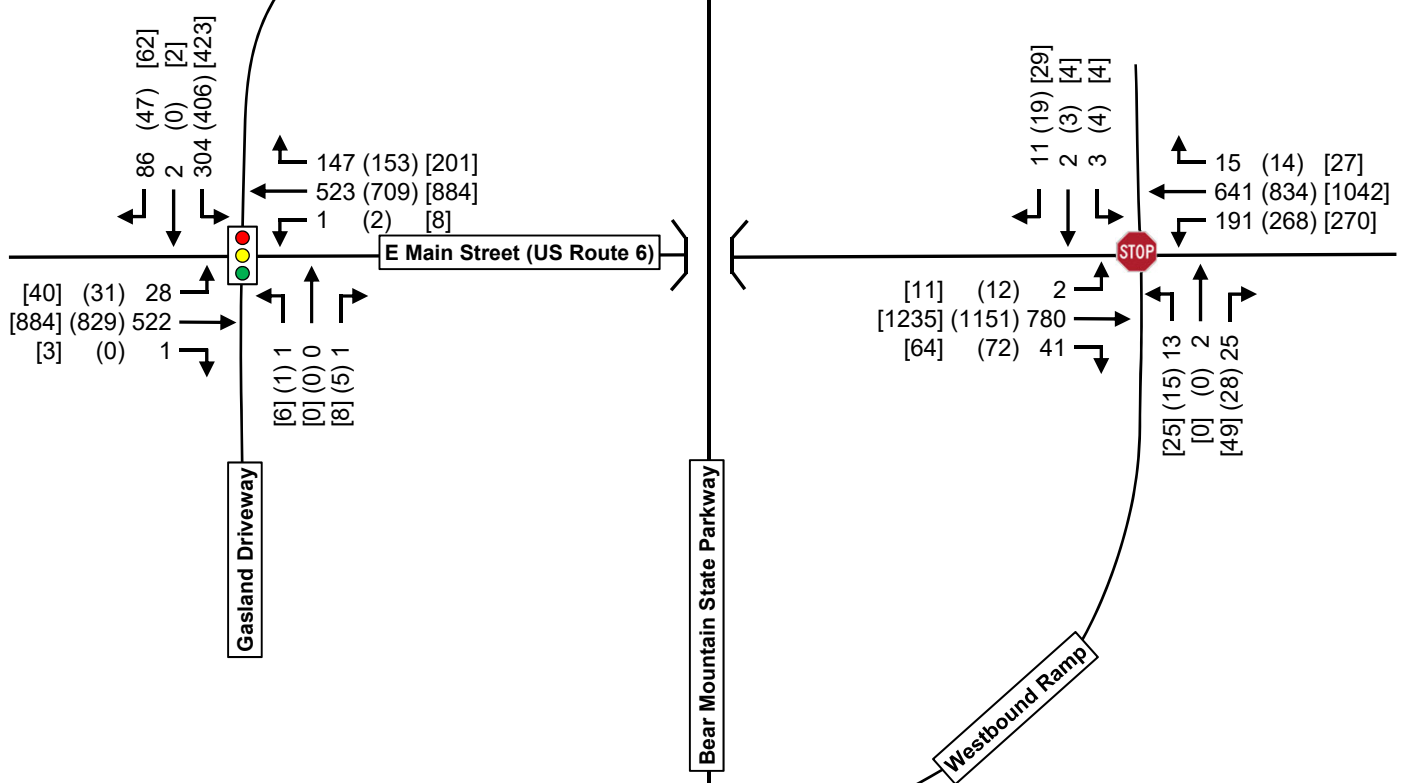
Due to the current Covid-19 pandemic, it is currently not possible to collect representative turning movement counts at the study intersections. However, the Town of Cortlandt determined that 2019 existing traffic volumes contained in the traffic study⁵ for the nearby Gasland development would be acceptable to use. The 2019 traffic volumes for the weekday AM and PM peak hours and the Saturday Midday peak hour were increased by 1% to represent 2020 existing conditions. The resulting 2020 Existing Peak Hour Traffic Volumes are provided in **Figure 3**.

A review of the Existing volumes reveals that the Saturday Midday peak hour experiences the highest volumes (58% higher than the AM peak hour volumes and 15% higher than the PM peak hour volumes). The PM peak hour volumes are 38% higher than the AM peak hour volumes.

⁵ 2019 Existing traffic volumes from Maser Consulting's *Traffic Impact Study* for Gasland Cortlandt, revision date of 10/31/2029



Proposed Site



LEGEND

- Traffic Movement
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- [XX] Saturday Peak Hour Traffic Volumes

4.0 FUTURE NO-BUILD CONDITIONS

The future No-Build conditions are the forecast traffic conditions that are expected to occur without the proposed development. This includes background traffic growth and traffic associated with any other planned / approved developments, as described below.

4.1 Background Traffic Growth

Background traffic growth represents typical traffic growth not associated with any planned development. Growth rate information was provided by the Town of Cortlandt which indicated that an annual growth rate of 2% per year (4% total) would be appropriate. The grown traffic volumes are shown on **Figure 4**.

4.2 Vicinity Developments

Traffic volumes associated with the following 16 proposed vicinity developments⁶ in the Towns of Cortlandt and Yorktown, as well as the City of Peekskill were added to the grown volumes.

Town of Cortlandt

- Gasland Development
- Shop Rite (relocated to Cortlandt Crossing)
- Cortlandt Crossing (unoccupied space)
- Hanover Estates
- Pondview Commons
- The Sentinel Assisted Living
- Medical Oriented District (MOD)

Town of Yorktown

- Lowe's
- Mohegan Audi Expansion
- CVS
- Envirogreen Associates Commercial
- Route 6 (Mohegan Avenue)
- Roma Building Redevelopment
- Weyant Residential Development

City of Peekskill

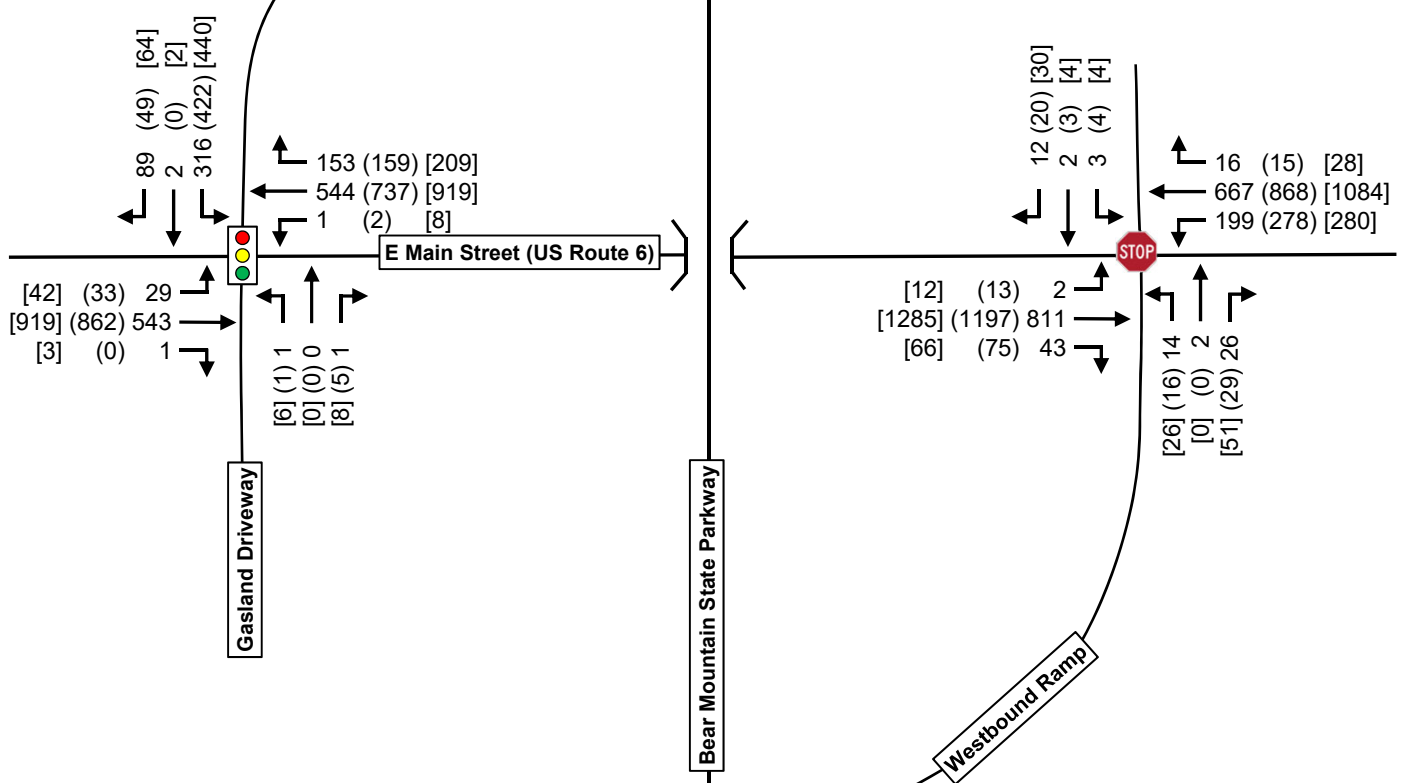
- Trinity Associates (52 dwelling units)
- Forth Hill Residences (balance)
- One Park Place (150 du)

⁶ Vicinity development volumes were obtained from the 2019 Gasland *Traffic Impact Study* prepared by Maser Consulting.

The vicinity development volumes, shown on **Figure 5**, were added to the Grown traffic volumes to represent the future conditions without the Project ("No-Build"). Compared to the Existing volumes, the No-Build traffic volumes represent an increase of 23%. This is considered to be an extremely conservative projection (28% increase over 2019 traffic volumes by 2022). The No-Build volumes are shown on **Figure 6**.



Proposed Site

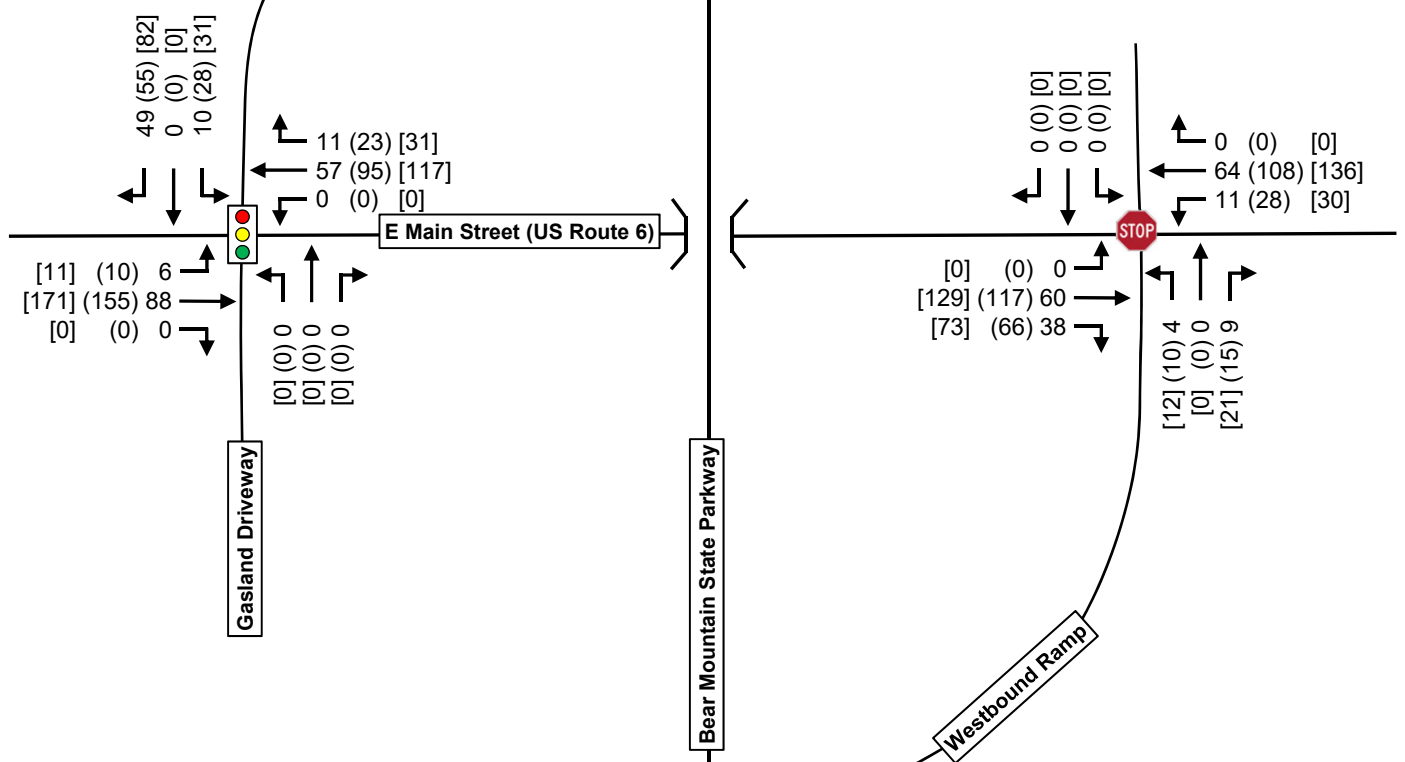


LEGEND

- Traffic Movement
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- [XX] Saturday Peak Hour Traffic Volumes



Proposed Site

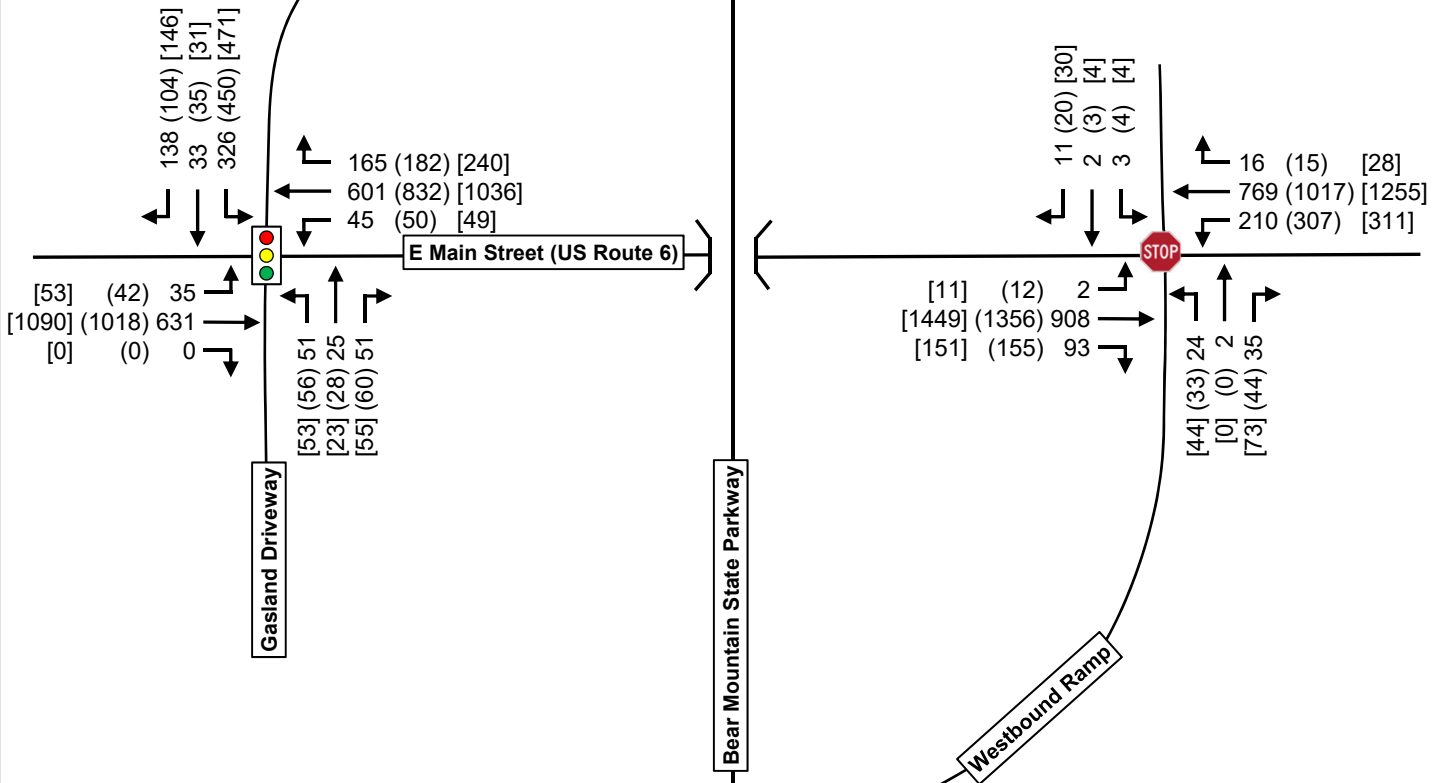


LEGEND

- Traffic Movement
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- [XX] Saturday Peak Hour Traffic Volumes



Proposed Site



LEGEND	
	Traffic Movement
XX	AM Peak Hour Traffic Volumes
(XX)	PM Peak Hour Traffic Volumes
[XX]	Saturday Peak Hour Traffic Volumes

5.0 PROJECT TRAFFIC

Project traffic is the number of vehicle trips forecast to be generated by the proposed development. This Project traffic is calculated and dispersed throughout the road network and onto the study intersections by using trip generation, trip distribution, and trip assignment.

5.1 Trip Generation

The Project site is situated on the north side of East Main Street (US Route 6), to the east of the Bear Mountain Parkway. The property is currently developed with a gas station with four fueling positions, a residence and a vacant commercial building formerly occupied by Popeye's Pub. Access to the property is currently provided by two full movement driveways along the gas station frontage. It is proposed to demolish the existing buildings and construct a larger gas station with 12 fueling positions, and a 3,320 square-foot (sf) convenience store with a drive-thru. The Project will have two access driveways; a one-way access for right-turn entering traffic from Route 6 westbound and a two-way driveway located opposite the Bear Mountain Parkway ("BMP") westbound ramps.

The trips anticipated to be generated by the Project during the peak hours were forecast based on the Institute of Transportation Engineers' (ITE) publication, *Trip Generation Manual*, 10th Edition. The trip rates for ITE Land Use Code (LUC) 853 (Convenience Market with Gasoline Pumps) and LUC 945 (Gasoline/Service Station with Convenience Market) were carefully reviewed. It was determined that using trip rates based on fueling positions rather than on the convenience store square footage would result in higher trip generations and provide a more conservative approach. For the AM and PM peak weekday hours, the trip rates for fueling positions based on LUC 853 were used as those rates are higher than the rates for LUC 945. As LUC 853 does not provide Saturday rates based on fueling positions, the ratio of Saturday/PM LUC 945 rates were used to develop the Saturday Project trips for LUC 853 from the PM LUC 853 value.

ITE also indicates that a substantial number of trips to a convenience store and fueling station are drawn from the existing passing traffic stream and are not new trips added to the roadways, as most of us pump gas or stop for a convenience item on our way to somewhere else. Per ITE, these pass-by trips can represent up to 62 percent of Project trips for gas stations and convenience stores; however, a pass-by credit of only 25% was used in this Study in accordance with NYSDOT guidelines. Based on these conservative assumptions, it is conservatively estimated that the Project will add 187 new vehicular trips during the weekday AM peak hour, 206 new trips during the PM peak hour and 265 new vehicular trips during the Saturday Midday peak hour. An additional 31 trips in and 31 trips out of the development are projected to come from passing traffic on US Route 6 (pass-by trips) in the AM peak hour. Similarly, 35 entering and 35 exiting trips in the weekday PM peak

hour, and 44 entering and 44 exiting trips in the Saturday peak hour are projected to come from passing traffic on US Route 6. These trip generation projections are summarized below in **Table 2**.

It is noted, however, that the property is currently developed with a gas station, a single-family residence and the former Popeye's Pub. As indicated in Figure 3, the existing development on the site generates 35 trips in the weekday AM peak hour, 52 trips in the weekday PM peak hour and 56 trips in the Saturday Midday peak hour. Assuming the same 25% pass-by rate used for the proposed action, of these driveway trips, 4 entering and 4 exiting trips in the AM peak-hour would come from passing traffic on US Route 6 (pass-by trips) in the AM peak hour. Similarly, 7 entering and 7 exiting trips in the weekday PM peak hour, and 9 entering and 9 exiting trips in the Saturday peak hour come from passing traffic on US Route 6. These existing trips are also presented in Table 2.

Table 2 – Trip Generation										
Condition	Trip Types	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
		Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Proposed Project	Total Trips	249	125	124	276	138	138	353	177	176
	Pass-by Trips	62	31	31	70	35	35	88	44	44
	New Trips	187	94	93	206	103	103	265	133	132
Existing Site	Total Trips	35	19	16	52	26	26	75	38	37
	Pass-by Trips	8	4	4	14	7	7	18	9	9
	New Trips	27	15	12	38	19	19	57	29	28
Net Change	Total Trips	214	106	108	224	112	112	278	139	139
	Pass-by Trips	54	27	27	56	28	28	70	35	35
	New Trips	160	79	81	168	84	84	208	104	104

Source: Based on ITE *Trip Generation Manual*, 10th Edition.

As can be seen from Table 2, the proposed redevelopment of the property is conservatively proposed to add 160 new trips to the surrounding roadways during the weekday AM peak hour, 168 new trips to the surrounding roadway network during the weekday PM peak hour and 208 new trips to the surrounding roadway network during the Saturday Midday peak hour.

Based on the values in Table 2, it is estimated that up to 20 vehicles per hour will use the drive-thru during any of the peak hours and that queues will be limited to two vehicles, or three at most.

5.2 Trip Distribution and Assignment

Trip arrival and departure distributions, which show how Project-generated trips will travel to and from the site, have been forecast by evaluating the existing traffic patterns and volumes on the study area roadways.

With the installation of a traffic signal at the site driveway, easy access to and from the site would be provided from both US Route 6 and the Bear Mountain Parkway. For this condition, the Project's trip origins and destinations were determined based, primarily, on the average annual daily traffic volumes on these roadways on either side of the site (as indicated on the NYSDOT's "Traffic Data Viewer").

The trip distributions with the installation of a traffic signal are shown on **Figure 7**. The new Project trips were distributed to the roadways based on the Signalized trip distributions. The pass-by trips were assigned based on the average annual daily traffic volumes on US Route 6 on either side of the site, with the assumption that, with the installation of a traffic signal, westbound (right-in/right-out) traffic would be 33% more likely to visit the site than eastbound (left-in/left-out) traffic. The sum of the new Project trips and the pass-by trips are shown on **Figure 8**.

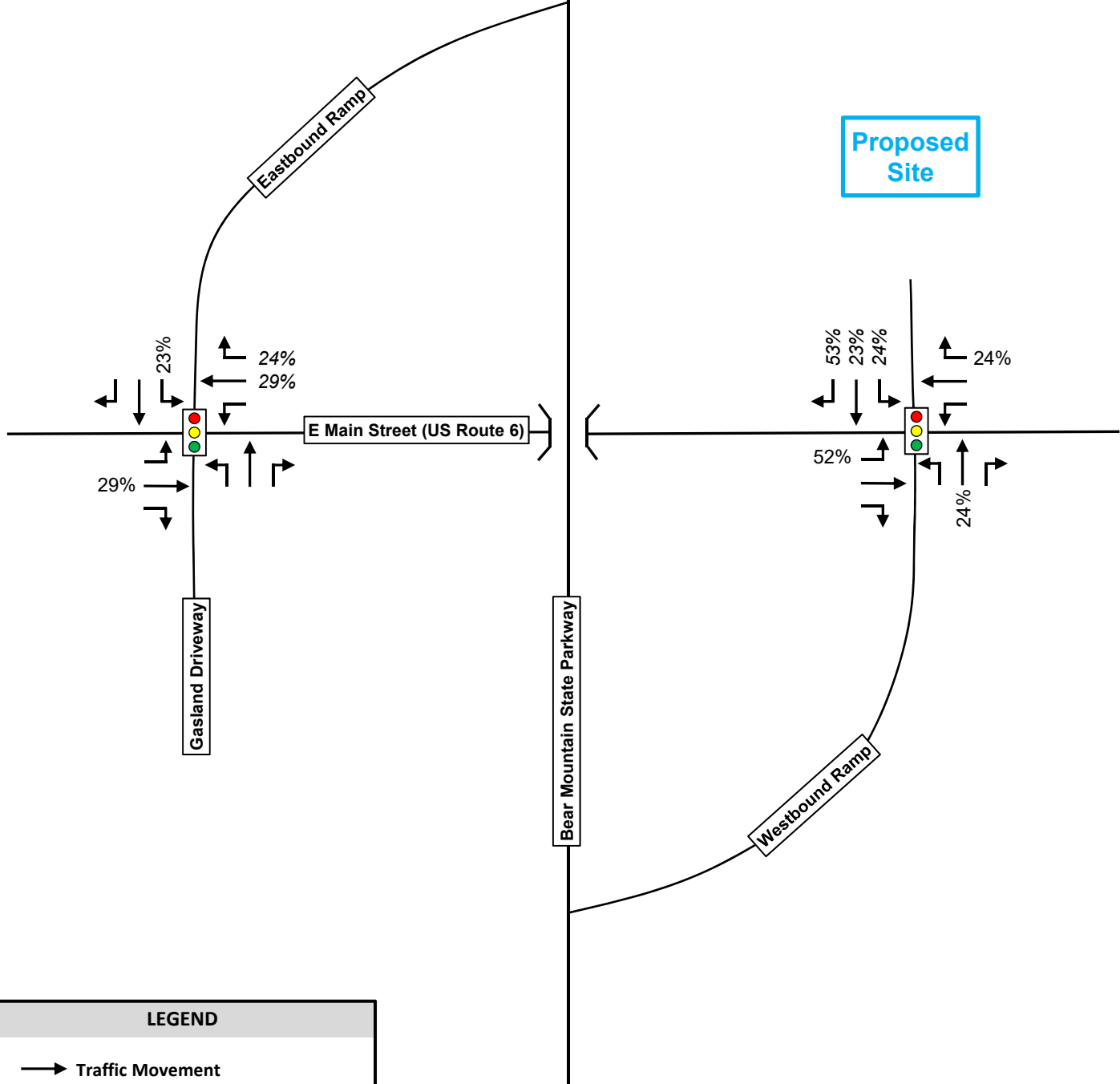
With signalization of the Route 6 intersection with the BMP westbound ramp and the Site driveway, it is projected that some of the existing drivers destined to Route 6 who currently use Locust Avenue or Conklin Avenue rather than the BMP westbound ramp would use the ramp to access Route 6. These trip diversions were determined based on a review of the difference in traffic volumes between vehicles entering the BMP opposite the site driveway and vehicle exiting the BMP opposite the site driveway.

This data (taken from the Gasland Traffic Study) indicate that between 25 and 60 more vehicles turn onto the Parkway from the west than turn off the Parkway to the west (indicating the difficulty of making left-turns. Similarly, the data indicate that between 160 and 240 more vehicles turn onto the Parkway from the east than turn off the Parkway to the east (partially attributable to the inability of right-turning vehicles accessing US Route 6 because of the left-turn queue).

To account for the benefits of installing a traffic signal at this intersection, it was assumed that between 26 and 57 additional left-turns would be made from the parkway exit to westbound US Route 6 and that between 35 and 53 additional right-turns would be made from the parkway exit to eastbound US Route 6.



Proposed Site

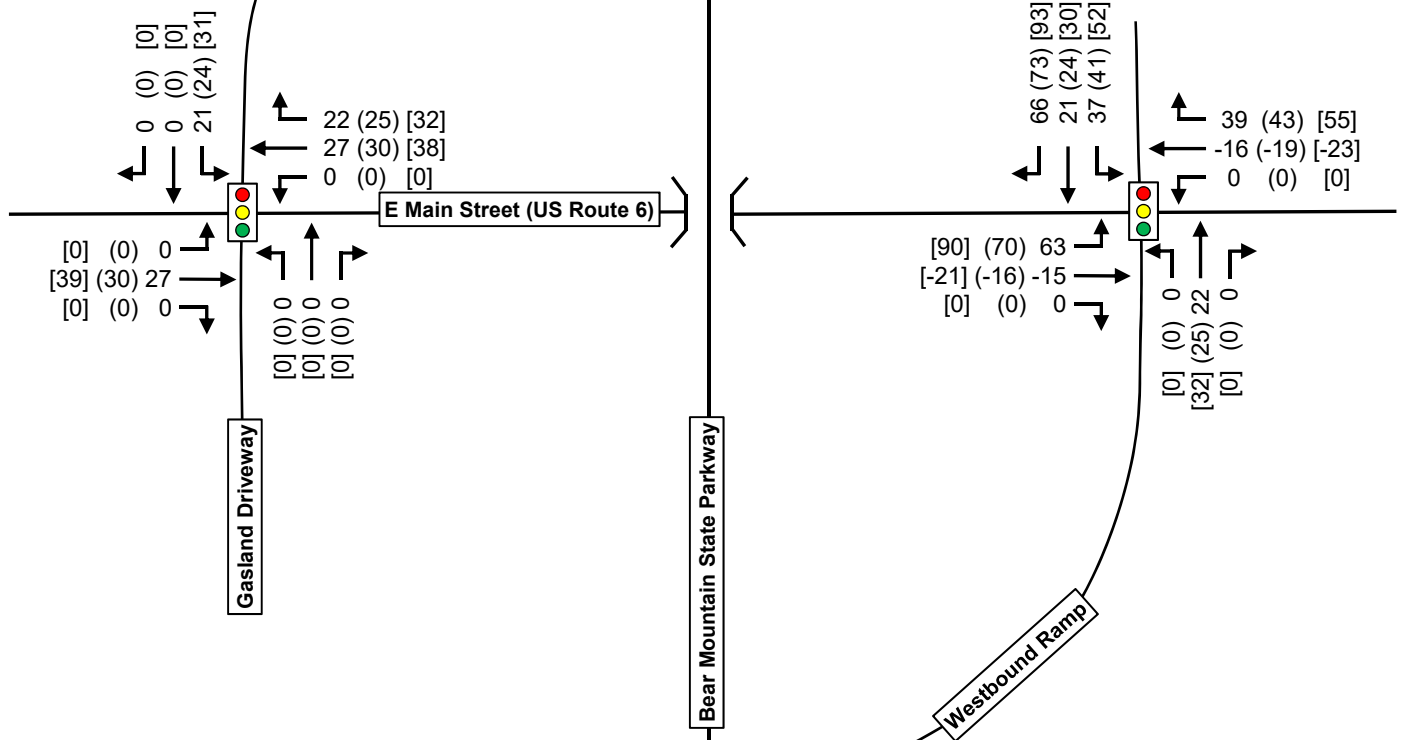


LEGEND

- Traffic Movement
- XX% Arrivals
- XX% Departures



Proposed Site



LEGEND

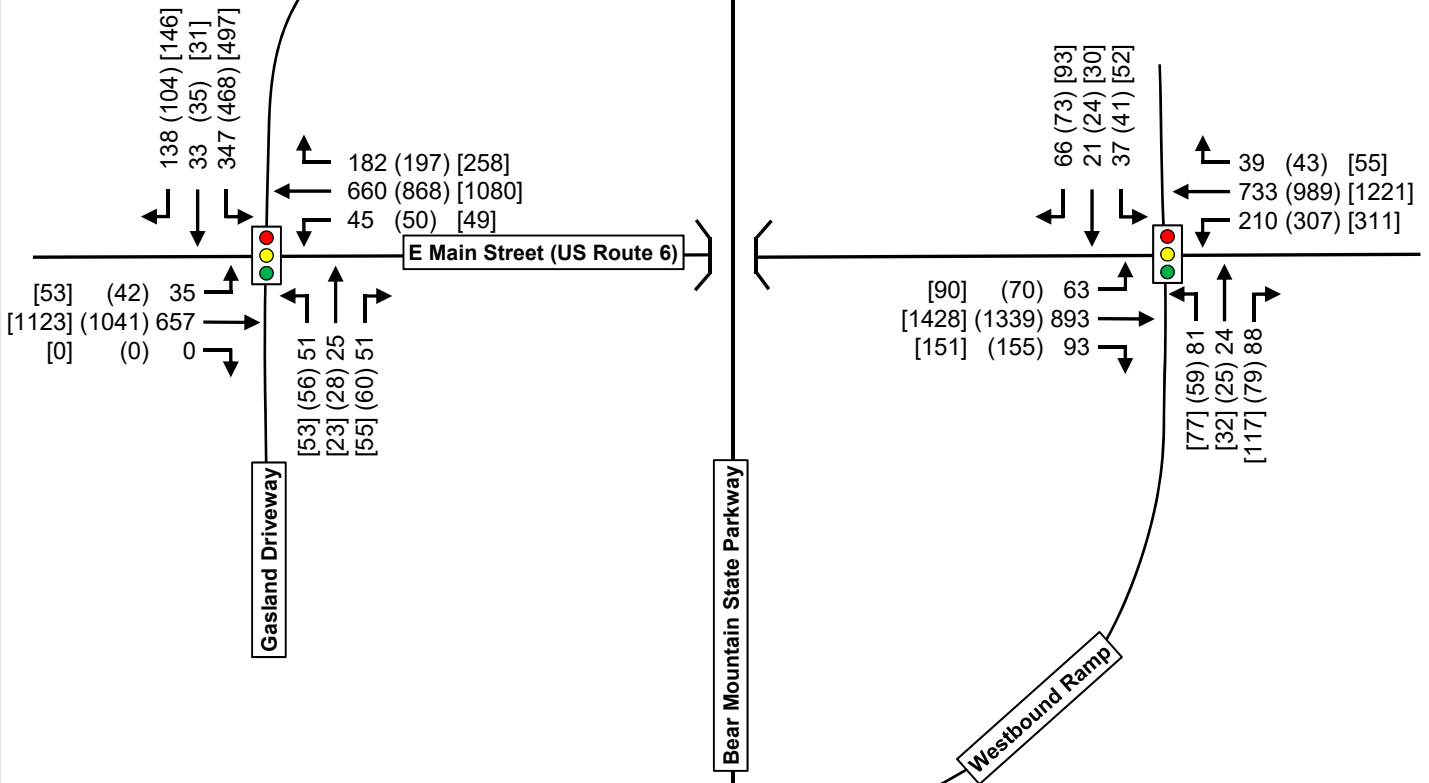
- Traffic Movement
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- [XX] Saturday Peak Hour Traffic Volumes

6.0 FUTURE BUILD TRAFFIC CONDITIONS

The Future Build conditions are defined as the forecast traffic conditions on the roadway network in the year 2022, with the proposed development. The future traffic volumes with the Project were determined by subtracting the existing traffic currently generated by the property from the No-Build volumes (shown in Figure 6), adding the new Project trips and the Project pass-by trips (shown in Figure 8) and adding the additional left and right-turning vehicles that would exit the Parkway opposite the site driveway. The resulting Build traffic volumes are shown in **Figure 9**.



Proposed Site



LEGEND

- Traffic Movement
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- [XX] Saturday Peak Hour Traffic Volumes

7.0 CAPACITY ANALYSIS

7.1 Intersection Capacity Analysis

An intersection capacity analysis was conducted with the Existing, No-Build and Build peak-hour traffic volumes (shown on Figures 3, 6 and 9) to assess the quality of the traffic flow at the study intersections.

The criteria used to analyze the study intersections is based on the evaluation criteria contained in the Transportation Research Board's *Highway Capacity Manual* ("HCM") 6th Edition. The term "level of service" ("LOS") is used to denote the different operating conditions that occur at an intersection under various traffic volume loads. It is a qualitative measure that considers a number of factors including roadway geometry, speed, travel delay, and freedom to maneuver. LOS provides an index to the operational qualities of a roadway segment or an intersection. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

Synchro 10 software was used to model the study intersections based on the parameters mentioned above. Synchro 10 software is widely used by traffic engineering professionals, is approved for use by the NYS DOT, and is consistent with the procedures in the HCM.

The LOS designations, which are based on delay, are reported differently for signalized and unsignalized intersections. For signalized intersections, LOS is based on the average control delay per vehicle for the various lane group movements within the intersection. LOS can be reported for individual turning movements, approaches, or for the intersection as a whole. For unsignalized intersections, the analysis assumes that traffic on the mainline is not affected by traffic on the side streets. Thus, the LOS designation is for the critical movement exiting the side street, which is generally the left turn out of the side street or side driveway. For the purposes of this analysis, control delay is defined as the total elapsed time that includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation.

The control delay criteria for the range of service levels for signalized and unsignalized intersections are shown below in **Table 3**.

Table 3 – LOS Criteria		
Level-of-Service (LOS)	Control Delay Per Vehicle	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10.0 seconds	≤ 10.0 seconds
B	>10.0 and ≤ 20.0 seconds	>10.0 and ≤ 15.0 seconds
C	>20.0 and ≤ 35.0 seconds	>15.0 and ≤ 25.0 seconds
D	>35.0 and ≤ 55.0 seconds	>25.0 and ≤ 35.0 seconds
E	>55.0 and ≤ 80.0 seconds	>35.0 and ≤ 50.0 seconds
F	>80.0 seconds	>50.0 seconds

Source: Transportation Research Board. *Highway Capacity Manual*.

The results of the intersection analysis for the Existing, No-Build and the Build volume conditions for the three peak hours are summarized in **Tables 4 to 6** below. Based on a review of the initial analyses, it was determined that the primary site driveway should have a left-turn lane and a separate through/right-turn lane and the Build analyses reflect this condition. The Synchro worksheets are provided in the Appendix along with Queuing summary tables.

Table 4 – Existing Conditions - Intersection Capacity Analysis Results							
Intersection	Mvmt/ Approach	AM Peak Hour		PM Peak Hour		SAT Peak Hour	
		Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS
E. Main St (US Route 6) & Bear Mtn Pkwy WB On/Off Ramps & Site Access (Unsignalized)	EB LTR	9.0	A	9.8	A	10.9	B
	WB L	11.4	B	17.7	C	20.8	C
	WB TR	0.0	A	0.0	A	0.0	A
	NB L	62.6	F	300.0	F	300.0	F
	NB TR	15.2	C	13.9	B	14.7	B
	SB LTR	30.5	D	120.6	F	300.0	F
E. Main St (US Route 6) & Bear Mtn Pkwy EB On/Off Ramps & Commercial Drwy (Signalized)	EB L	35.3	D	40.7	D	44.2	D
	EB TR	12.5	B	15.9	B	14.3	B
	EB	13.6	B	16.8	B	15.6	B
	WB LTR	20.1	C	28.2	C	29.9	C
	NB LTR	0.0	A	0.2	A	0.5	A
	SB L	27.2	C	31.6	C	43.5	D
	SB TR	7.1	A	0.1	A	8.3	A
	SB	22.6	C	28.3	C	38.9	D
	INT	18.5	B	23.7	C	26.2	C

Note: LOS = Level of Service. Delay is shown in seconds.
Delays of 300 seconds or more at unsignalized intersections are simply noted as 300 seconds.

Table 5 – No-Build Conditions - Intersection Capacity Analysis Results							
Intersection	Mvmt/ Approach	AM Peak Hour		PM Peak Hour		SAT Peak Hour	
		Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS
E. Main St (US Route 6) & Bear Mtn Pkwy WB On/Off Ramps & Site Access (Unsignalized)	EB LTR	9.6	A	10.6	B	12.2	B
	WB L	13.4	B	33.3	D	49.3	E
	WB TR	0.0	A	0.0	A	0.0	A
	NB L	160.6	F	300.0	F	300.0	F
	NB TR	18.0	C	16.8	C	18.7	B
	SB LTR	52.2	F	300.0	F	300.0	F
E. Main St (US Route 6) & Bear Mtn Pkwy EB On/Off Ramps & Gasland Drwy (Signalized) ¹	EB L	12.9	B	15.6	B	16.6	B
	EB TR	18.3	B	25.9	C	25.0	C
	EB	18.1	B	25.5	C	24.7	C
	WB L	12.7	B	16.8	B	13.2	B
	WB TR	20.8	C	25.5	C	29.7	C
	WB	20.3	C	25.0	C	29.1	C
	NB LT	43.7	D	52.4	D	79.1	E
	NB R	1.1	A	1.5	A	3.2	A
	NB	26.6	C	31.2	C	47.2	D
	SB L	57.6	E	48.5	D	60.3	E
	SB T	56.8	E	47.6	D	60.4	E
	SB R	5.7	A	5.2	A	18.2	B
	SB	42.9	D	40.5	D	50.8	D
INT	25.3	C	28.7	C	32.6	C	

Note: 1. Includes Gasland intersection modifications.

LOS = Level of Service. Delay is shown in seconds.

Delays of 300 seconds or more at unsignalized intersections are simply noted as 300 seconds.

Table 6 – Build Conditions - Intersection Capacity Analysis Results

Intersection	Mvmt/ Approach	AM Peak Hour		PM Peak Hour		SAT Peak Hour	
		Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS
E. Main St (US Route 6) & Bear Mtn Pkwy WB On/Off Ramps & Site Access (Signalized)	EB LTR	7.8	A	32.8	C	76.6	E
	WB L	11.0	B	52.0	D	79.3	E
	WB TR	4.0	A	3.6	A	4.4	A
	WB	5.5	A	14.7	B	19.0	B
	NB L	48.0	D	47.4	D	79.6	E
	NB TR	15.5	B	19.2	B	19.5	B
	NB	29.1	C	29.4	C	40.0	D
	SB L	38.9	D	44.0	D	75.4	E
	SB TR	16.6	B	19.9	B	21.7	C
	SB	23.2	C	27.1	C	37.7	D
	INT	9.4	A	24.8	C	47.5	D
E. Main St (US Route 6) & Bear Mtn Pkwy EB On/Off Ramps & Gasland Drwy (Signalized)	EB L	13.4	B	16.6	B	14.8	B
	EB TR	18.9	B	27.2	C	24.8	C
	EB	18.6	B	26.8	C	24.3	C
	WB L	11.6	B	15.5	B	10.0	A
	WB TR	22.0	C	26.2	C	28.4	C
	WB	21.5	C	25.7	C	28.7	C
	NB LT	43.7	D	52.4	D	66.6	E
	NB R	1.1	A	1.5	A	2.3	A
	NB	26.6	C	31.2	C	39.6	D
	SB L	59.4	E	48.7	D	64.3	E
	SB LT	57.7	E	47.5	D	64.0	E
	SB R	5.7	A	5.1	A	10.8	B
	SB	44.5	D	40.8	D	52.6	D
	INT	26.2	C	29.5	C	32.4	C

Note: LOS = Level of Service. Delay is shown in seconds.
Delays of 300 seconds or more at unsignalized intersections are simply noted as 300 seconds.

A descriptive summary of the Synchro analysis results shown in Tables 4 through 6 for each study intersection is provided below.

US Route 6 & BMP Westbound Ramp/Site Driveway

- Under Existing conditions at this unsignalized intersection, the northbound Ramp approach and southbound Site driveway approach experience significant delays during each peak hour. The northbound left-turn from the BMP westbound off-ramp operates at level of service (LOS) "F" during the weekday AM, PM and Saturday Midday peak hours. The Site driveway operates at LOS "F" during the PM and Saturday peak hours. Left-turn movements on US Route 6 operate at LOS "C" or better during the peak hours.
- In the future under No-Build conditions (without the proposed Project, but with forecast increases in existing traffic volumes and vicinity development volumes), compared to the existing conditions, the minor street approaches will see significant increases in delay and will continue to operate at LOS "F" during the peak hours. The westbound left-turn movement on US Route 6 will also see significant increases in delay during the PM and Saturday peak hours (of 15.6 seconds and 28.5 seconds, respectively) resulting in the LOS degrading from "C" during both hours under existing conditions to LOS "D" (PM) and LOS "E" (Saturday).
- Under future Build conditions (with the proposed Project traffic, with a traffic signal installed), compared to No-Build conditions, the overall intersection will operate at acceptable LOS "D" or better during each peak hour. Delays on the site driveway and Parkway ramp approaches will be improved to tolerable levels, while the US Route 6 approaches will operate at LOS "C" or better, except during the Saturday midday peak-hour.

A review of the existing geometry at this intersection revealed that the separation between the ramp and the BMP bridge is not sufficient to allow the roadway to be restriped to provide an eastbound left-turn lane.

US Route 6 & BMP Eastbound Ramp/Gasland Driveway

- Under Existing conditions at this signalized intersection, the overall intersection operates at LOS "B" during the weekday AM peak hour and at LOS "C" during the weekday PM peak hour and Saturday Midday peak hour.
- In the future under No-Build conditions (without the proposed Project, but with the Gasland development's proposed intersection improvements and forecast increases in existing traffic volumes and vicinity development volumes), compared to the existing conditions, the southbound BMP Eastbound ramp approach will see increased delays resulting in a degradation in level of service during the AM and PM peak hours from LOS "C" under existing conditions to LOS "D" under No-Build conditions. The overall intersection will continue to operate acceptably at LOS "C" during each peak hour.

- Under future Build conditions (with the proposed Project traffic, with a traffic signal installed at the adjacent BMP Westbound ramp/Site driveway intersection), compared to No-Build conditions, the overall intersection will continue to operate at LOS "C during each peak hour and there will be no change in LOS on individual movements, except for a threshold "A" to "B" LOS change on the westbound left-turn movement.

As per the study scope provided by the Town, the results of the analyses above were compared to those of the Gasland traffic study. Tables showing that comparison are provided in the Appendix.

8.0 SIGNAL WARRANT ANALYSIS

A signal warrant analysis was conducted at the US Route 6 intersection with the Bear Mountain Parkway Westbound Ramps and Site Driveway to determine if signal installation would be warranted based on the future Build volume conditions.

As previously discussed, the current level of use of the westbound Parkway ramp is curtailed by the heavy volumes of traffic on US Route 6 and the limited ability of vehicles to access it from the ramp or the site. This is evidenced by the fact that approximately 10 times as much traffic exits at the eastbound Parkway ramp, where there is a traffic signal, as well as by the fact that almost 7 times as many vehicles get on at the westbound ramp than get off. The latent demand to exit via the westbound ramp, along with the potential demand to enter and exit the subject development via the ramp, were conservatively considered in the projection of future traffic volumes, assuming that the benefits of a traffic signal were available at the intersection.

The signal warrant analysis was conducted based on the traffic signal warrant criteria provided in Section 4C of the *Manual of Uniform Traffic Control Devices (MUTCD)*, 2009. The results of the analysis, which are summarized in **Table 7** below, clearly demonstrate that the traffic signal volume warrants will be satisfied (even the 4-hour warrant will be satisfied for 13 hours). The warrant analysis is provided in the Appendix.

Table 7 – Signal Warrant Analysis Summary				
Day	Warrant No. 1		Warrant No. 2	Warrant No. 3
	Condition A	Condition B	Four-Hour	Peak Hour
	Hours Met	Hours Met	Hours Met	Hours Met
Weekday	0	13	13	3
Saturday	0	4	1	0

It is noted that the most recent approval for the Gasland projects contained requirements that conditions at this intersection be monitored and, should it be determined that a traffic signal is warranted, the owner of that developments would be required to make a fair-share contribution to the cost of installation.

Excerpt from Gasland Resolution of Approval.

7. Applicant shall submit for review to the Town and its Traffic Consultant a post construction monitoring program to commence no later than 6 months after the certificate of occupancy is issued. Applicant shall study the AM, PM and Saturday mid-day peak hours (during School year) and compare as-built conditions to LOS Analysis at minimum. Applicant shall analyze and install an additional traffic signal with adaptive controls at the westbound BMP ramp and its intersection with US Route 6 / Cortlandt Boulevard if warranted or directed by the NYSDOT.

9.0 ALTERNATIVE BUILD ANALYSIS

The decision to permit the installation of a traffic signal rests with the NYSDOT. As previously discussed, at present, traffic volumes exiting the westbound Parkway at US Route 6 do not currently rise to the level that would warrant the installation of a traffic signal. This is primarily because delays exiting at this location are so extensive that motorists take either Locust Avenue or Conklin Avenue instead. As indicated in the previous section, while the data indicates that the level of traffic activity on the ramp would meet signal warrants if a traffic signal were installed, the NYSDOT could ultimately decide that a traffic signal may not be installed at this intersection.

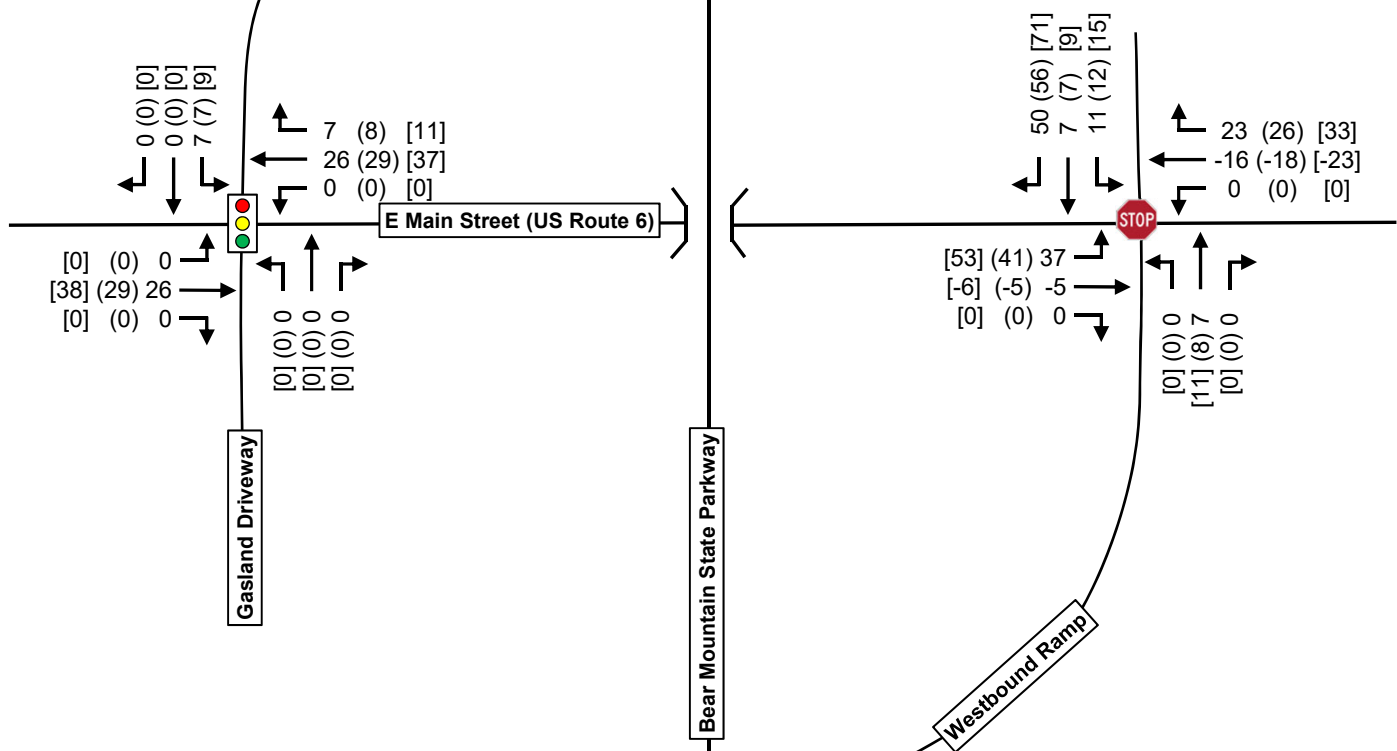
Regardless, the applicant has vested rights to develop the subject property and an additional analysis was conducted to evaluate the Project's potential traffic impacts should the application be approved without the installation of the signal. As indicated in Table 5 of this report, even without the construction of the new facility, the analyses indicate that it will take in excess of 5 minutes to turn left out of the site or to cross to or from the opposing BMP exit. As a result, it is expected that almost none of the trips that are required to make these maneuvers (either entering or exiting) will ever materialize as the motorists will simply go to another gas station.

Based on the revised trip projections, which are conservative in that the number of vehicles remaining on these movements will remain, on average, more than twice the volumes on these movements today, it is calculated that the number of customers visiting the store will be halved. The projected traffic volumes for this analysis are shown on **Figure 10** and the Build traffic volumes for this scenario were calculated by subtracting the existing traffic currently generated by the property from the No-Build volumes (shown in Figure 6) and adding the new Project trips and the Project pass-by trips (shown in Figure 10). The resulting Build Unsignalized traffic volumes are shown in **Figure 11**.

Intersection capacity analyses were conducted with Build Unsignalized peak-hour traffic volumes (shown on Figure 11) to assess the quality of the traffic flow at the study intersections using the criteria outlined in the Transportation Research Board's *Highway Capacity Manual* ("HCM") 6th Edition. The results of this analysis are presented in **Table 8**.

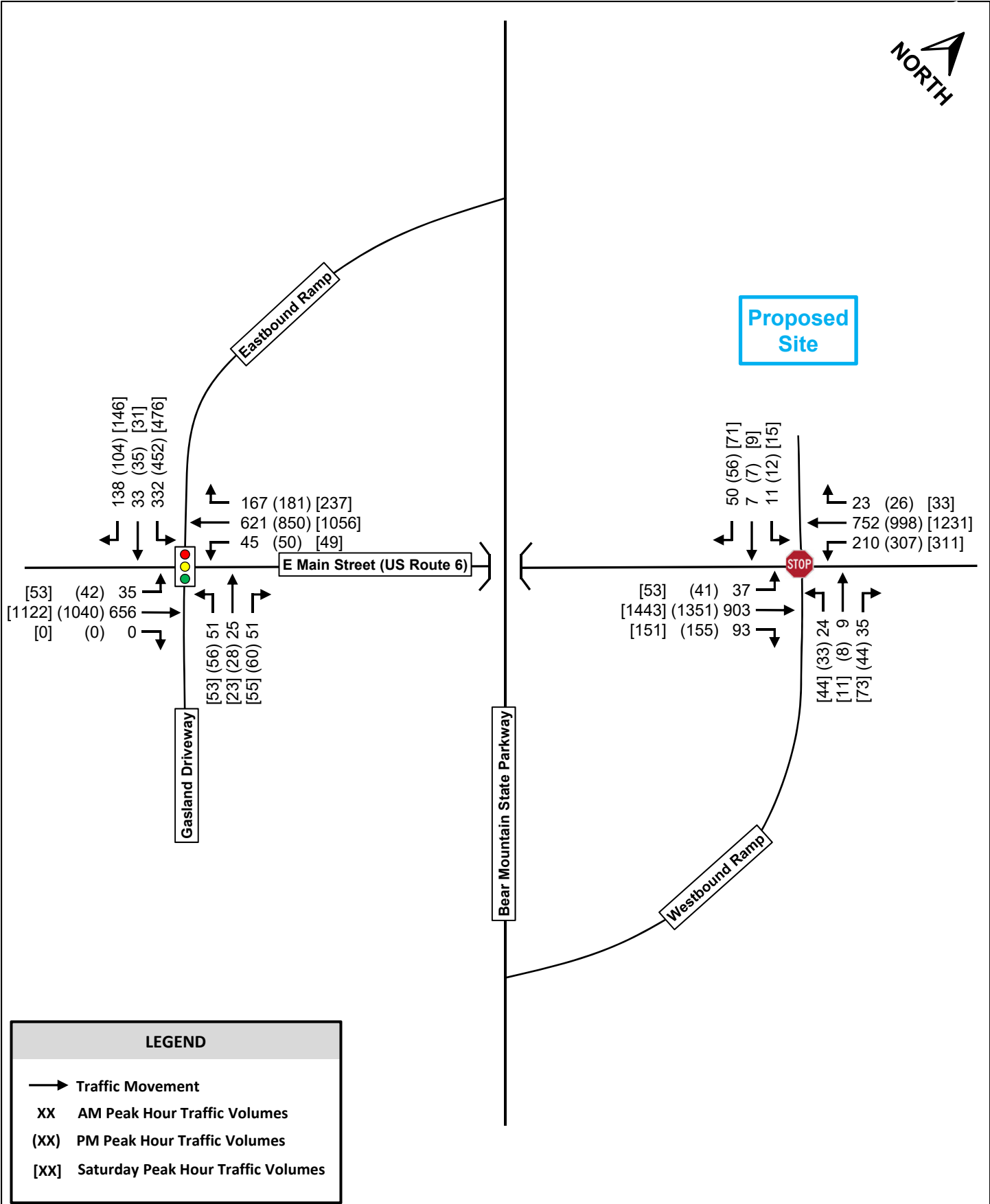


Proposed Site



LEGEND

- Traffic Movement
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- [XX] Saturday Peak Hour Traffic Volumes



LEGEND	
→	Traffic Movement
XX	AM Peak Hour Traffic Volumes
(XX)	PM Peak Hour Traffic Volumes
[XX]	Saturday Peak Hour Traffic Volumes

Table 8 – Build Conditions (Unsignalized) - Intersection Capacity Analysis Results							
Intersection	Mvmt/ Approach	AM Peak Hour		PM Peak Hour		SAT Peak Hour	
		Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS
E. Main St (US Route 6) & Bear Mtn Pkwy WB On/Off Ramps & Site Access (Unsignalized)	EB LTR	9.7	A	10.8	B	12.8	B
	WB L	13.4	B	33.0	D	48.5	E
	WB TR	0.5	A	0.0	A	0.0	A
	NB L	300.0	F	300.0	F	300.0	F
	NB TR	46.6	E	300.0	F	19.2	F
	SB LTR	157.1	F	300.0	F	300.0	F
E. Main St (US Route 6) & Bear Mtn Pkwy EB On/Off Ramps & Gasland Drwy (Signalized)	EB L	13.0	B	15.9	B	17.4	B
	EB TR	18.7	B	26.4	C	25.6	C
	EB	18.4	B	26.0	C	25.2	C
	WB L	12.9	B	17.2	B	14.3	B
	WB TR	21.2	C	25.9	C	30.1	C
	WB	20.8	C	25.5	C	29.6	C
	NB LT	43.7	D	52.4	D	75.8	E
	NB R	1.1	A	1.5	A	3.2	A
	NB	26.6	C	31.2	C	45.3	D
	SB L	58.0	E	48.6	D	65.5	E
	SB T	56.7	E	47.7	D	65.4	E
	SB R	5.7	A	5.2	A	10.3	B
	SB	43.2	D	40.6	D	53.1	D
	INT	25.6	C	29.0	C	33.3	C

Note: LOS = Level of Service. Delay is shown in seconds.
Delays of 300 seconds or more at unsignalized intersections are simply noted as 300 seconds

As can be seen from the Table, “F” levels of service will continue to prevail on the driveway and BMP ramp approaches to US Route 6 at the subject site while overall LOS “C” conditions will be provided at the intersection

10.0 PROJECT TRAFFIC IMPACT

The impact of the proposed redevelopment of the property is presented in **Tables 9 and 10** below, which compare No-Build with Build conditions both with and without the installation of a new traffic signal at the site driveway, respectively.

Table 9 – No-Build & Build (Signalized) Comparison

Intersection	Appr	No-Build Conditions						Build Conditions (Signalized)					
		AM Peak Hour		PM Peak Hour		SAT Peak Hour		AM Peak Hour		PM Peak Hour		SAT Peak Hour	
		Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS
E. Main St (US Route 6) & Bear Mtn Pkwy WB On/Off Ramps & Site Access (Unsignalized No-Build/Signalized Build)	EB LTR	9.6	A	10.6	B	12.2	B	7.8	A	32.8	C	76.6	E
	WB L	13.4	B	33.3	D	49.3	E	11.0	B	52.0	D	79.3	E
	WB TR	0.0	A	0.0	A	0.0	A	4.0	A	3.6	A	4.4	A
	WB	N/A	N/A	N/A	N/A	N/A	N/A	5.5	A	14.7	B	19.0	B
	NB L	160.6	F	300.0	F	300.0	F	48.0	D	47.4	D	79.6	E
	NB TR	18.0	C	16.8	C	18.7	C	15.5	B	19.2	B	19.5	B
	NB	N/A	N/A	N/A	N/A	N/A	N/A	29.1	C	29.4	C	40.0	D
	SB L	N/A	N/A	N/A	N/A	N/A	N/A	38.9	D	44.0	D	75.4	E
	SB TR	N/A	N/A	N/A	N/A	N/A	N/A	16.6	B	19.9	B	21.7	C
	SB LTR	52.2	F	300.0	F	300.0	F	N/A	N/A	N/A	N/A	N/A	N/A
	SB	N/A	N/A	N/A	N/A	N/A	N/A	23.2	C	27.1	C	37.7	D
INT	N/A	N/A	N/A	N/A	N/A	N/A	9.4	A	24.8	C	47.5	D	
E. Main St (US Route 6) & Bear Mtn Pkwy EB On/Off Ramps & Gasland Drwy (Signalized)	EB L	12.9	B	15.6	B	16.6	B	13.4	B	16.6	B	14.8	B
	EB T	18.3	B	25.9	C	25	C	18.9	B	27.2	C	24.8	C
	EB	18.1	B	25.5	C	24.7	C	18.6	B	26.8	C	24.3	C
	WB L	12.7	B	16.8	B	13.2	B	11.6	B	15.5	B	10.0	A
	WB TR	20.8	C	25.5	C	29.7	C	22.0	C	26.2	C	28.4	C
	WB	20.3	C	25	C	29.1	C	21.5	C	25.7	C	28.7	C
	NB LT	43.7	D	52.4	D	79.1	E	43.7	D	52.4	D	66.6	E
	NB R	1.1	A	1.5	A	3.2	A	1.1	A	1.5	A	2.3	A
	NB	26.6	C	31.2	C	47.2	D	26.6	C	31.2	C	39.6	D
	SB L	57.6	E	48.5	D	60.3	E	59.4	E	48.7	D	64.3	E
	SB LT	56.8	E	47.6	D	60.4	E	57.7	E	47.5	D	64.0	E
	SB R	5.7	A	5.2	A	18.2	B	5.7	A	5.1	A	10.8	B
	SB	42.9	D	40.5	D	50.8	D	44.5	D	40.8	D	52.6	D
INT	25.3	C	28.7	C	32.6	C	26.2	C	29.5	C	32.4	C	

Table 10 – No-Build & Build (Unsignalized) Comparison

Intersection	Appr	No-Build Conditions						Build Conditions (Unsignalized)					
		AM Peak Hour		PM Peak Hour		SAT Peak Hour		AM Peak Hour		PM Peak Hour		SAT Peak Hour	
		Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS
E. Main St (US Route 6) & Bear Mtn Pkwy WB On/Off Ramps & Site Access (Unsignalized)	EB LTR	9.6	A	10.6	B	12.2	B	9.7	A	10.8	B	12.8	B
	WB L	13.4	B	33.3	D	49.3	E	13.4	B	33.0	D	48.5	E
	WB TR	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
	WB	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	NB L	160.6	F	300.0	F	300.0	F	300.0	F	300.0	F	300.0	F
	NB TR	18.0	C	16.8	C	18.7	C	46.6	E	300.0	F	19.2	C
	NB	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	SB L	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	SB TR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	SB LTR	52.2	F	300.0	F	300.0	F	157.1	F	300.0	F	300.0	F
	SB	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
INT	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
E. Main St (US Route 6) & Bear Mtn Pkwy EB On/Off Ramps & Gasland Drwy (Signalized)	EB L	12.9	B	15.6	B	16.6	B	13.0	B	15.9	B	17.4	B
	EB T	18.3	B	25.9	C	25	C	18.7	B	26.4	C	25.6	C
	EB	18.1	B	25.5	C	24.7	C	18.4	B	26.0	C	25.2	C
	WB L	12.7	B	16.8	B	13.2	B	12.9	B	17.2	B	14.3	B
	WB TR	20.8	C	25.5	C	29.7	C	21.2	C	25.9	C	30.1	C
	WB	20.3	C	25	C	29.1	C	20.8	C	25.5	C	29.6	C
	NB LT	43.7	D	52.4	D	79.1	E	43.7	D	52.4	D	75.8	E
	NB R	1.1	A	1.5	A	3.2	A	1.1	A	1.5	A	3.2	A
	NB	26.6	C	31.2	C	47.2	D	26.6	C	31.2	C	45.3	D
	SB L	57.6	E	48.5	D	60.3	E	58.0	E	48.6	D	65.5	E
	SB LT	56.8	E	47.6	D	60.4	E	56.7	E	47.7	D	65.4	E
	SB R	5.7	A	5.2	A	18.2	B	5.7	A	5.2	A	10.3	B
	SB	42.9	D	40.5	D	50.8	D	43.2	D	40.6	D	53.1	D
INT	25.3	C	28.7	C	32.6	C	25.6	C	29.0	C	33.3	C	

As can be seen from Table 9, with the installation of a traffic signal at the intersection of the BMP westbound ramp and Site driveway with US Route 6, delays in excess of several minutes to access US Route 6 from either the site driveway or the Bear Mountain Parkway ramp will be reduced to just over one minute. The overall intersection will operate at acceptable LOS "D" or better during each peak hour. The US Route 6 approaches will operate at LOS "C" or better, except during the Saturday midday peak-hour.

At the intersection of the eastbound BMP ramp with US Route 6, the overall intersection will continue to operate at LOS "C" during each peak hour with Project-generated traffic and there will be no deterioration in LOS on individual movements. Overall intersection delay will increase by 0.9 seconds or less while delays on individual movements will increase by 4.0 seconds or less.

As can be seen from Table 10, without the installation of a traffic signal at the intersection of the BMP westbound ramp and Site driveway with US Route 6, delays in excess of several minutes will continue to be experienced by motorists to access US Route 6 from either the site driveway or the Bear Mountain Parkway ramp.

At the intersection of the eastbound BMP ramp with US Route 6 for the no-signal-installation scenario, the overall intersection will continue to operate at LOS "C" during each peak hour with Project-generated traffic and there will be no change in LOS on individual movements. Overall intersection delay will increase by 0.7 seconds or less while delays on individual movements will increase by 5.2 seconds or less.

As can be seen from above, the proposed redevelopment of the property will not have a significant impact under either scenario at the intersection of US Route 6 with the eastbound BMP ramp. At the westbound ramp, the installation of a traffic signal will mitigate the impact of the additional traffic generated by the Project and, if a signal is not permitted to be installed, the level of traffic visiting the new facility will be reduced so significantly that it will not materially alter operating conditions at that intersection.

11.0 POST CONSTRUCTION MONITORING PLAN

Per the Scope for the Project, a post-construction monitoring plan has been developed to ensure that the traffic projections and Synchro analysis contained in the Study are representative of future conditions with the Project. Once the Project is completed and has been in operation for one-year, the following tasks will be conducted:

- Accident Review – Accident records for the study intersections for the Project's first year of operation will be obtained from the NYSDOT. The records will be reviewed for any unusual patterns or frequency of crashes by location and compared to the previously documented accident history for the study intersections.
- Traffic Counts and Trip Generations – Traffic counts will be conducted on a typical weekday and Saturday at the US Route 6 intersection with the Site driveway and the BMP Westbound Ramp. The counts will be tabulated, and the weekday AM peak hour, weekday PM peak hour and Saturday Midday peak hour volumes identified. The counted volumes will be compared to the Build volume projections contained in this Study. Likewise, the counted entering and exiting trips at the Site driveway will be compared to the Project's trip generations contained in this Study.
- Intersection Operations – Surveys will be taken at the Site driveway intersection with US Route 6 to identify prevailing delays. The surveyed delays will be compared to the delays projected in the Build Synchro analysis in this Study.

Based on the results of the above comparisons, a determination will be made as to the need for additional measures to improve capacity and safety.

12.0 CONCLUSIONS

Based on the analysis provided herein, it is concluded that, with the proposed signal installation, the increase in traffic volumes associated with the proposed gas station redevelopment will not have a significant adverse impact on traffic operations at the study intersections. The signal warrant analysis has determined that, with the installation of a traffic signal at the site driveway, traffic volumes will satisfy signal warrant criteria.

Appendix

- **Synchro Capacity Analyses**
- **Queuing Summary Tables**
 - **Accident Data**
 - **Signal Warrant Analysis**
- **Gasland Comparison Analysis Tables**

Intersection												
Int Delay, s/veh	2.3											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↕	↕			↕		↕	↕	
Traffic Vol, veh/h	3	2	11	13	2	25	2	780	41	191	641	15
Future Vol, veh/h	3	2	11	13	2	25	2	780	41	191	641	15
Conflicting Peds, #/hr	1	0	1	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	65	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-4	-	-	1	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	4	2	6	5	2	4	2
Mvmt Flow	3	2	12	14	2	27	2	830	44	203	682	16




















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1518	1975	351	1605	1961	438	699	0	0	874	0	0
Stage 1	1097	1097	-	856	856	-	-	-	-	-	-	-
Stage 2	421	878	-	749	1105	-	-	-	-	-	-	-
Critical Hdwy	7.34	6.34	6.84	6.74	5.74	6.58	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.34	5.34	-	5.74	4.74	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.34	5.34	-	5.74	4.74	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.34	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	89	69	652	100	97	589	893	-	-	768	-	-
Stage 1	242	305	-	386	451	-	-	-	-	-	-	-
Stage 2	594	382	-	437	364	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	66	51	651	76	71	588	892	-	-	768	-	-
Mov Cap-2 Maneuver	66	51	-	76	71	-	-	-	-	-	-	-
Stage 1	241	224	-	384	449	-	-	-	-	-	-	-
Stage 2	562	380	-	312	268	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	30.5	30.6	0	2.6
HCM LOS	D	D		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	NWLn2	SELn1	SWL	SWT	SWR
Capacity (veh/h)	892	-	-	76	382	158	768	-
HCM Lane V/C Ratio	0.002	-	-	0.182	0.075	0.108	0.265	-
HCM Control Delay (s)	9	0	-	62.6	15.2	30.5	11.4	-
HCM Lane LOS	A	A	-	F	C	D	B	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.2	0.4	1.1	-

2020 Existing
2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

AM Peak Hour
09/14/2020

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	0	1	304	2	86	28	522	1	1	523	147
Future Volume (vph)	1	0	1	304	2	86	28	522	1	1	523	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Frt		0.932			0.853							0.967
Flt Protected		0.976		0.950			0.950					
Satd. Flow (prot)	0	1694	0	1745	1582	0	1669	3276	0	0	3238	0
Flt Permitted				0.950			0.950				0.954	
Satd. Flow (perm)	0	1736	0	1745	1582	0	1669	3276	0	0	3089	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		157			96							37
Link Speed (mph)		30			30			40				40
Link Distance (ft)		170			339			421				434
Travel Time (s)		3.9			7.7			7.2				7.4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	4%	6%	2%	2%	4%	5%
Adj. Flow (vph)	1	0	1	338	2	96	31	580	1	1	581	163
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	338	98	0	31	581	0	0	745	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

2020 Existing
2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

AM Peak Hour
09/14/2020



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Turn Type	Perm	NA		Split	NA		custom	NA		Perm	NA	
Protected Phases		4		3	3		6	1				5
Permitted Phases	4						6			5		
Detector Phase	4	4		3	3		6	1		5		5
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		10.0		10.0
Minimum Split (s)	11.0	11.0		11.0	11.0		11.0	16.0		32.0		32.0
Total Split (s)	16.0	16.0		31.0	31.0		16.0	57.0		41.0		41.0
Total Split (%)	15.4%	15.4%		29.8%	29.8%		15.4%	54.8%		39.4%		39.4%
Maximum Green (s)	10.0	10.0		25.0	25.0		10.0	51.0		35.0		35.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0		5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0		1.0
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0				0.0
Total Lost Time (s)		6.0		6.0	6.0		6.0	6.0				6.0
Lead/Lag	Lag	Lag		Lead	Lead		Lag			Lead		Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes		Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0		2.0
Recall Mode	None	None		None	None		None	Min		Min		Min
Walk Time (s)										8.0		8.0
Flash Dont Walk (s)										18.0		18.0
Pedestrian Calls (#/hr)										5		5
Act Effct Green (s)		5.9		18.1	18.1		6.8	24.5				20.7
Actuated g/C Ratio		0.10		0.31	0.31		0.12	0.42				0.36
v/c Ratio		0.01		0.62	0.17		0.16	0.42				0.66
Control Delay		0.0		27.2	7.1		35.3	12.5				20.1
Queue Delay		0.0		0.0	0.0		0.0	0.0				0.0
Total Delay		0.0		27.2	7.1		35.3	12.5				20.1
LOS		A		C	A		D	B				C
Approach Delay					22.6			13.6				20.1
Approach LOS					C			B				C
Queue Length 50th (ft)		0		79	0		9	63				82
Queue Length 95th (ft)		0		#317	39		47	147				257
Internal Link Dist (ft)		90			259			341				354
Turn Bay Length (ft)				135			45					
Base Capacity (vph)		476		882	847		337	2772				2141
Starvation Cap Reductn		0		0	0		0	0				0
Spillback Cap Reductn		0		0	0		0	0				0
Storage Cap Reductn		0		0	0		0	0				0
Reduced v/c Ratio		0.00		0.38	0.12		0.09	0.21				0.35

Intersection Summary

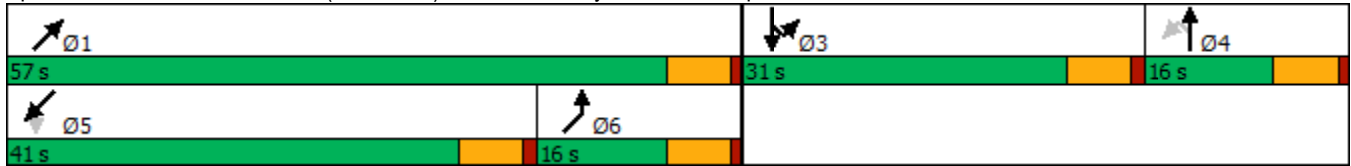
Area Type:	Other
Cycle Length:	104
Actuated Cycle Length:	58
Natural Cycle:	75
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.66
Intersection Signal Delay:	18.5
Intersection Capacity Utilization	56.8%
Intersection LOS:	B
ICU Level of Service	B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp



Intersection												
Int Delay, s/veh	3.9											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↕	↕			↕		↕	↕	
Traffic Vol, veh/h	3	2	11	24	2	35	2	908	93	210	769	16
Future Vol, veh/h	3	2	11	24	2	35	2	908	93	210	769	16
Conflicting Peds, #/hr	1	0	1	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	65	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-4	-	-	1	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	4	2	6	5	2	4	2
Mvmt Flow	3	2	12	26	2	37	2	966	99	223	818	17























Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1763	2343	420	1877	2302	534	836	0	0	1065	0	0
Stage 1	1274	1274	-	1020	1020	-	-	-	-	-	-	-
Stage 2	489	1069	-	857	1282	-	-	-	-	-	-	-
Critical Hdwy	7.34	6.34	6.84	6.74	5.74	6.58	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.34	5.34	-	5.74	4.74	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.34	5.34	-	5.74	4.74	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.34	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	59	41	589	66	63	515	794	-	-	650	-	-
Stage 1	190	254	-	318	392	-	-	-	-	-	-	-
Stage 2	544	314	-	385	311	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	38	27	588	45	41	515	793	-	-	650	-	-
Mov Cap-2 Maneuver	38	27	-	45	41	-	-	-	-	-	-	-
Stage 1	189	167	-	316	390	-	-	-	-	-	-	-
Stage 2	498	312	-	244	204	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	52.2	74.1	0	2.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	NWLn2	SELn1	SWL	SWT	SWR
Capacity (veh/h)	793	-	-	45	317	93	650	-
HCM Lane V/C Ratio	0.003	-	-	0.567	0.124	0.183	0.344	-
HCM Control Delay (s)	9.6	0	-	160.6	18	52.2	13.4	-
HCM Lane LOS	A	A	-	F	C	F	B	-
HCM 95th %tile Q(veh)	0	-	-	2.1	0.4	0.6	1.5	-

No-Build
2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

AM Peak Hour
09/14/2020

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	51	25	51	326	33	138	35	631	0	45	601	165
Future Volume (vph)	51	25	51	326	33	138	35	631	0	45	601	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		135	45		0	80		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850						0.968
Flt Protected		0.968		0.950	0.961		0.950			0.950		
Satd. Flow (prot)	0	1923	1689	1658	1680	1631	1669	3276	0	1652	3241	0
Flt Permitted		0.968		0.950	0.961		0.235			0.338		
Satd. Flow (perm)	0	1923	1689	1658	1680	1631	413	3276	0	588	3241	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			153						38
Link Speed (mph)		30			30			40				40
Link Distance (ft)		170			339			421				434
Travel Time (s)		3.9			7.7			7.2				7.4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	4%	6%	2%	2%	4%	5%
Adj. Flow (vph)	57	28	57	362	37	153	39	701	0	50	668	183
Shared Lane Traffic (%)				45%								
Lane Group Flow (vph)	0	85	57	199	200	153	39	701	0	50	851	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

No-Build
 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

AM Peak Hour
 09/14/2020



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Turn Type	Split	NA	Perm	Split	NA	custom	pm+pt	NA		pm+pt	NA	
Protected Phases	2	2		6	6	6 7	7	4		3	8	
Permitted Phases			2			6	4			8		
Detector Phase	2	2	2	6	6	6 7	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	28.0	28.0	28.0	22.0	22.0		10.0	30.0		10.0	30.0	
Total Split (%)	31.1%	31.1%	31.1%	24.4%	24.4%		11.1%	33.3%		11.1%	33.3%	
Maximum Green (s)	22.0	22.0	22.0	16.0	16.0		4.0	24.0		4.0	24.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	2.0	2.0		2.0	2.0		3.0	2.0	
Recall Mode	None	None	None	Min	Min		None	C-Min		None	C-Min	
Walk Time (s)				7.0	7.0			7.0			8.0	
Flash Dont Walk (s)				16.0	16.0			14.0			18.0	
Pedestrian Calls (#/hr)				0	0			0			1	
Act Effct Green (s)		9.3	9.3	13.9	13.9	23.9	47.6	45.2		45.2	41.2	
Actuated g/C Ratio		0.10	0.10	0.15	0.15	0.27	0.53	0.50		0.50	0.46	
v/c Ratio		0.43	0.17	0.78	0.78	0.28	0.14	0.43		0.15	0.57	
Control Delay		43.7	1.1	57.6	56.8	5.7	12.9	18.3		12.7	20.8	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		43.7	1.1	57.6	56.8	5.7	12.9	18.3		12.7	20.8	
LOS		D	A	E	E	A	B	B		B	C	
Approach Delay		26.6			42.9			18.1			20.3	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)		46	0	113	113	0	10	152		13	186	
Queue Length 95th (ft)		88	0	#206	#204	43	28	222		34	272	
Internal Link Dist (ft)		90			259			341			354	
Turn Bay Length (ft)				135		135	45			80		
Base Capacity (vph)		470	550	294	298	518	274	1645		342	1504	
Starvation Cap Reductn		0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0		0	0	
Storage Cap Reductn		0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio		0.18	0.10	0.68	0.67	0.30	0.14	0.43		0.15	0.57	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 25.3
 Intersection LOS: C

No-Build
 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

AM Peak Hour
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Intersection Capacity Utilization 56.8% ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

 Ø2	 Ø6	 Ø3	 Ø4 (R)
28 s	22 s	10 s	30 s
		 Ø7	 Ø8 (R)
		10 s	30 s

Build - Signalized Site Drwy
 1: US Rt 6 (E. Main St) & BMP WB Ramp/Site Drwy

AM Peak Hour
 09/14/2020



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	37	21	66	81	24	88	63	893	93	210	733	39
Future Volume (vph)	37	21	66	81	24	88	63	893	93	210	733	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%			-4%			1%			0%	
Storage Length (ft)	0		0	65		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99						1.00			1.00	
Fr _t		0.886			0.882			0.987			0.993	
Fl _t Protected	0.950			0.950				0.997		0.950		
Satd. Flow (prot)	1660	1532	0	1745	1650	0	0	3345	0	1711	3446	0
Fl _t Permitted	0.642			0.697				0.839		0.189		
Satd. Flow (perm)	1120	1532	0	1280	1650	0	0	2815	0	340	3446	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		70			94			17			13	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		190			295			434			510	
Travel Time (s)		4.3			6.7			7.4			8.7	
Confl. Peds. (#/hr)	1		1				1					1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	2%	6%	5%	2%	4%	2%
Adj. Flow (vph)	39	22	70	86	26	94	67	950	99	223	780	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	92	0	86	120	0	0	1116	0	223	821	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Build - Signalized Site Drwy
 1: US Rt 6 (E. Main St) & BMP WB Ramp/Site Drwy

AM Peak Hour
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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt		NA
Protected Phases		6			2			4		3		8
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		3		8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		10.0		23.0
Total Split (s)	25.0	25.0		25.0	25.0		53.0	53.0		12.0		65.0
Total Split (%)	27.8%	27.8%		27.8%	27.8%		58.9%	58.9%		13.3%		72.2%
Maximum Green (s)	20.0	20.0		20.0	20.0		48.0	48.0		7.0		60.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0		1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0		0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0		5.0		5.0
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0		3.0
Recall Mode	None	None		None	None		C-Min	C-Min		Min		C-Min
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0				7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0				11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0				0
Act Effct Green (s)	11.3	11.3		11.3	11.3			56.7		68.7		68.7
Actuated g/C Ratio	0.13	0.13		0.13	0.13			0.63		0.76		0.76
v/c Ratio	0.28	0.36		0.53	0.41			0.63		0.61		0.31
Control Delay	38.9	16.6		48.0	15.5			7.7		11.0		4.0
Queue Delay	0.0	0.0		0.0	0.0			0.1		0.0		0.0
Total Delay	38.9	16.6		48.0	15.5			7.8		11.0		4.0
LOS	D	B		D	B			A		B		A
Approach Delay		23.2			29.1			7.8				5.5
Approach LOS		C			C			A				A
Queue Length 50th (ft)	20	11		47	13			141		27		59
Queue Length 95th (ft)	48	52		88	59			151		61		104
Internal Link Dist (ft)		110			215			354				430
Turn Bay Length (ft)				65								
Base Capacity (vph)	248	394		284	439			1778		366		2632
Starvation Cap Reductn	0	0		0	0			77		0		0
Spillback Cap Reductn	0	0		0	0			0		0		0
Storage Cap Reductn	0	0		0	0			0		0		0
Reduced v/c Ratio	0.16	0.23		0.30	0.27			0.66		0.61		0.31

Intersection Summary








Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Build - Signalized Site Drwy
 1: US Rt 6 (E. Main St) & BMP WB Ramp/Site Drwy

AM Peak Hour
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Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 9.4	Intersection LOS: A
Intersection Capacity Utilization 74.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: US Rt 6 (E. Main St) & BMP WB Ramp/Site Drwy

 Ø2 25 s	 Ø3 12 s	 Ø4 (R) 53 s	
 Ø6 25 s	 Ø8 (R) 65 s		

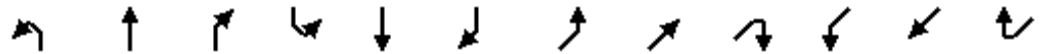
Build - Signalized Site Drwy
 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

AM Peak Hour
 09/14/2020

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	51	25	51	347	33	138	35	657	0	45	660	182
Future Volume (vph)	51	25	51	347	33	138	35	657	0	45	660	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%				0%
Storage Length (ft)	0		0	135		135	45		0	80		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850						0.968
Flt Protected		0.968		0.950	0.960		0.950			0.950		
Satd. Flow (prot)	0	1923	1689	1658	1678	1631	1669	3276	0	1652	3241	0
Flt Permitted		0.968		0.950	0.960		0.198			0.321		
Satd. Flow (perm)	0	1923	1689	1658	1678	1631	348	3276	0	558	3241	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			153						38
Link Speed (mph)		30			30			40				40
Link Distance (ft)		170			339			421				434
Travel Time (s)		3.9			7.7			7.2				7.4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	4%	6%	2%	2%	4%	5%
Adj. Flow (vph)	57	28	57	386	37	153	39	730	0	50	733	202
Shared Lane Traffic (%)				45%								
Lane Group Flow (vph)	0	85	57	212	211	153	39	730	0	50	935	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0

Build - Signalized Site Drwy
 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

AM Peak Hour
 09/14/2020



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Turn Type	Split	NA	Perm	Split	NA	custom	pm+pt	NA		pm+pt	NA	
Protected Phases	2	2		6	6	6 7	7	4		3	8	
Permitted Phases			2			6	4			8		
Detector Phase	2	2	2	6	6	6 7	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	28.0	28.0	28.0	22.0	22.0		10.0	30.0		10.0	30.0	
Total Split (%)	31.1%	31.1%	31.1%	24.4%	24.4%		11.1%	33.3%		11.1%	33.3%	
Maximum Green (s)	22.0	22.0	22.0	16.0	16.0		4.0	24.0		4.0	24.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	2.0	2.0		2.0	2.0		3.0	2.0	
Recall Mode	None	None	None	Min	Min		None	C-Min		None	C-Min	
Walk Time (s)				7.0	7.0			7.0			8.0	
Flash Dont Walk (s)				16.0	16.0			14.0			18.0	
Pedestrian Calls (#/hr)				0	0			0			1	
Act Effct Green (s)		9.3	9.3	14.3	14.3	24.3	47.1	44.7		44.7	40.7	
Actuated g/C Ratio		0.10	0.10	0.16	0.16	0.27	0.52	0.50		0.50	0.45	
v/c Ratio		0.43	0.17	0.80	0.79	0.28	0.16	0.45		0.15	0.63	
Control Delay		43.7	1.1	59.4	57.7	5.7	13.4	18.8		11.6	22.0	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		43.7	1.1	59.4	57.7	5.7	13.4	18.9		11.6	22.0	
LOS		D	A	E	E	A	B	B		B	C	
Approach Delay		26.6			44.5			18.6			21.5	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)		46	0	121	120	0	10	162		15	228	
Queue Length 95th (ft)		88	0	#226	#222	43	28	234		26	318	
Internal Link Dist (ft)		90			259			341			354	
Turn Bay Length (ft)				135		135	45			80		
Base Capacity (vph)		470	550	294	298	540	240	1627		325	1487	
Starvation Cap Reductn		0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn		0	4	0	0	0	0	77		0	0	
Storage Cap Reductn		0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio		0.18	0.10	0.72	0.71	0.28	0.16	0.47		0.15	0.63	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 75 (83%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 26.2
 Intersection LOS: C

Build - Signalized Site Drwy
 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

AM Peak Hour
 09/14/2020

Intersection Capacity Utilization 59.5% ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

 Ø2	 Ø6	 Ø3	 Ø4 (R)
28 s	22 s	10 s	30 s
		 Ø7	 Ø8 (R)
		10 s	30 s

Build - Unsignalized Site Drwy
 1: US Rt 6 (E. Main St) & BMP WB Ramp/Site Drwy

AM Peak Hour
 09/13/2020

Intersection												
Int Delay, s/veh	11.4											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↕	↕			↕		↕	↕	
Traffic Vol, veh/h	11	7	50	24	9	35	37	903	93	210	752	23
Future Vol, veh/h	11	7	50	24	9	35	37	903	93	210	752	23
Conflicting Peds, #/hr	1	0	1	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	65	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-4	-	-	1	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	4	2	6	5	2	4	2
Mvmt Flow	12	7	53	26	10	37	39	961	99	223	800	24























Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1824	2397	414	1940	2360	531	825	0	0	1060	0	0
Stage 1	1259	1259	-	1089	1089	-	-	-	-	-	-	-
Stage 2	565	1138	-	851	1271	-	-	-	-	-	-	-
Critical Hdwy	7.34	6.34	6.84	6.74	5.74	6.58	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.34	5.34	-	5.74	4.74	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.34	5.34	-	5.74	4.74	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.34	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	53	38	594	60	59	517	801	-	-	653	-	-
Stage 1	194	258	-	293	369	-	-	-	-	-	-	-
Stage 2	492	292	-	388	315	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	26	22	593	28	34	517	800	-	-	653	-	-
Mov Cap-2 Maneuver	26	22	-	28	34	-	-	-	-	-	-	-
Stage 1	170	170	-	257	324	-	-	-	-	-	-	-
Stage 2	389	256	-	222	207	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	157.1		151.7		0.8		2.8	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NEL	NET	NERN	NWLn1	NWLn2	SELn1	SWL	SWT	SWR
Capacity (veh/h)	800	-	-	28	132	82	653	-	-
HCM Lane V/C Ratio	0.049	-	-	0.912	0.355	0.882	0.342	-	-
HCM Control Delay (s)	9.7	0.5	-	344.3	46.6	157.1	13.4	-	-
HCM Lane LOS	A	A	-	F	E	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2.9	1.5	4.6	1.5	-	-

Build - Unsignalized Site Drwy
 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

AM Peak Hour
 09/14/2020

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	51	25	51	332	33	138	35	656	0	45	621	167
Future Volume (vph)	51	25	51	332	33	138	35	656	0	45	621	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%				0%
Storage Length (ft)	0		0	135		135	45		0	80		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850						0.968
Flt Protected		0.968		0.950	0.961		0.950			0.950		
Satd. Flow (prot)	0	1923	1689	1658	1680	1631	1669	3276	0	1652	3241	0
Flt Permitted		0.968		0.950	0.961		0.224			0.323		
Satd. Flow (perm)	0	1923	1689	1658	1680	1631	394	3276	0	562	3241	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			153						37
Link Speed (mph)		30			30			40				40
Link Distance (ft)		170			339			421				434
Travel Time (s)		3.9			7.7			7.2				7.4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	4%	6%	2%	2%	4%	5%
Adj. Flow (vph)	57	28	57	369	37	153	39	729	0	50	690	186
Shared Lane Traffic (%)				45%								
Lane Group Flow (vph)	0	85	57	203	203	153	39	729	0	50	876	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0

Build - Unsignalized Site Drwy
 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

AM Peak Hour
 09/14/2020



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Turn Type	Split	NA	Perm	Split	NA	custom	pm+pt	NA		pm+pt	NA	
Protected Phases	2	2		6	6	6 7	7	4		3	8	
Permitted Phases			2			6	4			8		
Detector Phase	2	2	2	6	6	6 7	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	28.0	28.0	28.0	22.0	22.0		10.0	30.0		10.0	30.0	
Total Split (%)	31.1%	31.1%	31.1%	24.4%	24.4%		11.1%	33.3%		11.1%	33.3%	
Maximum Green (s)	22.0	22.0	22.0	16.0	16.0		4.0	24.0		4.0	24.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	2.0	2.0		2.0	2.0		3.0	2.0	
Recall Mode	None	None	None	Min	Min		None	C-Min		None	C-Min	
Walk Time (s)				7.0	7.0			7.0			8.0	
Flash Dont Walk (s)				16.0	16.0			14.0			18.0	
Pedestrian Calls (#/hr)				0	0			0			1	
Act Effct Green (s)		9.3	9.3	14.0	14.0	24.0	47.4	45.0		45.0	41.0	
Actuated g/C Ratio		0.10	0.10	0.16	0.16	0.27	0.53	0.50		0.50	0.46	
v/c Ratio		0.43	0.17	0.79	0.78	0.28	0.15	0.44		0.15	0.59	
Control Delay		43.7	1.1	58.0	56.7	5.7	13.0	18.7		12.9	21.2	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		43.7	1.1	58.0	56.7	5.7	13.0	18.7		12.9	21.2	
LOS		D	A	E	E	A	B	B		B	C	
Approach Delay		26.6			43.2			18.4			20.8	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)		46	0	115	115	0	10	161		13	195	
Queue Length 95th (ft)		88	0	#212	#209	43	28	233		34	283	
Internal Link Dist (ft)		90			259			341			354	
Turn Bay Length (ft)				135		135	45			80		
Base Capacity (vph)		470	550	294	298	518	264	1639		329	1497	
Starvation Cap Reductn		0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0		0	0	
Storage Cap Reductn		0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio		0.18	0.10	0.69	0.68	0.30	0.15	0.44		0.15	0.59	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 25.6
 Intersection LOS: C

Build - Unsignalized Site Drwy
 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

AM Peak Hour
 09/14/2020

Intersection Capacity Utilization 57.6% ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

 Ø2	 Ø6	 Ø3	 Ø4 (R)
28 s	22 s	10 s	30 s
		 Ø7	 Ø8 (R)
		10 s	30 s

Intersection												
Int Delay, s/veh	6.1											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↗	↘			↕		↗	↘	
Traffic Vol, veh/h	4	3	19	15	0	28	12	1151	72	268	834	14
Future Vol, veh/h	4	3	19	15	0	28	12	1151	72	268	834	14
Conflicting Peds, #/hr	3	0	3	0	0	0	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	65	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-4	-	-	1	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	5	2	2	11	2	2	2	2	2	2
Mvmt Flow	4	3	19	15	0	29	12	1174	73	273	851	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2021	2678	439	2211	2649	627	868	0	0	1247	0	0
Stage 1	1407	1407	-	1235	1235	-	-	-	-	-	-	-
Stage 2	614	1271	-	976	1414	-	-	-	-	-	-	-
Critical Hdwy	7.34	6.34	6.9	6.74	5.74	6.72	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.34	5.34	-	5.74	4.74	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.34	5.34	-	5.74	4.74	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.35	3.52	4.02	3.41	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	38	25	564	40	41	434	772	-	-	554	-	-
Stage 1	158	220	-	246	325	-	-	-	-	-	-	-
Stage 2	461	254	-	335	277	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	21	12	561	19	20	433	770	-	-	554	-	-
Mov Cap-2 Maneuver	21	12	-	19	20	-	-	-	-	-	-	-
Stage 1	149	111	-	233	308	-	-	-	-	-	-	-
Stage 2	407	241	-	159	140	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	120.6	154.3	0.3	4.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	NWLn2	SELn1	SWL	SWT	SWR
Capacity (veh/h)	770	-	-	19	433	55	554	-
HCM Lane V/C Ratio	0.016	-	-	0.806	0.066	0.482	0.494	-
HCM Control Delay (s)	9.8	0.2	-	416.4	13.9	120.6	17.7	-
HCM Lane LOS	A	A	-	F	B	F	C	-
HCM 95th %tile Q(veh)	0	-	-	2.2	0.2	1.8	2.7	-

2020 Existing
2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

PM Peak Hour
09/14/2020



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↙	↘		↙	↕			↕	
Traffic Volume (vph)	1	0	5	406	0	47	31	829	0	2	709	153
Future Volume (vph)	1	0	5	406	0	47	31	829	0	2	709	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt		0.887			0.850						0.973	
Flt Protected		0.992		0.950			0.950					
Satd. Flow (prot)	0	1639	0	1762	1576	0	1686	3404	0	0	3314	0
Flt Permitted				0.950			0.950				0.953	
Satd. Flow (perm)	0	1652	0	1762	1576	0	1683	3404	0	0	3158	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		157			429						26	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		170			339			421			434	
Travel Time (s)		3.9			7.7			7.2			7.4	
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Adj. Flow (vph)	1	0	5	427	0	49	33	873	0	2	746	161
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	427	49	0	33	873	0	0	909	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Split	NA		custom	NA		Perm	NA	
Protected Phases		4		3	3		6	1				5
Permitted Phases	4						6			5		
Detector Phase	4	4		3	3		6	1		5		5
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		11.0	16.0		32.0	32.0	
Total Split (s)	16.0	16.0		31.0	31.0		16.0	57.0		41.0	41.0	
Total Split (%)	15.4%	15.4%		29.8%	29.8%		15.4%	54.8%		39.4%	39.4%	
Maximum Green (s)	10.0	10.0		25.0	25.0		10.0	51.0		35.0	35.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0				0.0
Total Lost Time (s)		6.0		6.0	6.0		6.0	6.0				6.0
Lead/Lag	Lag	Lag		Lead	Lead		Lag			Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Walk Time (s)										8.0	8.0	
Flash Dont Walk (s)										18.0	18.0	
Pedestrian Calls (#/hr)										5	5	
Act Effct Green (s)		5.3		25.9	25.9		6.4	32.3				25.4
Actuated g/C Ratio		0.07		0.36	0.36		0.09	0.45				0.35
v/c Ratio		0.02		0.68	0.06		0.22	0.58				0.81
Control Delay		0.2		31.6	0.1		40.7	15.9				28.2
Queue Delay		0.0		0.0	0.0		0.0	0.0				0.0
Total Delay		0.2		31.6	0.1		40.7	15.9				28.2
LOS		A		C	A		D	B				C
Approach Delay		0.2			28.3			16.8				28.2
Approach LOS		A			C			B				C
Queue Length 50th (ft)		0		174	0		15	133				194
Queue Length 95th (ft)		0		#449	0		49	233				336
Internal Link Dist (ft)		90			259			341				354
Turn Bay Length (ft)				135			45					
Base Capacity (vph)		374		641	846		245	2528				1622
Starvation Cap Reductn		0		0	0		0	0				0
Spillback Cap Reductn		0		0	0		0	0				0
Storage Cap Reductn		0		0	0		0	0				0
Reduced v/c Ratio		0.02		0.67	0.06		0.13	0.35				0.56

Intersection Summary

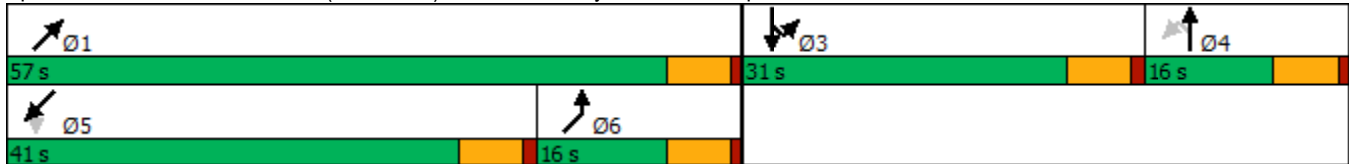
Area Type: Other
 Cycle Length: 104
 Actuated Cycle Length: 72.5
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81

2020 Existing
 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

PM Peak Hour
 09/14/2020

Intersection Signal Delay: 23.7	Intersection LOS: C
Intersection Capacity Utilization 65.1%	ICU Level of Service C
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp



Intersection												
Int Delay, s/veh	15											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↗	↘			↕		↗	↘	
Traffic Vol, veh/h	4	3	20	33	0	44	12	1356	155	307	1017	15
Future Vol, veh/h	4	3	20	33	0	44	12	1356	155	307	1017	15
Conflicting Peds, #/hr	3	0	3	0	0	0	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	65	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-4	-	-	1	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	5	2	2	11	2	2	2	2	2	2
Mvmt Flow	4	3	20	34	0	45	12	1384	158	313	1038	15

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2394	3241	533	2637	3169	774	1056	0	0	1542	0	0
Stage 1	1675	1675	-	1487	1487	-	-	-	-	-	-	-
Stage 2	719	1566	-	1150	1682	-	-	-	-	-	-	-
Critical Hdwy	7.34	6.34	6.9	6.74	5.74	6.72	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.34	5.34	-	5.74	4.74	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.34	5.34	-	5.74	4.74	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.35	3.52	4.02	3.41	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	20	11	491	~20	21	351	655	-	-	427	-	-
Stage 1	109	165	-	181	259	-	-	-	-	-	-	-
Stage 2	401	186	-	272	217	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	6	~2	488	-	5	350	653	-	-	427	-	-
Mov Cap-2 Maneuver	6	~2	-	-	5	-	-	-	-	-	-	-
Stage 1	93	44	-	155	221	-	-	-	-	-	-	-
Stage 2	298	159	-	65	58	-	-	-	-	-	-	-
























Approach	SE	NW	NE	SW
HCM Control Delay, s \$ 1225			0.8	7.6
HCM LOS	F	-		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	NWLn2	SELn1	SWL	SWT	SWR
Capacity (veh/h)	653	-	-	-	350	12	427	-
HCM Lane V/C Ratio	0.019	-	-	-	0.128	2.296	0.734	-
HCM Control Delay (s)	10.6	0.8	-	-	16.8 \$ 1225	33.3	-	-
HCM Lane LOS	B	A	-	-	C	F	D	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	4.3	5.9	-

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

No-Build
2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

PM Peak Hour
09/14/2020

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	56	28	60	450	35	104	42	1018	0	50	832	182
Future Volume (vph)	56	28	60	450	35	104	42	1018	0	50	832	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		135	45		0	80		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor							1.00					1.00
Frt			0.850			0.850						0.973
Flt Protected		0.968		0.950	0.959		0.950			0.950		
Satd. Flow (prot)	0	1923	1689	1674	1690	1631	1686	3404	0	1652	3314	0
Flt Permitted		0.968		0.950	0.959		0.146			0.144		
Satd. Flow (perm)	0	1923	1689	1674	1690	1631	259	3404	0	250	3314	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			109						33
Link Speed (mph)		30			30			40				40
Link Distance (ft)		170			339			421				434
Travel Time (s)		3.9			7.7			7.2				7.4
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Adj. Flow (vph)	59	29	63	474	37	109	44	1072	0	53	876	192
Shared Lane Traffic (%)				46%								
Lane Group Flow (vph)	0	88	63	256	255	109	44	1072	0	53	1068	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex

No-Build
 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

PM Peak Hour
 09/14/2020



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA	custom	pm+pt	NA		pm+pt	NA	
Protected Phases	2	2		6	6	6 7	7	4		3	8	
Permitted Phases			2			6	4			8		
Detector Phase	2	2	2	6	6	6 7	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0	11.0	32.0	32.0		11.0	11.0		11.0	11.0	
Total Split (s)	14.0	14.0	14.0	27.0	27.0		10.0	39.0		10.0	39.0	
Total Split (%)	15.6%	15.6%	15.6%	30.0%	30.0%		11.1%	43.3%		11.1%	43.3%	
Maximum Green (s)	8.0	8.0	8.0	21.0	21.0		4.0	33.0		4.0	33.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	2.0		2.0	2.0	
Recall Mode	None	None	None	Min	Min		None	C-Max		None	C-Min	
Walk Time (s)				8.0	8.0			8.0			8.0	
Flash Dont Walk (s)				18.0	18.0			18.0			18.0	
Pedestrian Calls (#/hr)				5	5			5			5	
Act Effct Green (s)		7.6	7.6	18.1	18.1	28.1	43.9	40.7		43.9	40.7	
Actuated g/C Ratio		0.08	0.08	0.20	0.20	0.31	0.49	0.45		0.49	0.45	
v/c Ratio		0.54	0.20	0.76	0.75	0.19	0.23	0.70		0.29	0.70	
Control Delay		52.4	1.5	48.5	47.6	5.2	15.6	25.9		16.8	25.5	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		52.4	1.5	48.5	47.6	5.2	15.6	25.9		16.8	25.5	
LOS		D	A	D	D	A	B	C		B	C	
Approach Delay		31.2			40.5			25.5			25.0	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)		49	0	142	141	0	12	283		15	276	
Queue Length 95th (ft)		96	0	226	225	34	31	#390		36	#401	
Internal Link Dist (ft)		90			259			341			354	
Turn Bay Length (ft)				135		135	45			80		
Base Capacity (vph)		170	315	390	394	562	189	1538		184	1515	
Starvation Cap Reductn		0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0		0	0	
Storage Cap Reductn		0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio		0.52	0.20	0.66	0.65	0.19	0.23	0.70		0.29	0.70	

Intersection Summary







Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 42 (47%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

No-Build
 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

PM Peak Hour
 09/14/2020

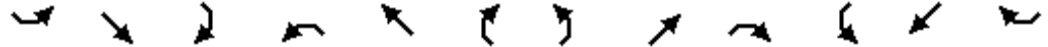
Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 28.7 Intersection LOS: C
 Intersection Capacity Utilization 68.1% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

 Ø2	 Ø6	 Ø3	 Ø4 (R)
14 s	27 s	10 s	39 s
		 Ø7	 Ø8 (R)
		10 s	39 s

Build - Signalized Site Drwy
 1: US Rt 6 (E. Main St) & BMP WB Ramp/Site Drwy

PM Peak Hour
 09/14/2020



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	41	24	73	59	25	79	70	1339	155	307	989	43
Future Volume (vph)	41	24	73	59	25	79	70	1339	155	307	989	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%			-4%			1%			0%	
Storage Length (ft)	0		0	65		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99						1.00			1.00	
Fr _t		0.887			0.886			0.985			0.994	
Fl _t Protected	0.950			0.950				0.998		0.950		
Satd. Flow (prot)	1660	1497	0	1745	1578	0	0	3462	0	1711	3515	0
Fl _t Permitted	0.684			0.694				0.825		0.072		
Satd. Flow (perm)	1190	1497	0	1275	1578	0	0	2862	0	130	3515	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		74			81			20			16	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		190			295			434			510	
Travel Time (s)		4.3			6.7			7.4			8.7	
Confl. Peds. (#/hr)	3		3				3					3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	5%	2%	2%	11%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	42	24	74	60	26	81	71	1366	158	313	1009	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	98	0	60	107	0	0	1595	0	313	1053	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Build - Signalized Site Drwy
 1: US Rt 6 (E. Main St) & BMP WB Ramp/Site Drwy

PM Peak Hour
 09/14/2020



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		custom	NA		Perm	NA		pm+pt	NA	
Protected Phases		6						4		3	8	
Permitted Phases	6			2	2		4			8		
Detector Phase	6	6		2	2		4	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		4.0	5.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		10.0	23.0	
Total Split (s)	15.0	15.0		15.0	15.0		54.0	54.0		21.0	75.0	
Total Split (%)	16.7%	16.7%		16.7%	16.7%		60.0%	60.0%		23.3%	83.3%	
Maximum Green (s)	10.0	10.0		10.0	10.0		49.0	49.0		15.0	70.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		5.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0		6.0	5.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		C-Max	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	11.0	11.0		11.0	11.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)	10.0	10.0		10.0	10.0			49.7		69.0	70.0	
Actuated g/C Ratio	0.11	0.11		0.11	0.11			0.55		0.77	0.78	
v/c Ratio	0.32	0.42		0.43	0.43			1.00		0.89	0.38	
Control Delay	44.0	19.8		47.4	19.2			32.8		52.0	3.6	
Queue Delay	0.0	0.1		0.0	0.0			0.0		0.0	0.0	
Total Delay	44.0	19.9		47.4	19.2			32.8		52.0	3.6	
LOS	D	B		D	B			C		D	A	
Approach Delay		27.1			29.4			32.8			14.7	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	22	13		32	14			~515		124	75	
Queue Length 95th (ft)	55	59		72	63			#624		#271	97	
Internal Link Dist (ft)		110			215			354			430	
Turn Bay Length (ft)				65								
Base Capacity (vph)	132	232		141	247			1590		363	2737	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	4		0	0			0		0	199	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.32	0.43		0.43	0.43			1.00		0.86	0.41	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 20 (22%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Build - Signalized Site Drwy
 1: US Rt 6 (E. Main St) & BMP WB Ramp/Site Drwy

PM Peak Hour
 09/14/2020

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 24.8 Intersection LOS: C

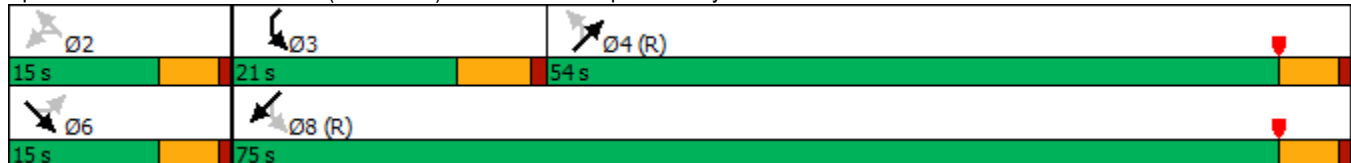
Intersection Capacity Utilization 100.2% ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.























95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: US Rt 6 (E. Main St) & BMP WB Ramp/Site Drwy



Build - Signalized Site Drwy
 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

PM Peak Hour
 09/14/2020

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	56	28	60	468	35	104	42	1041	0	50	868	197
Future Volume (vph)	56	28	60	468	35	104	42	1041	0	50	868	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		135	45		0	80		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor							1.00					1.00
Frt			0.850			0.850					0.972	
Flt Protected		0.968		0.950	0.959		0.950			0.950		
Satd. Flow (prot)	0	1923	1689	1674	1690	1631	1686	3404	0	1652	3310	0
Flt Permitted		0.968		0.950	0.959		0.123			0.132		
Satd. Flow (perm)	0	1923	1689	1674	1690	1631	218	3404	0	229	3310	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			109					34	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		170			339			421			434	
Travel Time (s)		3.9			7.7			7.2			7.4	
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Adj. Flow (vph)	59	29	63	493	37	109	44	1096	0	53	914	207
Shared Lane Traffic (%)			46%									
Lane Group Flow (vph)	0	88	63	266	264	109	44	1096	0	53	1121	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Build - Signalized Site Drwy
 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

PM Peak Hour
 09/14/2020



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA	custom	pm+pt	NA		pm+pt	NA	
Protected Phases	2	2		6	6	6 7	7	4		3	8	
Permitted Phases			2			6	4			8		
Detector Phase	2	2	2	6	6	6 7	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0	11.0	32.0	32.0		11.0	11.0		11.0	11.0	
Total Split (s)	14.0	14.0	14.0	27.0	27.0		10.0	39.0		10.0	39.0	
Total Split (%)	15.6%	15.6%	15.6%	30.0%	30.0%		11.1%	43.3%		11.1%	43.3%	
Maximum Green (s)	8.0	8.0	8.0	21.0	21.0		4.0	33.0		4.0	33.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	2.0		2.0	2.0	
Recall Mode	None	None	None	Min	Min		None	C-Min		None	C-Min	
Walk Time (s)				8.0	8.0			8.0			8.0	
Flash Dont Walk (s)				18.0	18.0			18.0			18.0	
Pedestrian Calls (#/hr)				5	5			5			5	
Act Effct Green (s)		7.6	7.6	18.6	18.6	28.6	43.4	40.2		43.4	40.2	
Actuated g/C Ratio		0.08	0.08	0.21	0.21	0.32	0.48	0.45		0.48	0.45	
v/c Ratio		0.54	0.20	0.77	0.76	0.18	0.26	0.72		0.31	0.75	
Control Delay		52.4	1.5	48.7	47.5	5.1	16.6	26.9		15.5	26.1	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.3		0.0	0.1	
Total Delay		52.4	1.5	48.7	47.5	5.1	16.6	27.2		15.5	26.2	
LOS		D	A	D	D	A	B	C		B	C	
Approach Delay		31.2			40.8			26.8			25.7	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)		49	0	145	144	0	13	301		17	311	
Queue Length 95th (ft)		96	0	#236	233	34	31	#422		37	#439	
Internal Link Dist (ft)		90			259			341			354	
Turn Bay Length (ft)				135		135	45			80		
Base Capacity (vph)		170	315	390	394	584	170	1519		173	1496	
Starvation Cap Reductn		0	0	0	0	0	0	0		0	21	
Spillback Cap Reductn		0	4	0	0	0	0	78		0	0	
Storage Cap Reductn		0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio		0.52	0.20	0.68	0.67	0.19	0.26	0.76		0.31	0.76	

Intersection Summary







Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 13 (14%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Build - Signalized Site Drwy
 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

PM Peak Hour
 09/14/2020

Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 29.5 Intersection LOS: C
 Intersection Capacity Utilization 70.1% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

 Ø2	 Ø6	 Ø3	 Ø4 (R)
14 s	27 s	10 s	39 s
		 Ø7	 Ø8 (R)
		10 s	39 s

Build - Unsignalized Site Drwy
 1: US Rt 6 (E. Main St) & BMP WB Ramp/Site Drwy

PM Peak Hour
 09/13/2020

Intersection												
Int Delay, s/veh	4.6											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↵	↵			↕		↵	↕	
Traffic Vol, veh/h	12	7	56	33	8	44	41	1351	155	307	998	26
Future Vol, veh/h	12	7	56	33	8	44	41	1351	155	307	998	26
Conflicting Peds, #/hr	3	0	3	0	0	0	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	65	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-4	-	-	1	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	5	2	2	11	2	2	2	2	2	2
Mvmt Flow	12	7	57	34	8	45	42	1379	158	313	1018	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2442	3282	529	2684	3216	772	1048	0	0	1537	0	0
Stage 1	1661	1661	-	1542	1542	-	-	-	-	-	-	-
Stage 2	781	1621	-	1142	1674	-	-	-	-	-	-	-
Critical Hdwy	7.34	6.34	6.9	6.74	5.74	6.72	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.34	5.34	-	5.74	4.74	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.34	5.34	-	5.74	4.74	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.35	3.52	4.02	3.41	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	19	10	494	~ 19	20	352	660	-	-	429	-	-
Stage 1	111	168	-	169	247	-	-	-	-	-	-	-
Stage 2	370	175	-	275	218	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	~ 1	491	-	~ 3	351	658	-	-	429	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 3	-	-	-	-	-	-	-
Stage 1	56	45	-	85	124	-	-	-	-	-	-	-
Stage 2	151	88	-	55	59	-	-	-	-	-	-	-
























Approach	SE	NW	NE	SW
HCM Control Delay, s			2.5	7.6
HCM LOS	-	-		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	NWLn2	SELn1	SWL	SWT	SWR
Capacity (veh/h)	658	-	-	-	19	-	429	-
HCM Lane V/C Ratio	0.064	-	-	-	2.793	-	0.73	-
HCM Control Delay (s)	10.8	2.5	-	-	\$ 1230.9	-	33	-
HCM Lane LOS	B	A	-	-	F	-	D	-
HCM 95th %tile Q(veh)	0.2	-	-	-	7.1	-	5.8	-

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

Build - Unsignalized Site Drwy
 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

PM Peak Hour
 09/14/2020

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	56	28	60	452	35	104	42	1040	0	50	850	181
Future Volume (vph)	56	28	60	452	35	104	42	1040	0	50	850	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		135	45		0	80		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor							1.00					1.00
Frt			0.850			0.850						0.974
Flt Protected		0.968		0.950	0.959		0.950			0.950		
Satd. Flow (prot)	0	1923	1689	1674	1690	1631	1686	3404	0	1652	3318	0
Flt Permitted		0.968		0.950	0.959		0.138			0.135		
Satd. Flow (perm)	0	1923	1689	1674	1690	1631	245	3404	0	235	3318	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			109						32
Link Speed (mph)		30			30			40				40
Link Distance (ft)		170			339			421				434
Travel Time (s)		3.9			7.7			7.2				7.4
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Adj. Flow (vph)	59	29	63	476	37	109	44	1095	0	53	895	191
Shared Lane Traffic (%)				46%								
Lane Group Flow (vph)	0	88	63	257	256	109	44	1095	0	53	1086	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Build - Unsignalized Site Drwy
 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

PM Peak Hour
 09/14/2020



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA	custom	pm+pt	NA		pm+pt	NA	
Protected Phases	2	2		6	6	6 7	7	4		3	8	
Permitted Phases			2			6	4			8		
Detector Phase	2	2	2	6	6	6 7	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0	11.0	32.0	32.0		11.0	11.0		11.0	11.0	
Total Split (s)	14.0	14.0	14.0	27.0	27.0		10.0	39.0		10.0	39.0	
Total Split (%)	15.6%	15.6%	15.6%	30.0%	30.0%		11.1%	43.3%		11.1%	43.3%	
Maximum Green (s)	8.0	8.0	8.0	21.0	21.0		4.0	33.0		4.0	33.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	2.0		2.0	2.0	
Recall Mode	None	None	None	Min	Min		None	C-Max		None	C-Min	
Walk Time (s)				8.0	8.0			8.0			8.0	
Flash Dont Walk (s)				18.0	18.0			18.0			18.0	
Pedestrian Calls (#/hr)				5	5			5			5	
Act Effct Green (s)		7.6	7.6	18.2	18.2	28.2	43.8	40.6		43.8	40.6	
Actuated g/C Ratio		0.08	0.08	0.20	0.20	0.31	0.49	0.45		0.49	0.45	
v/c Ratio		0.54	0.20	0.76	0.75	0.19	0.24	0.71		0.30	0.72	
Control Delay		52.4	1.5	48.6	47.7	5.2	15.9	26.4		17.2	25.9	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		52.4	1.5	48.6	47.7	5.2	15.9	26.4		17.2	25.9	
LOS		D	A	D	D	A	B	C		B	C	
Approach Delay		31.2			40.6			26.0			25.5	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)		49	0	143	142	0	12	293		15	283	
Queue Length 95th (ft)		96	0	228	226	34	31	#422		36	#414	
Internal Link Dist (ft)		90			259			341			354	
Turn Bay Length (ft)				135		135	45			80		
Base Capacity (vph)		170	315	390	394	562	183	1537		177	1515	
Starvation Cap Reductn		0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0		0	0	
Storage Cap Reductn		0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio		0.52	0.20	0.66	0.65	0.19	0.24	0.71		0.30	0.72	

Intersection Summary







Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 42 (47%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Build - Unsignalized Site Drwy
 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

PM Peak Hour
 09/14/2020

Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 29.0 Intersection LOS: C
 Intersection Capacity Utilization 68.6% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

 Ø2	 Ø6	 Ø3	 Ø4 (R)
14 s	27 s	10 s	39 s
		 Ø7	 Ø8 (R)
		10 s	39 s

Intersection												
Int Delay, s/veh	32											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↗	↘			↕		↗	↘	
Traffic Vol, veh/h	4	4	29	25	0	49	11	1235	64	270	1042	27
Future Vol, veh/h	4	4	29	25	0	49	11	1235	64	270	1042	27
Conflicting Peds, #/hr	4	0	4	0	0	0	4	0	0	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	65	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-4	-	-	1	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	4	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	30	26	0	51	11	1286	67	281	1085	28

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2334	3040	565	2453	3021	681	1117	0	0	1353	0	0
Stage 1	1665	1665	-	1342	1342	-	-	-	-	-	-	-
Stage 2	669	1375	-	1111	1679	-	-	-	-	-	-	-
Critical Hdwy	7.34	6.34	6.84	6.78	5.74	6.54	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.34	5.34	-	5.78	4.74	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.34	5.34	-	5.78	4.74	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.54	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	22	15	476	27	25	424	621	-	-	504	-	-
Stage 1	110	167	-	212	295	-	-	-	-	-	-	-
Stage 2	429	228	-	281	217	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	10	6	472	~6	10	422	619	-	-	504	-	-
Mov Cap-2 Maneuver	10	6	-	~6	10	-	-	-	-	-	-	-
Stage 1	101	73	-	196	273	-	-	-	-	-	-	-
Stage 2	348	211	-	109	95	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	\$ 394.3	\$ 913.2	0.5	4.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NERN	NWLn1	NWLn2	SELn1	SWL	SWT	SWR
Capacity (veh/h)	619	-	-	6	422	33	504	-	-
HCM Lane V/C Ratio	0.019	-	-	4.34	0.121	1.168	0.558	-	-
HCM Control Delay (s)	10.9	0.4	\$ 2674.4	14.7	\$ 394.3	20.8	-	-	-
HCM Lane LOS	B	A	-	F	B	F	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	4.6	0.4	4.2	3.4	-	-

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

2020 Existing
2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

SAT Peak Hour
09/14/2020



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↙	↘		↙	↕			↕	
Traffic Volume (vph)	6	0	8	423	2	62	40	884	3	8	884	201
Future Volume (vph)	6	0	8	423	2	62	40	884	3	8	884	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor					0.99		1.00					0.99
Frt		0.923			0.854							0.972
Flt Protected		0.979		0.950			0.950					
Satd. Flow (prot)	0	1583	0	1762	1564	0	1702	3404	0	0	3308	0
Flt Permitted				0.950			0.950				0.947	
Satd. Flow (perm)	0	1617	0	1762	1564	0	1699	3404	0	0	3133	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		157			65							28
Link Speed (mph)		30			30			40				40
Link Distance (ft)		170			339			421				434
Travel Time (s)		3.9			7.7			7.2				7.4
Confl. Peds. (#/hr)						1	4					4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	17%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	6	0	8	445	2	65	42	931	3	8	931	212
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	445	67	0	42	934	0	0	1151	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Split	NA		custom	NA		Perm	NA	
Protected Phases		4		3	3		6	1				5
Permitted Phases	4						6			5		
Detector Phase	4	4		3	3		6	1		5		5
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0		10.0		10.0
Minimum Split (s)	11.0	11.0		11.0	11.0		11.0	16.0		32.0		32.0
Total Split (s)	16.0	16.0		31.0	31.0		16.0	57.0		41.0		41.0
Total Split (%)	15.4%	15.4%		29.8%	29.8%		15.4%	54.8%		39.4%		39.4%
Maximum Green (s)	10.0	10.0		25.0	25.0		10.0	51.0		35.0		35.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0		5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0		1.0
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0				0.0
Total Lost Time (s)		6.0		6.0	6.0		6.0	6.0				6.0
Lead/Lag	Lag	Lag		Lead	Lead		Lag			Lead		Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes		Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0		2.0
Recall Mode	None	None		None	None		None	Min		Min		Min
Walk Time (s)										8.0		8.0
Flash Dont Walk (s)										18.0		18.0
Pedestrian Calls (#/hr)										5		5
Act Effct Green (s)		5.1		25.4	25.4		6.8	43.2				35.5
Actuated g/C Ratio		0.06		0.31	0.31		0.08	0.52				0.43
v/c Ratio		0.06		0.82	0.13		0.30	0.52				0.85
Control Delay		0.5		43.5	8.3		44.2	14.3				29.9
Queue Delay		0.0		0.0	0.0		0.0	0.0				0.0
Total Delay		0.5		43.5	8.3		44.2	14.3				29.9
LOS		A		D	A		D	B				C
Approach Delay		0.5			38.9			15.6				29.9
Approach LOS		A			D			B				C
Queue Length 50th (ft)		0		221	1		22	145				281
Queue Length 95th (ft)		0		#482	33		58	254				#532
Internal Link Dist (ft)		90			259			341				354
Turn Bay Length (ft)				135			45					
Base Capacity (vph)		336		540	525		209	2131				1362
Starvation Cap Reductn		0		0	0		0	0				0
Spillback Cap Reductn		0		0	0		0	0				0
Storage Cap Reductn		0		0	0		0	0				0
Reduced v/c Ratio		0.04		0.82	0.13		0.20	0.44				0.85

Intersection Summary

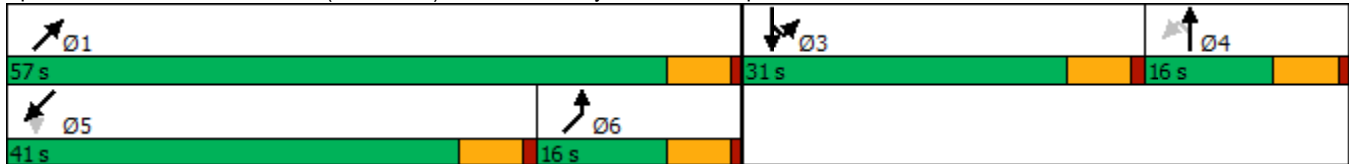
Area Type: Other
 Cycle Length: 104
 Actuated Cycle Length: 82.6
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.85

2020 Existing
 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

SAT Peak Hour
 09/14/2020

Intersection Signal Delay: 26.2	Intersection LOS: C
Intersection Capacity Utilization 76.8%	ICU Level of Service D
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp



Intersection												
Int Delay, s/veh	47.4											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↕	↕			↕		↕	↕	
Traffic Vol, veh/h	4	4	30	44	0	73	11	1449	151	311	1255	28
Future Vol, veh/h	4	4	30	44	0	73	11	1449	151	311	1255	28
Conflicting Peds, #/hr	4	0	4	0	0	0	4	0	0	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	65	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-4	-	-	1	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	4	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	31	46	0	76	11	1509	157	324	1307	29

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2755	3662	676	2918	3598	837	1340	0	0	1666	0	0
Stage 1	1974	1974	-	1610	1610	-	-	-	-	-	-	-
Stage 2	781	1688	-	1308	1988	-	-	-	-	-	-	-
Critical Hdwy	7.34	6.34	6.84	6.78	5.74	6.54	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.34	5.34	-	5.78	4.74	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.34	5.34	-	5.78	4.74	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.54	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	11	6	403	~ 13	12	340	510	-	-	382	-	-
Stage 1	71	119	-	153	232	-	-	-	-	-	-	-
Stage 2	370	163	-	221	163	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 2	~ 1	400	-	1	339	508	-	-	382	-	-
Mov Cap-2 Maneuver	~ 2	~ 1	-	-	1	-	-	-	-	-	-	-
Stage 1	44	18	-	94	143	-	-	-	-	-	-	-
Stage 2	176	101	-	~ 24	25	-	-	-	-	-	-	-























Approach	SE	NW	NE	SW
HCM Control Delay, \$	3699.4		2.2	9.6
HCM LOS	F	-		

Minor Lane/Major Mvmt	NEL	NET	NERN	NWLn1	NWLn2	SELn1	SWL	SWT	SWR
Capacity (veh/h)	508	-	-	-	-	339	6	382	-
HCM Lane V/C Ratio	0.023	-	-	-	-	0.224	6.597	0.848	-
HCM Control Delay (s)	12.2	2.3	-	-	-	18.3	3699.4	49.3	-
HCM Lane LOS	B	A	-	-	-	C	F	E	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.8	6.5	8	-

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

No-Build
2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

SAT Peak Hour
09/14/2020

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	53	23	55	471	31	146	53	1090	0	49	1036	240
Future Volume (vph)	53	23	55	471	31	146	53	1090	0	49	1036	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%				0%
Storage Length (ft)	0		0	135		135	45		0	80		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor												0.99
Frt			0.850			0.850						0.972
Flt Protected		0.966		0.950	0.958		0.950			0.950		
Satd. Flow (prot)	0	1631	1583	1674	1688	1631	1702	3404	0	1652	3307	0
Flt Permitted		0.966		0.950	0.958		0.088			0.148		
Satd. Flow (perm)	0	1631	1583	1674	1688	1631	158	3404	0	257	3307	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			64						30
Link Speed (mph)		30			30			40				40
Link Distance (ft)		170			339			421				434
Travel Time (s)		3.9			7.7			7.2				7.4
Confl. Peds. (#/hr)						1	4					4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	17%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	56	24	58	496	33	154	56	1147	0	52	1091	253
Shared Lane Traffic (%)				47%								
Lane Group Flow (vph)	0	80	58	263	266	154	56	1147	0	52	1344	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1		2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex

No-Build
 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

SAT Peak Hour
 09/14/2020



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA	pt+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	2	2		6	6	6 7	7	4		3	8	
Permitted Phases			2				4			8		
Detector Phase	2	2	2	6	6	6 7	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	31.0		29.0	31.0	
Total Split (s)	10.0	10.0	10.0	40.0	40.0		13.0	57.0		13.0	57.0	
Total Split (%)	8.3%	8.3%	8.3%	33.3%	33.3%		10.8%	47.5%		10.8%	47.5%	
Maximum Green (s)	5.0	5.0	5.0	35.0	35.0		8.0	52.0		8.5	52.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		3.5	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0		5.0	5.0		4.5	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		3.0	2.0	
Recall Mode	None	None	None	Min	Min		None	C-Min		None	C-Min	
Walk Time (s)										7.0	8.0	
Flash Dont Walk (s)										16.0	18.0	
Pedestrian Calls (#/hr)										1	4	
Act Effct Green (s)		9.2	9.2	24.3	24.3	35.6	67.0	61.7		68.1	60.3	
Actuated g/C Ratio		0.08	0.08	0.20	0.20	0.30	0.56	0.51		0.57	0.50	
v/c Ratio		0.65	0.26	0.78	0.78	0.29	0.33	0.66		0.23	0.80	
Control Delay		79.1	3.2	60.3	60.4	18.2	16.6	25.0		13.2	29.7	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		79.1	3.2	60.3	60.4	18.2	16.6	25.0		13.2	29.7	
LOS		E	A	E	E	B	B	C		B	C	
Approach Delay		47.2			50.8			24.7			29.1	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)		62	0	204	207	52	17	337		15	426	
Queue Length 95th (ft)		#179	4	277	281	93	39	481		37	#615	
Internal Link Dist (ft)		90			259			341			354	
Turn Bay Length (ft)				135		135	45			80		
Base Capacity (vph)		124	221	488	492	564	192	1750		251	1675	
Starvation Cap Reductn		0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0		0	0	
Storage Cap Reductn		0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio		0.65	0.26	0.54	0.54	0.27	0.29	0.66		0.21	0.80	

Intersection Summary







Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

No-Build
 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

SAT Peak Hour
 09/14/2020

Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 32.6 Intersection LOS: C
 Intersection Capacity Utilization 72.9% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

 Ø2	 Ø6	 Ø3	 Ø4 (R)
10 s	40 s	13 s	57 s
		 Ø7	 Ø8 (R)
		13 s	57 s

Build - Signalized Site Drwy
 1: US Rt 6 (E. Main St) & BMP WB Ramp/Site Drwy

SAT Peak Hour
 09/14/2020



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	52	30	93	77	32	117	90	1428	151	311	1221	55
Future Volume (vph)	52	30	93	77	32	117	90	1428	151	311	1221	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%			-4%			1%				0%
Storage Length (ft)	0		0	65		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99						1.00			1.00	
Fr _t		0.886			0.882			0.986			0.994	
Fl _t Protected	0.950			0.950				0.997		0.950		
Satd. Flow (prot)	1660	1527	0	1711	1676	0	0	3462	0	1711	3515	0
Fl _t Permitted	0.457			0.570				0.740		0.065		
Satd. Flow (perm)	795	1527	0	1027	1676	0	0	2569	0	117	3515	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		97			122			19			15	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		190			295			434			510	
Travel Time (s)		4.3			6.7			7.4			8.7	
Confl. Peds. (#/hr)	4		4				4					4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	54	31	97	80	33	122	94	1488	157	324	1272	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	128	0	80	155	0	0	1739	0	324	1329	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Build - Signalized Site Drwy
 1: US Rt 6 (E. Main St) & BMP WB Ramp/Site Drwy

SAT Peak Hour
 09/14/2020



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt		NA
Protected Phases		6			2			4		3		8
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		3		8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	11.0	11.0		11.0	11.0		23.0	23.0		11.0		23.0
Total Split (s)	16.0	16.0		16.0	16.0		61.0	61.0		19.0		80.0
Total Split (%)	16.7%	16.7%		16.7%	16.7%		63.5%	63.5%		19.8%		83.3%
Maximum Green (s)	11.0	11.0		11.0	11.0		56.0	56.0		14.0		75.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0		1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			-1.0		0.0		0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			4.0		5.0		5.0
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0		3.0
Recall Mode	None	None		None	None		C-Min	C-Min		None		C-Min
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	11.0	11.0		11.0	11.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)	10.1	10.1		10.1	10.1			57.9		75.9		75.9
Actuated g/C Ratio	0.11	0.11		0.11	0.11			0.60		0.79		0.79
v/c Ratio	0.64	0.52		0.74	0.54			1.12		1.00		0.48
Control Delay	75.4	21.2		79.6	19.5			76.6		79.3		4.1
Queue Delay	0.0	0.5		0.0	0.0			0.0		0.0		0.3
Total Delay	75.4	21.7		79.6	19.5			76.6		79.3		4.4
LOS	E	C		E	B			E		E		A
Approach Delay		37.7			40.0			76.6				19.0
Approach LOS		D			D			E				B
Queue Length 50th (ft)	32	17		48	18			~662		~150		115
Queue Length 95th (ft)	#89	73		#120	78			#778		#329		146
Internal Link Dist (ft)		110			215			354				430
Turn Bay Length (ft)				65								
Base Capacity (vph)	91	260		117	300			1556		324		2780
Starvation Cap Reductn	0	0		0	0			0		0		0
Spillback Cap Reductn	0	18		0	0			0		0		672
Storage Cap Reductn	0	0		0	0			0		0		0
Reduced v/c Ratio	0.59	0.53		0.68	0.52			1.12		1.00		0.63

Intersection Summary

Area Type: Other
 Cycle Length: 96
 Actuated Cycle Length: 96
 Offset: 1 (1%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.12

Intersection Signal Delay: 47.5 Intersection LOS: D

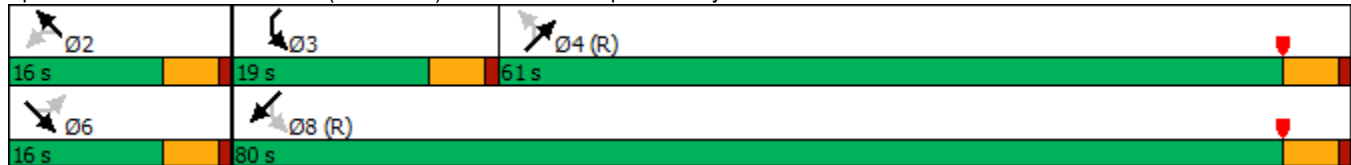
Intersection Capacity Utilization 111.3% ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.























95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: US Rt 6 (E. Main St) & BMP WB Ramp/Site Drwy



Build - Signalized Site Drwy
 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

SAT Peak Hour
 09/14/2020

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	53	23	55	497	31	146	53	1123	0	49	1080	258
Future Volume (vph)	53	23	55	497	31	146	53	1123	0	49	1080	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		135	45		0	80		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor												0.99
Frt			0.850			0.850						0.971
Flt Protected		0.966		0.950	0.958		0.950			0.950		
Satd. Flow (prot)	0	1631	1583	1674	1688	1631	1702	3404	0	1652	3305	0
Flt Permitted		0.966		0.950	0.958		0.086			0.132		
Satd. Flow (perm)	0	1631	1583	1674	1688	1631	154	3404	0	229	3305	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136			99						38
Link Speed (mph)		30			30			40				40
Link Distance (ft)		170			339			421				434
Travel Time (s)		3.9			7.7			7.2				7.4
Confl. Peds. (#/hr)						1	4					4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	17%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	56	24	58	523	33	154	56	1182	0	52	1137	272
Shared Lane Traffic (%)				47%								
Lane Group Flow (vph)	0	80	58	277	279	154	56	1182	0	52	1409	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1		2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex

Build - Signalized Site Drwy
 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

SAT Peak Hour
 09/14/2020



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA	pt+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	2	2		6	6	6 7	7	4		3	8	
Permitted Phases			2				4			8		
Detector Phase	2	2	2	6	6	6 7	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		11.0	31.0		29.0	31.0	
Total Split (s)	13.0	13.0	13.0	25.0	25.0		12.0	46.0		12.0	46.0	
Total Split (%)	13.5%	13.5%	13.5%	26.0%	26.0%		12.5%	47.9%		12.5%	47.9%	
Maximum Green (s)	8.0	8.0	8.0	20.0	20.0		7.0	41.0		7.5	41.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		3.5	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0		5.0	5.0		4.5	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		3.0	2.0	
Recall Mode	None	None	None	Min	Min		None	C-Min		None	C-Min	
Walk Time (s)										7.0	8.0	
Flash Dont Walk (s)										16.0	18.0	
Pedestrian Calls (#/hr)										1	4	
Act Effct Green (s)		7.4	7.4	18.3	18.3	29.2	53.1	48.2		53.6	46.4	
Actuated g/C Ratio		0.08	0.08	0.19	0.19	0.30	0.55	0.50		0.56	0.48	
v/c Ratio		0.65	0.24	0.87	0.87	0.27	0.31	0.69		0.23	0.87	
Control Delay		66.6	2.2	64.3	64.0	10.8	14.8	23.6		10.0	29.2	
Queue Delay		0.0	0.1	0.0	0.0	0.0	0.0	1.2		0.0	0.1	
Total Delay		66.6	2.3	64.3	64.0	10.8	14.8	24.8		10.0	29.4	
LOS		E	A	E	E	B	B	C		A	C	
Approach Delay		39.6			52.6			24.3			28.7	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)		48	0	169	170	23	15	319		13	426	
Queue Length 95th (ft)		#109	0	#305	#304	68	33	413		m26	#597	
Internal Link Dist (ft)		90			259			341			354	
Turn Bay Length (ft)				135		135	45			80		
Base Capacity (vph)		135	256	348	351	573	198	1708		241	1618	
Starvation Cap Reductn		0	0	0	0	0	0	0		0	11	
Spillback Cap Reductn		0	11	0	0	0	0	295		0	0	
Storage Cap Reductn		0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio		0.59	0.24	0.80	0.79	0.27	0.28	0.84		0.22	0.88	

Intersection Summary







Area Type: Other
 Cycle Length: 96
 Actuated Cycle Length: 96
 Offset: 95 (99%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Build - Signalized Site Drwy
 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

SAT Peak Hour
 09/14/2020

Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 32.4 Intersection LOS: C
 Intersection Capacity Utilization 73.6% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

 Ø2	 Ø6	 Ø3	 Ø4 (R)
13 s	25 s	12 s	46 s
		 Ø7	 Ø8 (R)
		12 s	46 s

Build - Unsignalized Site Drwy
 1: US Rt 6 (E. Main St) & BMP WB Ramp/Site Drwy

SAT Peak Hour
 09/13/2020

Intersection												
Int Delay, s/veh	7.1											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↗	↘			↕		↗	↘	
Traffic Vol, veh/h	15	9	71	44	11	73	53	1443	151	311	1231	33
Future Vol, veh/h	15	9	71	44	11	73	53	1443	151	311	1231	33
Conflicting Peds, #/hr	4	0	4	0	0	0	4	0	0	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	65	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-4	-	-	1	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	4	2	2	2	2	2	2	2	2
Mvmt Flow	16	9	74	46	11	76	55	1503	157	324	1282	34

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2822	3721	666	2990	3660	834	1320	0	0	1660	0	0
Stage 1	1951	1951	-	1692	1692	-	-	-	-	-	-	-
Stage 2	871	1770	-	1298	1968	-	-	-	-	-	-	-
Critical Hdwy	7.34	6.34	6.84	6.78	5.74	6.54	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.34	5.34	-	5.78	4.74	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.34	5.34	-	5.78	4.74	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.54	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 10	~ 5	409	~ 11	~ 11	342	519	-	-	384	-	-
Stage 1	74	122	-	138	215	-	-	-	-	-	-	-
Stage 2	328	149	-	224	166	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	0	406	-	0	341	517	-	-	384	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	74	19	-	138	0	-	-	-	-	-	-	-
Stage 2	-	0	-	~ 14	26	-	-	-	-	-	-	-























Approach	SE	NW	NE	SW
HCM Control Delay, s			5.7	9.6
HCM LOS	-	-		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	NWLn2	SELn1	SWL	SWT	SWR
Capacity (veh/h)	517	-	-	-	341	-	384	-
HCM Lane V/C Ratio	0.107	-	-	-	0.257	-	0.844	-
HCM Control Delay (s)	12.8	6	-	-	19.2	-	48.5	-
HCM Lane LOS	B	A	-	-	C	-	E	-
HCM 95th %tile Q(veh)	0.4	-	-	-	1	-	7.9	-

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

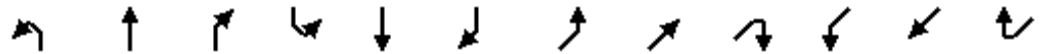
Build - Unsignalized Site Drwy
 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

SAT Peak Hour
 09/14/2020

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	53	23	55	476	31	146	53	1122	0	49	1056	237
Future Volume (vph)	53	23	55	476	31	146	53	1122	0	49	1056	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		135	45		0	80		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor												0.99
Frt			0.850			0.850						0.973
Flt Protected		0.966		0.950	0.958		0.950			0.950		
Satd. Flow (prot)	0	1631	1583	1674	1688	1631	1702	3404	0	1652	3311	0
Flt Permitted		0.966		0.950	0.958		0.087			0.142		
Satd. Flow (perm)	0	1631	1583	1674	1688	1631	156	3404	0	247	3311	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			114						28
Link Speed (mph)		30			30			40				40
Link Distance (ft)		170			339			421				434
Travel Time (s)		3.9			7.7			7.2				7.4
Confl. Peds. (#/hr)						1	4					4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	17%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	56	24	58	501	33	154	56	1181	0	52	1112	249
Shared Lane Traffic (%)				47%								
Lane Group Flow (vph)	0	80	58	266	268	154	56	1181	0	52	1361	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Build - Unsignalized Site Drwy
 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

SAT Peak Hour
 09/14/2020



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA	pt+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	2	2		6	6	6 7	7	4		3	8	
Permitted Phases			2				4			8		
Detector Phase	2	2	2	6	6	6 7	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		11.0	31.0		29.0	31.0	
Total Split (s)	16.0	16.0	16.0	34.0	34.0		13.0	57.0		13.0	57.0	
Total Split (%)	13.3%	13.3%	13.3%	28.3%	28.3%		10.8%	47.5%		10.8%	47.5%	
Maximum Green (s)	11.0	11.0	11.0	29.0	29.0		8.0	52.0		8.5	52.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		3.5	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0		5.0	5.0		4.5	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		3.0	2.0	
Recall Mode	None	None	None	Min	Min		None	C-Min		None	C-Min	
Walk Time (s)										7.0	8.0	
Flash Dont Walk (s)										16.0	18.0	
Pedestrian Calls (#/hr)										1	4	
Act Effct Green (s)		9.3	9.3	23.4	23.4	34.7	68.1	62.8		68.6	61.1	
Actuated g/C Ratio		0.08	0.08	0.20	0.20	0.29	0.57	0.52		0.57	0.51	
v/c Ratio		0.64	0.26	0.82	0.82	0.28	0.33	0.66		0.23	0.80	
Control Delay		75.8	3.2	65.5	65.4	10.3	17.4	25.6		14.3	30.1	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		75.8	3.2	65.5	65.4	10.3	17.4	25.6		14.3	30.1	
LOS		E	A	E	E	B	B	C		B	C	
Approach Delay		45.3			53.1			25.2			29.6	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)		61	0	207	209	22	17	362		16	449	
Queue Length 95th (ft)		114	4	297	298	68	40	502		38	#671	
Internal Link Dist (ft)		90			259			341			354	
Turn Bay Length (ft)				135		135	45			80		
Base Capacity (vph)		149	244	404	407	564	193	1782		243	1699	
Starvation Cap Reductn		0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0		0	0	
Storage Cap Reductn		0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio		0.54	0.24	0.66	0.66	0.27	0.29	0.66		0.21	0.80	

Intersection Summary







Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Build - Unsignalized Site Drwy
 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

SAT Peak Hour
 09/14/2020

Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 33.3 Intersection LOS: C
 Intersection Capacity Utilization 73.0% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: US Rt 6 (E. Main St) & Gasland Drwy/BMP EB Ramp

 Ø2	 Ø6	 Ø3	 Ø4 (R)
16 s	34 s	13 s	57 s
		 Ø7	 Ø8 (R)
		13 s	57 s

➤ **Queuing Summary Tables**

➤ **Accident Data**

Accident Location Information System(ALIS)

Date:
7/1/2020
1:25:23 PM

Accident Verbal Description

17231_VDR

Date in this report covers the period -9/1/2016-8/31/2019

Complete Accident data from NYSDMV is only available thru 8/31/2019 12:00:00 AM

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012007 Street: BEAR MOUNTAIN STATE PKWY
AT INTERSECTION WITH [Route] 6

9/20/2016 Tue 15:26 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2016-36393144**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3248 State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3332 State of Registration: NY
Num of Occupants: 2 Driver's Age: 38 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
AT INTERSECTION WITH Bear Mountain State Pkwy

9/26/2016 Mon 16:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36407219**
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: HEAD ON 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 OTHER Registered Weight: State of Registration: -3
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: TURNING IMPROPER, UNSAFE SPEED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3862 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
AT INTERSECTION WITH Ramp

10/22/2016 Sat 15:52 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36436556**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: OH
Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: OH
 Num of Occupants: 4 Driver's Age: 24 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
 AT INTERSECTION WITH Ramp

10/21/2016 Fri 12:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: **2016-36436718**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 3
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: OTHER Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 OTHER Registered Weight: State of Registration: NY
 Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3270 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 77 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3345 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 73 Sex: F Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
 36 Meters West of Ramp

10/26/2016 Wed 12:42 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: **2016-36443663**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

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

Veh :2 CAR/VAN/PICKUP Registered Weight: 4377 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 32 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
 AT INTERSECTION WITH Ramp

9/15/2016 Thu 12:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: **2016-36475849**
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2

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

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 61 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, UNSAFE LANE CHANGE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 76 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033004 Street: E MAIN ST
 26 Meters North of Parking Lot

11/19/2016 Sat 11:42 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36479758**
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: OVERTAKING Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

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

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 66 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: CHANGING LANES
 Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
 14 Meters West of Ramp

12/2/2016 Fri 12:53 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36501964**
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 83 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
 49 Meters East of Ramp

12/8/2016 Thu 14:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36520422**

Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 80 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

Veh :2 TRUCK Registered Weight: State of Registration: IN
 Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: NOT APPLICABLE
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
 35 Meters East of Ramp

12/22/2016 Thu 09:14 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36536624**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3571 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 2907 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
 32 Meters West of Ramp

1/5/2017 Thu 14:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36553069**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OVERTAKING Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2747 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 69 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: CHANGING LANES
 Apparent Factors: NOT APPLICABLE, UNSAFE LANE CHANGE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3527 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033004 Street: E MAIN ST
 AT INTERSECTION WITH Parking Lot

2/14/2017 Tue 22:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36617424**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3140 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3476 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street:
 3/1/2017 Wed 16:22 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36627783**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: CURVE AND HILLCREST Light Condition: DUSK
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3455 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5707 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
 26 Meters West of Ramp

3/13/2017 Mon 20:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36641848**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5579 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: MA
 Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
 26 Meters East of Ramp

3/2/2017 Thu 13:23 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36648763**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
 Manner of Collision: REAR END Weather: UNKNOWN
 Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2804 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 87 Sex: F Citation Issued: N
 Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: UNKNOWN
 Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 49 Sex: M Citation Issued: N
 Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: UNKNOWN
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
 AT INTERSECTION WITH Ramp

4/3/2017 Mon 21:23 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36673908**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: RIGHT ANGLE Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3122 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2873 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
 AT INTERSECTION WITH Ramp

4/13/2017 Thu 17:00 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36693202**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 4
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3493 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 47 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :4 CAR/VAN/PICKUP Registered Weight: 2805 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 27 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3028 State of Registration: NY

Num of Occupants: 2 Driver's Age: 28 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3814 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 71 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
 75 Meters East of Ramp

5/19/2017 Fri 15:19 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36732162**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 1
 Type Of Accident: COLLISION WITH BUILDING/WALL Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3657 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 71 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: BACKING UNSAFELY, UNSAFE SPEED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012007 Street: BEAR MOUNTAIN STATE PKWY

5/10/2017 Wed 18:29 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36739149**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
 Manner of Collision: OVERTAKING Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3831 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MERGING
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4841 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012007 Street: BEAR MOUNTAIN STATE PKWY

6/23/2017 Fri 17:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36785295**
 Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OVERTAKING Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4311 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 54 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MERGING
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 5337 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012007 Street: BEAR MOUNTAIN STATE PKWY
 AT INTERSECTION WITH Bear Mountain State Pkwy

7/8/2017 Sat 11:16 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36800660**
 Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OVERTAKING Weather: CLEAR
 Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 MOTORCYCLE Registered Weight: 485 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

Veh :1 CAR/VAN/PICKUP Registered Weight: 3742 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 53 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033004 Street: E MAIN ST
 22 Meters North of Parking Lot

7/15/2017 Sat 12:21 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36809589**
 Accident Class: NON-REPORTABLE Police Agency: NYSY CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

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

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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: [Route] 6

8/16/2017 Wed 16:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36854238**
 Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3280 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4788 State of Registration: NY
 Num of Occupants: 4 Driver's Age: 36 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
 AT INTERSECTION WITH Ramp

8/23/2017 Wed 18:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36866306**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: OVERTAKING Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5605 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4500 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: CHANGING LANES
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNSAFE LANE CHANGE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: [Route] 6
 26 Meters West of Ramp

9/9/2017 Sat 13:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36884925**
 Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OVERTAKING Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 TRUCK Registered Weight: 44799 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3252 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 18 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: CHANGING LANES
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
 61 Meters East of Ramp

10/3/2017 Tue 06:08 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36925008**
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAWN
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 TRUCK Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
 AT INTERSECTION WITH Ramp

10/24/2017 Tue 08:55 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36949540**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3569 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 59 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3759 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 82 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033004 Street: E MAIN ST
 18 Meters West of Parking Lot

11/19/2017 Sun 15:11 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36991716**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
 AT INTERSECTION WITH Ramp

11/27/2017 Mon 20:27 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37019652**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OVERTAKING Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4077 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, 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: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: CHANGING LANES
 Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
 AT INTERSECTION WITH Ramp

12/5/2017 Tue 18:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37021756**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: REAR END Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4450 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 47 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3400 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 33 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PAVEMENT SLIPPERY, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
 AT INTERSECTION WITH Ramp

12/27/2017 Wed 12:41 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37056705**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3675 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 21 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3329 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 73 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033004 Street: E MAIN ST
 AT INTERSECTION WITH Parking Lot

1/6/2018 Sat 08:01 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37071587**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP SOMERS Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4478 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 53 Sex: F Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4160 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: Y
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
 AT INTERSECTION WITH Ramp

1/4/2018 Thu 01:43 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37080624
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: RIGHT ANGLE Weather: CLOUDY
 Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3257 State of Registration: NY
 Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3823 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 53 Sex: F Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: BACKING UNSAFELY, NOT ENTERED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012007 Street: BEAR MOUNTAIN STATE PKWY

2/7/2018 Wed 10:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37133846
 Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 1
 Type Of Accident: COLLISION WITH SIGN POST 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: 2450 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012007 Street: BEAR MOUNTAIN STATE PKWY

2/14/2018 Wed 18:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37146060
 Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: OVERTAKING Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3417 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 29 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3231 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 71 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
43 Meters East of Ramp

2/19/2018 Mon 11:53 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37178020**
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4120 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2519 State of Registration: NY
Num of Occupants: 1 Driver's Age: 36 Sex: F Citation Issued: Y
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PRESCRIPTION MEDICATION, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
104 Meters East of Ramp

5/1/2018 Tue 22:14 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37264824**
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3281 State of Registration: NY
Num of Occupants: 1 Driver's Age: 17 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 4063 State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
32 Meters West of Ramp

5/6/2018 Sun 14:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37269475**
Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road 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: 4 Driver's Age: 43 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
AT INTERSECTION WITH Ramp

5/24/2018 Thu 18:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37304235**
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4168 State of Registration: NY
Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012007 Street: BEAR MOUNTAIN STATE PKWY

5/28/2018 Mon 15:34 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37305421**
Accident Class: NON-REPORTABLE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 1
Type Of Accident: COLLISION WITH MEDIAN/BARRIER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: 45 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, TIRE FAILURE/INADEQUATE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033004 Street: E MAIN ST

5/29/2018 Tue 19:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37310220**
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2940 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3550 State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: Y
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: NOT APPLICABLE, UNSAFE LANE CHANGE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033004 Street: E MAIN ST
AT INTERSECTION WITH Parking Lot

7/13/2018 Fri 22:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37380624**
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 31 Sex: M Citation Issued: Y
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: DRUGS (ILLEGAL), BACKING UNSAFELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3025 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 31 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
 26 Meters East of Ramp

6/29/2018 Fri 11:13 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37387574**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

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

Veh :2 CAR/VAN/PICKUP Registered Weight: 3419 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 64 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: BEAR MOUNTAIN STATE PKWY
7/17/2018 Tue 18:40 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37392720**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OVERTAKING 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: 3694 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 79 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MERGING
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, PASSING OR LANE USAGE IMPROPERLY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3549 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
 AT INTERSECTION WITH Ramp

8/14/2018 Tue 15:51 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37438990**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5709 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2707 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 36 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
9/17/2018 Mon 13:54 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37486038**
 Accident Class: NON-REPORTABLE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: HIGHWAY WORK AREA
 Manner of Collision: OVERTAKING Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 69 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MERGING
 Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

Veh :1 OTHER Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 36 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
 AT INTERSECTION WITH Ramp
9/18/2018 Tue 17:43 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37488622**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5276 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: Y
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE SPEED

Veh :2 CAR/VAN/PICKUP Registered Weight: 4572 State of Registration: NY
 Num of Occupants: 5 Driver's Age: 48 Sex: F Citation Issued: N
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
10/19/2018 Fri 17:53 PM Persons Killed: 1 Persons Injured: 0 Extent of Injuries: K **Case: 2018-37549719**
 Accident Class: FATAL Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 MOTORCYCLE Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 4270 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
 73 Meters East of Ramp

11/27/2018 Tue 19:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37616737**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3786 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 17 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: MD
 Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
 AT INTERSECTION WITH Ramp

12/29/2018 Sat 04:14 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37665393**
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: RIGHT ANGLE Weather: FOG/SMOG/SMOKE
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 41 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 39 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
 AT INTERSECTION WITH Ramp

11/7/2018 Wed 17:08 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37731877**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3241 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 32 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3772 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 53 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012007 Street: BEAR MOUNTAIN STATE PKWY
2/1/2019 Fri 13:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-37731886**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: 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: 5298 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4345 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MERGING
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012007 Street: BEAR MOUNTAIN STATE PKWY
2/12/2019 Tue 20:32 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-37747418**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 1
 Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE
 Manner of Collision: OTHER Weather: RAIN
 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: 3124 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNSAFE SPEED, PAVEMENT SLIPPERY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
 74 Meters East of Ramp
2/4/2019 Mon 21:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-37783579**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: RIGHT ANGLE Weather: CLOUDY
 Road Surface Condition: 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: 3144 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4680 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
 31 Meters West of Ramp

3/24/2019 Sun 12:13 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-37805419**
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

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

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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST

3/24/2019 Sun 14:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-37825149**
 Accident Class: NON-REPORTABLE Police Agency: NYSP HAWTHORNE Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: POLICE/FIRE EMERGENCY
 Manner of Collision: OVERTAKING Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 MOTORCYCLE Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 28 Sex: M Citation Issued: Y
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: OTHER
 Apparent Factors: TURNING IMPROPER, AGGRESSIVE DRIVING/ROAD RAGE

Veh :1 OTHER Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012007 Street: BEAR MOUNTAIN STATE PKWY

4/6/2019 Sat 12:26 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-37828174**
 Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS 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: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3049 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 64 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012007 Street: BEAR MOUNTAIN STATE PKWY

5/12/2019 Sun 14:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-37881580
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 1
 Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: STOP SIGN
 Manner of Collision: OTHER Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 34 Sex: M Citation Issued: Y
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: ALCOHOL INVOLVEMENT, TURNING IMPROPER

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
 AT INTERSECTION WITH Ramp

6/20/2019 Thu 13:59 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-37941004
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4593 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 48 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 12500 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
 AT INTERSECTION WITH Ramp

6/25/2019 Tue 08:33 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-37949157
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: REAR END Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 40 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: MA
 Num of Occupants: 1 Driver's Age: 62 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033004 Street: E MAIN ST
 26 Meters North of Parking Lot

6/24/2019 Mon 18:03 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A Case: 2019-37949183
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4724 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4359 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033004 Street: E MAIN ST
7/2/2019 Tue 16:55 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2019-37959538**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3101 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3929 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: [Route] 6
6/16/2019 Sun 18:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-37962602**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH DEER Traffic Control: UNKNOWN
 Manner of Collision: OTHER Weather: UNKNOWN
 Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3300 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 27 Sex: M Citation Issued: N
 Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: UNKNOWN
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012007 Street: BEAR MOUNTAIN STATE PKWY
7/19/2019 Fri 18:29 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-37988863**
 Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4609 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, NOT APPLICABLE

Veh :1 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: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
 37 Meters West of Ramp

7/18/2019 Thu 18:17 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-37991662**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4165 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: TURNING IMPROPER, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3166 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
 AT INTERSECTION WITH Ramp

6/3/2019 Mon 08:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-38006982**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: RIGHT ANGLE Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5254 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 46 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2745 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 62 Sex: F Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ALCOHOL INVOLVEMENT, TRAFFIC CONTROL DEVICES DISREGARDED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
 36 Meters West of Ramp

8/5/2019 Mon 16:11 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-38019262**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: Y
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING FROM PARKING
 Apparent Factors: TURNING IMPROPER, UNSAFE SPEED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3146 State of Registration: NY
 Num of Occupants: 1 Driver's Age: Sex: Citation Issued:

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
 AT INTERSECTION WITH Ramp

8/22/2019 Thu 17:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-38039177**
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: OVERTAKING Weather: CLOUDY
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2932 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 63 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4516 State of Registration: NY
 Num of Occupants: 5 Driver's Age: 40 Sex: F Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
 62 Meters East of Ramp

7/24/2019 Wed 17:14 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2019-38067681**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 3
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2614 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 17 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3125 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE SPEED

Veh :3 CAR/VAN/PICKUP Registered Weight: 4640 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
 AT INTERSECTION WITH Ramp

7/9/2019 Tue 15:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-38067688**
 Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 4 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1

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

➤ **Signal Warrant Analysis**

US Route 6 & BMP WB Ramp/Palisades Site Drwy
 Weekday - Signal Warrant Analysis - 2022 Build Volumes

Time Start	Warrant No. 1 - Eight-Hour Vehicle Warrant - 100%						Warrant No. 1 - Condition A & B Combined - 70%					
	Condition A - Minimum Vehicular Volume			Condition B - Interruption of Continuous Traffic			Condition A - Minimum Vehicular Volume			Condition B - Interruption of Continuous Traffic		
	Major St	Minor St	Meets Warrant?	Major St	Minor St	Meets Warrant?	Major St	Minor St	Meets Warrant?	Major St	Minor St	Meets Warrant?
	US Route 6	BMP Off-Ramp		US Route 6	BMP Off-Ramp		US Route 6	BMP Off-Ramp		US Route 6	BMP Off-Ramp	
12:00 AM	213	13	NO	213	13	NO	213	13	NO	213	13	NO
1:00 AM	119	10	NO	119	10	NO	119	10	NO	119	10	NO
2:00 AM	88	8	NO	88	8	NO	88	8	NO	88	8	NO
3:00 AM	96	8	NO	96	8	NO	96	8	NO	96	8	NO
4:00 AM	137	18	NO	137	18	NO	137	18	NO	137	18	NO
5:00 AM	339	43	NO	339	43	NO	339	43	NO	339	43	NO
6:00 AM	901	85	NO	901	85	NO	901	85	NO	901	85	YES
7:00 AM	1881	124	NO	1881	124	YES	1881	124	NO	1881	124	YES
8:00 AM	2032	194	NO	2032	194	YES	2032	194	YES	2032	194	YES
9:00 AM	1550	120	NO	1550	120	YES	1550	120	NO	1550	120	YES
10:00 AM	1928	136	NO	1928	136	YES	1928	136	NO	1928	136	YES
11:00 AM	1935	136	NO	1935	136	YES	1935	136	NO	1935	136	YES
12:00 PM	1947	136	NO	1947	136	YES	1947	136	NO	1947	136	YES
1:00 PM	1935	119	NO	1935	119	YES	1935	119	NO	1935	119	YES
2:00 PM	1947	119	NO	1947	119	YES	1947	119	NO	1947	119	YES
3:00 PM	1961	119	NO	1961	119	YES	1961	119	NO	1961	119	YES
4:00 PM	2587	171	NO	2587	171	YES	2587	171	YES	2587	171	YES
5:00 PM	2904	163	NO	2904	163	YES	2904	163	YES	2904	163	YES
6:00 PM	1968	119	NO	1968	119	YES	1968	119	NO	1968	119	YES
7:00 PM	1964	119	NO	1964	119	YES	1964	119	NO	1964	119	YES
8:00 PM	1402	77	NO	1402	77	NO	1402	77	NO	1402	77	YES
9:00 PM	955	66	NO	955	66	NO	955	66	NO	955	66	NO
10:00 PM	640	48	NO	640	48	NO	640	48	NO	640	48	NO
	Number of Hours met: 0			Number of Hours met: 13			Number of Hours met: 3			Number of Hours met: 15		

US Route 6 & BMP WB Ramp/Palisades Site Drwy
 Saturday - Signal Warrant Analysis - 2022 Build Volumes

Time Start	Warrant No. 1 - Eight-Hour Vehicle Warrant - 100%						Warrant No. 1 - Condition A & B Combined - 70%					
	Condition A - Minimum Vehicular Volume			Condition B - Interruption of Continuous Traffic			Condition A - Minimum Vehicular Volume			Condition B - Interruption of Continuous		
	Major St	Minor St	Meets Warrant?	Major St	Minor St	Meets Warrant?	Major St	Minor St	Meets Warrant?	Major St	Minor St	Meets Warrant?
	US Route 6	BMP Off-Ramp		US Route 6	BMP Off-Ramp		US Route 6	BMP Off-Ramp		US Route 6	BMP Off-Ramp	
12:00 AM	606	17	NO	606	17	NO	606	17	NO	606	17	NO
1:00 AM	440	12	NO	440	12	NO	440	12	NO	440	12	NO
2:00 AM	265	7	NO	265	7	NO	265	7	NO	265	7	NO
3:00 AM	187	5	NO	187	5	NO	187	5	NO	187	5	NO
4:00 AM	271	7	NO	271	7	NO	271	7	NO	271	7	NO
5:00 AM	452	12	NO	452	12	NO	452	12	NO	452	12	NO
6:00 AM	1155	32	NO	1155	32	NO	1155	32	NO	1155	32	NO
7:00 AM	1795	87	NO	1795	87	NO	1795	87	NO	1795	87	YES
8:00 AM	2276	63	NO	2276	63	NO	2276	63	NO	2276	63	NO
9:00 AM	2782	76	NO	2782	76	NO	2782	76	NO	2782	76	YES
10:00 AM	3289	90	NO	3289	90	NO	3289	90	NO	3289	90	YES
11:00 AM	3678	101	NO	3678	101	YES	3678	101	NO	3678	101	YES
12:00 PM	3527	97	NO	3527	97	NO	3527	97	NO	3527	97	YES
1:00 PM	4251	117	NO	4251	117	YES	4251	117	NO	4251	117	YES
2:00 PM	3889	107	NO	3889	107	YES	3889	107	NO	3889	107	YES
3:00 PM	3816	105	NO	3816	105	YES	3816	105	NO	3816	105	YES
4:00 PM	3409	94	NO	3409	94	NO	3409	94	NO	3409	94	YES
5:00 PM	3467	95	NO	3467	95	NO	3467	95	NO	3467	95	YES
6:00 PM	3379	93	NO	3379	93	NO	3379	93	NO	3379	93	YES
7:00 PM	2632	72	NO	2632	72	NO	2632	72	NO	2632	72	YES
8:00 PM	2496	69	NO	2496	69	NO	2496	69	NO	2496	69	NO
9:00 PM	2240	62	NO	2240	62	NO	2240	62	NO	2240	62	NO
10:00 PM	1639	79	NO	1639	79	NO	1639	79	NO	1639	79	YES
	Number of Hours met:		0	Number of Hours met:		4	Number of Hours met:		0	Number of Hours met:		13

Weekday

Time End	Warrant No. 2 - Four-Hour Vehicle Warrant			Warrant No. 3 - Peak-Hour Vehicle Warrant		
	Major St	Minor St	Meets Warrant?	Major St	Minor St	Meets Warrant?
	US Route 6	BMP Off-Ramp	40 mph or more	US Route 6	BMP Off-Ramp	40 mph or more
12:00 AM	213	13	NO	213	13	NO
1:00 AM	119	10	NO	119	10	NO
2:00 AM	88	8	NO	88	8	NO
3:00 AM	96	8	NO	96	8	NO
4:00 AM	137	18	NO	137	18	NO
5:00 AM	339	43	NO	339	43	NO
6:00 AM	901	85	NO	901	85	NO
7:00 AM	1881	124	YES	1881	124	NO
8:00 AM	2032	194	YES	2032	194	YES
9:00 AM	1550	120	YES	1550	120	NO
10:00 AM	1928	136	YES	1928	136	NO
11:00 AM	1935	136	YES	1935	136	NO
12:00 PM	1947	136	YES	1947	136	NO
1:00 PM	1935	119	YES	1935	119	NO
2:00 PM	1947	119	YES	1947	119	NO
3:00 PM	1961	119	YES	1961	119	NO
4:00 PM	2587	171	YES	2587	171	YES
5:00 PM	2904	163	YES	2904	163	YES
6:00 PM	1968	119	YES	1968	119	NO
7:00 PM	1964	119	YES	1964	119	NO
8:00 PM	1402	77	NO	1402	77	NO
9:00 PM	955	66	NO	955	66	NO
10:00 PM	640	48	NO	640	48	NO
	Number of Hours met: 13			Number of Hours met: 3		

Saturday

Time End	Warrant No. 2 - Four-Hour Vehicle Warrant			Warrant No. 3 - Peak-Hour Vehicle Warrant		
	Major St	Minor St	Meets Warrant?	Major St	Minor St	Meets Warrant?
	US Route 6	BMP Off-Ramp	40 mph or more	US Route 6	BMP Off-Ramp	40 mph or more
12:00 AM	606	17	NO	606	17	NO
1:00 AM	440	12	NO	440	12	NO
2:00 AM	265	7	NO	265	7	NO
3:00 AM	187	5	NO	187	5	NO
4:00 AM	271	7	NO	271	7	NO
5:00 AM	452	12	NO	452	12	NO
6:00 AM	1155	32	NO	1155	32	NO
7:00 AM	1795	87	NO	1795	87	NO
8:00 AM	2276	63	NO	2276	63	NO
9:00 AM	2782	76	NO	2782	76	NO
10:00 AM	3289	90	NO	3289	90	NO
11:00 AM	3678	101	NO	3678	101	NO
12:00 PM	3527	97	NO	3527	97	NO
1:00 PM	4251	117	YES	4251	117	NO
2:00 PM	3889	107	NO	3889	107	NO
3:00 PM	3816	105	NO	3816	105	NO
4:00 PM	3409	94	NO	3409	94	NO
5:00 PM	3467	95	NO	3467	95	NO
6:00 PM	3379	93	NO	3379	93	NO
7:00 PM	2632	72	NO	2632	72	NO
8:00 PM	2496	69	NO	2496	69	NO
9:00 PM	2240	62	NO	2240	62	NO
10:00 PM	1639	79	NO	1639	79	NO
	Number of Hours met:		1	Number of Hours met:		0

➤ **Gasland Comparison Analysis Tables**

**Existing Gasland Level of Service Comparison
Proposed Redevelopment Project vs. Gasland Development**

Intersection	Approach	Existing Conditions Comparison (Signalized Site Driveway)											
		AM Peak Hour				PM Peak Hour				SAT Peak Hour			
		Proposed Project		Gasland		Proposed Project		Gasland		Proposed Project		Gasland	
		Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS
E. Main St (US Route 6) & Bear Mtn Pkwy WB On/Off Ramps & Site Access (Signalized)	EB LTR	9.0	A	9.0	A	9.8	A	9.7	A	10.9	B	10.9	B
	WB L	11.4	B	N/A	N/A	17.7	C	N/A	N/A	20.8	C	N/A	N/A
	WB TR	0.0	A	N/A	N/A	0.0	A	N/A	N/A	0.0	A	N/A	N/A
	WB LTR	N/A	N/A	11.3	B	N/A	N/A	17.3	C	N/A	N/A	20.2	C
	NB L	62.6	F	60.8	F	300.0	F	300.0	F	300.0	F	300.0	F
	NB TR	15.2	C	15.0	C	13.9	B	13.8	B	14.7	B	14.6	B
	SB LTR	30.5	D	30.0	D	120.6	F	111.4	F	300.0	F	300.0	F
E. Main St (US Route 6) & Bear Mtn Pkwy EB On/Off Ramps & Gasland Drwy (Signalized)	EB L	35.3	D	35.0	D	40.7	D	40.4	D	44.2	D	44.1	D
	EB TR	12.5	B	12.4	B	15.9	B	15.9	B	14.3	B	15.0	B
	EB	13.6	B	13.6	B	16.8	B	16.8	B	15.6	B	16.2	B
	WB TR	N/A	N/A	20.2	C	N/A	N/A	28.0	C	N/A	N/A	29.4	C
	WB LTR	20.1	C	N/A	N/A	28.2	C	N/A	N/A	29.9	C	N/A	N/A
	NB LTR	0.0	A	0.0	A	0.2	A	0.2	A	0.5	A	0.5	A
	SB L	27.2	C	26.8	C	31.6	C	31.5	C	43.5	D	42.9	D
	SB TR	7.1	A	7.1	A	0.1	A	0.1	A	8.3	A	8.4	A
	SB	22.6	C	22.4	C	28.3	C	28.2	C	38.9	D	38.4	D
	INT	18.5	B	18.5	B	23.7	C	23.5	C	26.2	C	26.2	C

Note: Gasland Build LOS/delay values from Table 2S in Maser Consulting's 10/31/2019 *Traffic Impact Study*

**No-Build Gasland Level of Service Comparison
Proposed Redevelopment Project vs. Gasland Development**

Intersection	Approach	No Build Conditions Comparison (Signalized Site Driveway)											
		AM Peak Hour				PM Peak Hour				SAT Peak Hour			
		Proposed Project		Gasland		Proposed Project		Gasland		Proposed Project		Gasland	
		Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS
E. Main St (US Route 6) & Bear Mtn Pkwy WB On/Off Ramps & Site Access (Signalized)	EB LTR	9.6	A	9.4	A	10.6	B	10.4	B	12.3	B	11.9	B
	WB L	13.4	B	N/A	N/A	33.3	D	N/A	N/A	49.3	E	N/A	N/A
	WB TR	0.0	A	N/A	N/A	0.0	A	N/A	N/A	0.0	A	N/A	N/A
	WB LTR	N/A	N/A	12.7	B	N/A	N/A	28.4	D	N/A	N/A	40.6	E
	NB L	160.6	F	110.1	F	300.0	F	300.0	F	300.0	F	300.0	F
	NB TR	18.0	C	16.6	C	16.8	C	16.1	C	18.7	C	17.9	C
	SB LTR	52.2	F	44.0	E	300.0	F	300.0	F	300.0	F	300.0	F
E. Main St (US Route 6) & Bear Mtn Pkwy EB On/Off Ramps & Gasland Drwy (Signalized)	EB L	12.9	B	38.6	D	15.6	B	43.8	D	16.6	B	46.6	D
	EB T	18.3	B	13.1	B	25.9	C	16.8	B	25.0	C	17.9	B
	EB	18.1	B	14.4	B	25.5	C	17.9	B	24.7	C	19.2	B
	WB L	12.7	B	N/A	N/A	16.8	B	N/A	N/A	13.2	B	N/A	N/A
	WB TR	20.8	C	24.6	C	25.5	C	28.6	C	29.7	C	57.7	E
	WB	20.3	C	24.6	C	25.0	C	28.6	C	29.1	C	57.7	E
	NB LTR	N/A	N/A	0.0	A	N/A	N/A	0.2	A	N/A	N/A	0.5	A
	NB LT	43.7	D	N/A	N/A	52.4	D	N/A	N/A	79.1	E	N/A	N/A
	NB R	1.1	A	N/A	N/A	1.5	A	N/A	N/A	3.2	A	N/A	N/A
	NB	26.6	C	0.0	A	31.2	C	0.2	A	47.2	D	0.5	A
	SB L	57.6	E	31.4	C	48.5	D	42.7	D	60.3	E	61.1	E
	SB TR	N/A	N/A	6.5	A	N/A	N/A	0.4	A	N/A	N/A	6.4	A
	SB LT	56.8	E	N/A	N/A	47.6	D	N/A	N/A	60.4	E	N/A	N/A
	SB R	5.7	A	N/A	N/A	5.2	A	N/A	N/A	18.2	B	N/A	N/A
SB	42.9	D	23.9	C	40.5	D	34.7	C	50.8	D	48.0	D	
INT	25.3	C	20.8	C	28.7	C	25.5	C	32.6	C	41.1	D	

Note: Gasland Build LOS/delay values from Table 2S in Maser Consulting's 10/31/2019 Traffic Impact Study

Build Gasland Level of Service Comparison
Proposed Redevelopment Project vs. Gasland Development

Intersection	Approach	Build Conditions Comparison (Signalized Site Driveway)											
		AM Peak Hour				PM Peak Hour				SAT Peak Hour			
		Proposed Project		Gasland		Proposed Project		Gasland		Proposed Project		Gasland	
		Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS
E. Main St (US Route 6) & Bear Mtn Pkwy WB On/Off Ramps & Site Access (Signalized)	EB LTR	7.8	A	5.6	A	32.8	C	32.3	C	76.6	E	17.5	B
	WB L	11.0	B	8.2	A	52.0	D	38.5	D	79.3	E	46.9	D
	WB TR	4.0	A	2.0	A	3.6	A	5.0	A	4.4	A	3.2	A
	WB	5.5	A	3.3	A	14.7	B	12.7	B	19.0	B	11.7	B
	NB L	48.0	D	42.3	D	47.4	D	36.0	D	79.6	E	58.2	E
	NB TR	15.5	B	17.4	B	19.2	B	0.3	A	19.5	B	0.6	A
	NB	29.1	C	27.3	C	29.4	C	15.7	B	40.0	D	22.5	C
	SB LTR	N/A	N/A	24.6	C	N/A	N/A	18.8	B	N/A	N/A	24.8	C
	SB L	38.9	D	N/A	N/A	44.0	D	N/A	N/A	75.4	E	N/A	N/A
	SB TR	16.6	B	N/A	N/A	19.9	B	N/A	N/A	21.7	C	N/A	N/A
	SB	23.2	C	24.6	C	27.1	C	18.8	B	37.7	D	24.8	C
INT	9.4	A	5.3	A	24.8	C	22.9	C	47.5	D	15.0	B	
E. Main St (US Route 6) & Bear Mtn Pkwy EB On/Off Ramps & Gasland Drwy (Signalized)	EB L	13.4	B	8.7	A	16.6	B	17.6	B	14.8	B	15.4	B
	EB T	18.9	B	16.0	B	27.2	C	26.0	C	24.8	C	46.8	D
	EB	18.6	B	15.6	B	26.8	C	25.6	C	24.3	C	45.4	D
	WB L	11.6	B	10.6	B	15.5	B	14.4	B	10.0	A	10.1	B
	WB TR	22.0	C	18.2	B	26.2	C	22.6	C	28.4	C	27.0	C
	WB	21.5	C	17.8	B	25.7	C	22.2	C	28.7	C	26.5	C
	NB LT	43.7	D	46.4	D	52.4	D	65.2	E	66.6	E	77.3	E
	NB R	1.1	A	1.5	A	1.5	A	1.9	A	2.3	A	2.4	A
	NB	26.6	C	28.4	C	31.2	C	38.7	D	39.6	D	47.4	D
	SB L	59.4	E	47.2	D	48.7	D	52.9	D	64.3	E	61.3	E
	SB LT	57.7	E	46.8	D	47.5	D	52.0	D	64.0	E	61.0	E
	SB R	5.7	A	7.8	A	5.1	A	1.9	A	10.8	B	18.3	B
	SB	44.5	D	36.1	D	40.8	D	43.5	D	52.6	D	51.4	D
INT	26.2	C	22.1	C	29.5	C	28.7	C	32.4	C	39.0	D	

Note: Gasland Build LOS/delay values from Table 2S in Maser Consulting's 10/31/2019 Traffic Impact Study