



Engineering
& Design

Traffic Impact Study

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Sheffield Gardens
NYS Route 17K
Town of Montgomery, Orange County, New York

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I. Introduction

A. Project Description and Location

(Figure No. 1)

This report has been prepared to evaluate the potential traffic impacts associated with the proposed Sheffield Gardens development ("the Project"), which is planned to be developed on the property located along the south side of NYS Route 17K immediately east of Bailey Road in the Town of Montgomery, Orange County, New York. The site is proposed initially to consist of 261 multi-family dwelling units in three (3) multi-story buildings. The Project also has potential to include approximately 31,000 square feet of retail space on the parcels fronting NYS Route 17K as part of a future development phase. As shown on Figure No. 1, access to the development is proposed via a new access connection from NYS Route 17K to be located approximately 450 ft. east of Bailey Road.

A Design Year of 2026 has been utilized in completing the traffic analysis in order to evaluate future traffic conditions associated with this proposed development.

B. Scope of Study

This study has been prepared to identify current and future traffic operating conditions on the surrounding roadway network and to assess the potential traffic impacts of the Project. This study has been prepared based on the requirements of the December 12, 2022 Final Scoping Document adopted by the Town of Montgomery Planning Board.

All available traffic count data for the study area intersections were obtained from previous reports prepared for other projects in the vicinity of the Site. These data were supplemented with new traffic counts collected by representatives of Colliers Engineering & Design CT, P.C. These data were also compared to count data obtained from the New York State Department of Transportation (NYSDOT). Together these data were utilized to establish the 2023 Existing Traffic Volumes representing existing traffic conditions in the vicinity of the site.

The 2023 Existing Traffic Volumes were then projected to the 2026 Design Year to take into account background traffic growth. In addition, traffic for other specific potential or approved developments in the area were estimated and then added to the Projected Traffic Volumes to obtain the Year 2026 No-Build Traffic Volumes.

Estimates were then made of the potential traffic that the proposed development would generate during each of the peak hours (see Section III-C for further discussion). The resulting site generated traffic volumes were then added to the roadway system and combined with the 2026 No-Build Traffic Volumes resulting in the 2026 Build Traffic Volumes.

The Existing, No-Build and Build Traffic Volumes were then compared to roadway capacities based on the procedures from the Highway Capacity Manual to determine existing and future Levels of Service and operating conditions. Recommendations for improvements were made where necessary to serve the existing and/or future traffic volumes.

II. Existing Roadway and Traffic Descriptions

A. Description of Existing Roadways

As shown on Figure No. 1, the Project will be accessed from NYS Route 17K via a new driveway connection approximately 450 ft. west of Bailey Road. The following is a brief description of the roadways located within the study area. In addition, Section III-F provides a further description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service and any recommended improvements for each of the study area intersections. Appendix D contains copies of the capacity analyses which indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

1. NYS Route 17K (Ward Street)

NYS Route 17K is a major east/west roadway that traverses throughout Orange County. The roadway is classified as an Urban Major Principal Arterial (Other) and is under the jurisdiction of the NYSDOT. In the vicinity of the site, NYS Route 17K consists of one lane in each direction having signalized intersections with NYS Route 208, the Valley Central Middle & High School driveways and NYS Route 211. NYS Route 17K in this area has a double yellow centerline, white edge (fog) line, and paved shoulders. The posted speed limit along the roadway is 30 MPH within the Village of Montgomery, changing to 40 MPH in the vicinity of Factory Street and then to 55 MPH in the vicinity of NYS Route 208. Within the Village of Montgomery sidewalks are provided along the north side of the roadway from approximately Factory Street to Spring Street and then along the south side of the roadway up to and through the NYS Route 211 intersection. for the remainder of its length. On-street parking is not permitted along the roadway.

2. Bailey Road

Bailey Road is a two-lane local roadway under the jurisdiction of the Town of Montgomery. The roadway traverses in a generally north/south direction from NYS Route 17K turning east in the vicinity of Maple Lane and terminating at an unsignalized intersection with NYS Route 208. Bailey Road has a double yellow centerline with no shoulders. The posted speed limit on this roadway is 30 MPH. There are no sidewalks or on-street parking provided along the roadway.

3. NYS Route 208

NYS Route 208 is classified as an Urban Minor Arterial under the jurisdiction of the NYSDOT. The roadway travels in a north/south direction having signalized intersections with NYS Route 17K and I-84. NYS Route 208 is a two-lane roadway with a double yellow centerline, white edge (fog) line, and paved shoulders. NYS Route 208 has a posted speed limit of 45 MPH south of NYS Route 17K and 55 MPH north of NYS Route 17K. There are no sidewalks or on-street parking along the roadway within the immediate vicinity of the study area.

4. NYS Route 211 (Union Street)

NYS Route 211 is classified as an Urban Minor Arterial under the jurisdiction of the NYSDOT. The roadway travels in a generally northeast/southwest direction within the study area begins at a signalized intersection with NYS Route 17K traveling southwest through the village and on towards the Town of Wallkill. In the vicinity of the site, NYS Route 211 has one lane in each direction divided by a double yellow center line with on-street parking available on both sides of the roadway with narrow paved shoulders further to the south. Sidewalks are also present on either side of NYS Route 211 in this area. NYS Route 211 has a posted speed limit of 30 MPH within the Village of Montgomery.

B. 2023 Existing Traffic Volumes

(Figures No. 2, 3 and 4, Appendix E)

Manual traffic counts were collected by representatives of Colliers Engineering & Design CT, P.C. on Thursday, January 5, 2023, for the weekday AM and PM Peak Hours and Saturday, January 7, 2023 for the Saturday Peak Hours to determine the existing traffic volume conditions at the study area intersections. It should be noted that the Valley Central School District, and specifically the Valley Central High School and Middle School that are proximate to the Project along Route 17K, were operating on a normal schedule during the days of data collection. The Valley Central High School classes begin at 7:15 AM and finish at 1:57 PM, while the Middle School classes begin at 8:06 AM and finish at 2:50 PM. Both schools have after-school programs that run until 2:40 PM and 3:30 PM, respectively.

The traffic count data was then compared to traffic volume data from previous traffic studies conducted for other projects in the vicinity of the Project site and to traffic volume data available from the New York State Department of Transportation (NYSDOT) for the NYS Route 17K corridor. In general, the recent traffic data was utilized to determine the existing traffic volumes, however in some instances where historical data indicated somewhat higher traffic volumes, some turning movement volumes were adjusted upwards. In addition, the traffic volumes were balanced along the Route 17K corridor taking into account intervening roadways and driveways that may result in additions and losses of vehicles. Based on this information, the 2023 Existing Traffic Volumes were established for the Weekday Peak AM, Weekday Peak PM, and Saturday Peak Hours at the following study area intersections.

- NYS Route 17K and NYS Route 208
- NYS Route 17K and Bailey Road
- NYS Route 17 K and School Access Driveways (2 intersections)
- NYS Route 17K and NYS Route 211

Based upon a review of the traffic counts, the peak hours were generally identified as follows:

- | | |
|------------------------|--------------------|
| ▪ Weekday Peak AM Hour | 7:15 AM – 8:15 AM |
| ▪ Weekday Peak PM Hour | 4:30 PM – 5:30 PM |
| ▪ Saturday Peak Hour | 12:00 PM – 1:00 PM |

The resulting Year 2023 Existing Traffic Volumes are shown on Figures No. 2, 3, and 4 for the Weekday Peak AM, Weekday Peak PM, and Saturday Peak Hours, respectively. All relevant traffic volume data utilized in determining the existing traffic volumes for the study area intersections are included in Appendix E for reference.

C. Crash History Analysis

(Table A-1, A-2 & A-3, Appendix I)

Historical crash data information was obtained from the NYSDOT for 6-year period between January 1, 2017 through December 31, 2022, for the study area intersections and roadways. This data has been summarized in Table A-1, contained in Appendix B, by location, date, time, traffic control type, severity, number of vehicles/injuries, light conditions, road surface condition, weather, manner of collision, and apparent contributing factors. Copies of the detailed accident report information can be found in Appendix I. The crash data was also further summarized by intersection in Table A-2, contained in Appendix B, as well as for the Route 17K roadway segment between Bailey Road and Walnut Avenue within which the site is located. This data was then utilized to calculate average accident rates for each of the study area intersections which is calculated as the average number of accidents per million entering vehicles to an intersection (Acc/MEV) or the average number of accidents per million vehicle miles along a segment (Acc/MVM). The detailed accident rate calculations for each of the study area intersections, as well as the segment between Bailey Road and Walnut Avenue, are summarized in Table A-3, contained in Appendix B, along with comparison to the statewide average accident rates for similar intersection and segment types as provided by NYSDOT. The calculated accident rates and comparison to the statewide average accident rates are also summarized in Exhibit No. 1 below for ease of review.

As indicated in the below table, the NYS Route 17K/NYS Route 211, NYS Route 17k/Middle School Lane and NYS Route 17K/Bailey Road intersections all currently experience an accident rate below the statewide average for similar type intersections.

The intersection of NYS Route 17K at the Valley Central Exit driveway/Dollar General driveway has been found to experience an accident rate slightly higher than the statewide average, however it is noted that the majority of the crash data for this location is from prior to the widening of Route 17K and installation of traffic signals at those intersections completed in 2022. Therefore, it is our opinion that further time needs to transpire to provide a reasonable crash history at this location.

Exhibit No. 1 – Average Accident Rate Summary

Intersection	Number of Crashes	Calculated Accident Rate (Acc/MEV)	Statewide Average Accident Rate (Acc/MEV)
NYS Route 17K (Ward Street) at NYS Route 211 (Union Street)	17	0.50	0.56
NYS Route 17K at Middle School Lane (Entry Only Driveway)	3	0.15	0.26
NYS Route 17K at School Exit Driveway/Dollar General	6	0.33	0.26
NYS Route 17K at Bailey Road	2	0.15	0.31
NYS Route 17K at NYS Route 208	54	0.90	0.26
Segment	Number of Crashes	Calculated Accident Rate (Acc/MVM)	Statewide Average Accident Rate (Acc/MVM)
NYS Route 17K between Bailey Road and Walnut Avenue	10	0.73	2.38

The NYS Route 17K/NYS Route 208 intersection currently experiences an accident rate approximately three times the statewide average for similar intersections. The prevailing accident type at the NYS Route 17K/NYS Route 208 intersection is rear end type accidents due to driver inattention and following too closely. Similar findings were previously identified for this intersection in the Traffic Impact Analysis prepared by Atlantic Traffic dated March 18, 2021 for the proposed Quick Check Convenience Store and Gas Station to be located at the southwest corner of the NYS Route 17K/NYS Route 208 intersection. That study had made recommendations to be considered to mitigate accident condition at this location which included:

- Consider an Increase the change interval (yellow signal time). The current change interval is 5 seconds on Route 17K. An increase to 6 seconds may reduce the incidence of rear-end crashes.
- Install advanced warning signs. Provision of W3-3 Signal Ahead (symbol) signs approximately 1/4 mile from the signal could also be installed to help alert drivers to the presence of the upcoming signal.

In addition to these prior recommendations, the installation of traffic signal backplates for the signal heads may increase traffic signal visibility and reduce the frequency of rear end accidents. Furthermore, several rear end crashes were noted to be the result of northbound right turn on red maneuvers due to starts and stops. This may be due to limited sight distance looking to the west from the northbound right turn lane due to existing vegetation in the southwest corner of the intersection. This sight distance may be improved with the development of the Quick Check facility, but the prohibition of this right turn on red maneuver from northbound Route 208 to eastbound Route 17K could also be considered.

As noted above, the segment crashes along Route 17K between Bailey Road and Walnut Avenue, where the proposed site is located, were also reviewed. The segment was found to have experienced 10 total crashes during the study period, which results in an accident rate significantly below the statewide average. The primary crash type along the segment was found to be collisions with an animal. It is noted that the proposed provision of a separate left turn lane along Route 17K at the site access, as discussed further in Section III.F below, will help to decrease the number of left-turn and rear-end crashes at the driveway. Similarly, providing adequate sight distance at the proposed driveway, which is also discussed further in Section III.F below, will also ensure the safe operation of the driveway intersection.

D. Pedestrian and Bicycle Activity

Observations of the existing pedestrian and bicycle activity along Route 17K were made during the periods of traffic data collection. These observations indicate generally limited pedestrian activity along the roadway, although a fairly heavy pedestrian volume (approximately 50 pedestrians crossing Route 17K) was noted crossing Route 17K at the Valley Central School Driveway towards Dollar General during the school dismissal period. The pedestrians at the Valley Central School Driveway were school students utilizing the pedestrian crossing at this location. Furthermore, bicycle activity of any kind was not observed along the roadway during the periods of data collection.

As noted previously, there are only limited existing pedestrian facilities along Route 17K within the Town of Montgomery. In fact, the only pedestrian facility that exists within the Town (within the study area) is the crosswalk at the Valley Central School Exit driveway. There is a greater availability of pedestrian facilities within the Village of Montgomery, however our observations did not indicate a significant usage of these facilities under existing conditions. In addition, there are no existing designated bicycle facilities within the study area, however the existing shoulders along Route 17K, which are generally 6-ft. or greater in width, could be utilized by bicycle traffic along the roadway. NYS Route 208 is also a state designated and signed on-road bike route running from NYS Route 207 through the Town of Montgomery and north to the Village of New Paltz in Ulster County.

The Town of Montgomery Comprehensive Plan Adopted July 1, 2021, noted recommendations to improve pedestrian and bicycle facilities within the study area including implementation of complete streets policies, promoting pedestrian access in commercial areas, and utilizing activate traffic calming such as median islands, speed humps/tables or roundabouts to control traffic at pedestrian intersections. In addition, the implementation of further pedestrian accommodations and pedestrian/bicycle shared use paths was also identified. The New York State Complete Street Act, enacted in 2011 and adopted by Orange County requires state, county and local agencies to consider the convenience and mobility of all users when developing transportation projects that receive state and federal funding. While any offsite improvements implemented as part of the Project are not specifically subject to the law, typical NYSDOT policy is to consider complete streets initiatives where practicable.

E. Public Transportation

(Appendix G)

Information on public transit and local/commuter bus routes was obtained from Transit Orange and Coach USA Transportation Service. There are no local bus routes that offer services within the vicinity of the site or Montgomery area. Although, there is an on-demand ride service, Dial-a-Ride, offered with a 24-hour advanced booking policy. This service is offered depending on driver availability. Commuter bus service is offered through Coach USA with the closest bus stop at the corner of Route 17K/Route 208 and Scotts Corners to destinations in Middletown, NY and Newburgh, NY. The bus routes are only available during peak AM and PM hours. It should be noted that transit to areas in southern New York such as NYC requires transfers to other bus routes.

ShortLine Hudson and Coach USA bus stops within the vicinity of the site and the schools are all located at the corners of the NYS Route 208 and NYS Route 17K. The school driveway and proposed site driveway are located approximately 4,230 ft. and 3,200 ft. from the bus stop, respectively. There are sidewalks up to and near the border of the Village of Montgomery, but no pedestrian accommodations along NYS Route 17K from the site driveways to the bus stop. As for cyclists, there are wide shoulders along NYS Route 17K which can be used in place of a bicycle lane.

As noted above, there are existing public transportation bus routes that pass through the site area. The provision of additional bus stops in the immediate vicinity of the site will be determined based on future demand by the agency's having authority over those bus routes.

III. Evaluation of Future Traffic Conditions

A. 2026 No-Build Traffic Volumes

(Figure No. 5 through 13, Table OD-1, Appendix H)

The 2023 Existing Traffic Volumes were increased by a growth factor of 1.0% per year to account for general background growth resulting in the 2026 Projected Traffic Volumes which are shown on Figures No. 5, 6, and 7 for each of the Peak Hours. In addition, based on consultation with the Town and Village of Montgomery as well as the Village of Maybrook, traffic from other specific potential developments in the area were identified including those identified in Exhibit No. 2 below. Where known the Project status has been noted in **BOLD**. Table No. OD-1 contained in Appendix H provides details of the traffic volumes associated with each of the Projects listed below through the study area intersections.

Exhibit No. 2: Other Development Summary

Project Name	Location	Propose Use & Size	Traffic Data Source
915 Route 17K Warehouse	915 Route 17K Town of Montgomery	133,690 Sq. Ft. Warehouse 1,000 Sq. Ft. Office	Creighton Manning TIS dated June 3, 2019 – APPROVED
Quick Check	2215 Route 208 Town of Montgomery	6,730 Sq. Ft. Convenience Store 16 Fueling Position Gas Station	Atlantic Traffic + Design TIS dated March 18, 2021 – APPROVED
Bracken 20 Warehouse	Bracken Road Town of Montgomery	Warehouse	N/A – APPROVED
Bracken 4.3 Warehouse	Bracken Road Town of Montgomery	Warehouse	N/A – APPROVED
31 Bracken Road Warehouse	31 Bracken Road Town of Montgomery	250,920 Sq. Ft. Warehouse	CED NYSDOT Response dated May 14, 2024 – APPROVED
Hawkins Apartments	Hawkins Drive Town of Montgomery	80 Apartments	Creighton Manning Traffic Assessment dated December 14, 2021 – APPROVED
I-84 Logistics Center	Route 208 at Hawkins Drive Town of Montgomery	146,075 Sq. Ft. High Cube Parcel Hub Warehouse	CED TIS dated December 19, 2022 – APPROVED
Hawkins Drive Flex Space	Hawkins Drive Town of Montgomery	67,191 Sq. Ft. Multi-Tenant Flex Space	ITE Estimates
Neelytown Business Park	CR 99/Beaver Dam Road Town of Montgomery	1,128,270 Sq. Ft. Warehouse/ Industrial Park	CED TIS dated August 30, 2024 – UNDER SEQRA REVIEW
Cardinal Health Expansion	290 County Rd 99 Town of Montgomery	309,091 Sq. Ft. Warehouse Expansion	KC Engineering & Land Surveying, PC Traffic Analysis Report dated May 2022 – APPROVED
Rowley Development	NYS Route 17K at Colonel Forster Drive Town of Montgomery	96,700 Sq. Ft. Warehouse	CED TIS dated April 4, 2023 – UNDER SEQRA REVIEW

Project Name	Location	Propose Use & Size	Traffic Data Source
Forest Fun Aerial Adventure Park	Route 208 at Old Route 208 Town of Montgomery	27.82 Acre Zipline Park	CED TIS dated February 15, 2024 - UNDER SEQRA REVIEW
Orange County Dinosaur Park	Route 17K between Berea Road & New Road Town of Montgomery	37.5 Acre Dinosaur Educational Park	CED TIS dated May 21, 2024 - UNDER SEQRA REVIEW
Grunbaum Warehouse	NYS Route 211 north of Kaisertown Road Town of Montgomery	100,194 Sq. Ft. Warehouse	CED Draft TIS dated February 9, 2024
KSH Development	NYS Route 211 opposite Chandler Ln Village of Montgomery	280,000 Sq. Ft. Warehouse	Creighton Manning TIS dated May 13, 2022
Chandler Lane PDD	NYS Route 211 south of Chandler Lane Village of Montgomery	66,000 Sq. Ft. Office 177 Residential Units	Creighton Manning Preliminary Traffic Generation Estimates
Galaxy Maybrook Warehouse	Henry Henning Drive Village of Maybrook	1,003,500 Sq. Ft. Industrial Park	Creighton Manning Supplemental Analysis Memorandum dated December 21, 2020

Note that the previously completed Medline development was also considered, but no additional traffic was added to the roadway network in association with this development since the building was occupied and operational at the time of the traffic data collection.

The resulting traffic volumes associated with these other developments are shown on Figures No. 8, 9, and 10 for each of the peak hours. These volumes were added to the 2026 Projected Traffic Volumes resulting in the 2026 No-Build Traffic Volumes which are shown on Figures No. 11, 12, and 13 for the Weekday Peak AM, Weekday Peak PM, and Saturday Peak Hours, respectively.

B. Site Generated Traffic Volumes

(Tables No. 1 & 1-I)

Estimates of the amount of traffic to be generated by the Project during each of the peak hours were developed based on information published by the Institute of Transportation Engineers (ITE) as contained in the report entitled "Trip Generation", 11th Edition, 2021, based on Land Use Category – 220 Multi-Family Housing and 822 – Strip Retail Plaza (< 40K sq. ft.). Table No. 1, contained in Appendix B, summarizes the trip generation rates and corresponding site generated traffic volumes for the Weekday Peak AM, Weekday Peak PM, and Saturday Peak Hours.

Given the potential for residential and commercial/retail uses on the Project site, it is likely that some portion of the retail generated trips will be attracted from the onsite residential uses and therefore will remain internal to the site and not be experienced on the surrounding roadway network. In order to assess the amount of internal traffic the NCHRP 684 Internal Trip Capture Estimation Tool was utilized. The analysis of Weekday AM, Weekday PM and Saturday Peak hour internal capture is presented in Table 1-I contained in Appendix B. This analysis indicates that internal capture during the Weekday AM Peak Hour will be minimal while internal capture during the Weekday PM and Saturday Peak Hour will be in excess of 20%. For the purposes of the capacity analysis, no internal capture credit was taken for the Weekday AM Peak Hour, while a 20% internal capture credit was taken for the Weekday PM and Saturday Peak Hours.

In addition, it is also likely that a portion of the retail traffic generation volumes will be attracted from the existing traffic volumes passing the Project site along Route 17K. These trips will be attracted as "pass-by" or "diverted link" trips. ITE data indicates that the pass-by/diverted link credit could be as much as 40%. For the purposes of the analysis a 15% pass-by/diverted link trip credit has been applied to the retail traffic generation.

The total "New Trips" estimated to be generated by the Project accounting for internal and pass-by/diverted link trips are summarized in Table No. 1 for each of the peak hours.

C. Arrival/Departure Distribution

(Figures No. 14 and 15)

It was necessary to establish arrival and departure distributions to assign the site generated traffic volumes to the surrounding roadway network. Based on a review of the Existing Traffic Volumes and the expected travel patterns on the surrounding roadway network, the distributions were identified for the residential and commercial portions of the development. The anticipated arrival and departure distributions associated are shown on Figures No. 14 and 15, respectively. Noted that based on our review of the existing travel patterns and areas of population we do not anticipate significantly different arrival and departure distributions for the residential and commercial portions of the development and therefore only one overall distribution has been identified.

D. 2026 Build Conditions Traffic Volumes

(Figures No. 16 through 24)

The site generated traffic volumes associated with the residential and commercial portions of the development were assigned to the roadway network based on the arrival and departure distributions referenced above. The resulting "New" site generated traffic volumes for each of the study area intersections are shown on Figures No. 16, 17 and 18 for each of the peak hours, respectively. Separately, the "Pass-by" site generated traffic volumes are shown on Figures No. 19, 20 and 21 for each of the peak hours, while the resulting total site generated traffic volumes are shown on Figures No. 22, 23 and 24. These total site generated traffic volumes were then added to the 2026 No-Build Traffic Volumes to obtain the 2026 Build Traffic Volumes. The resulting 2026 Build Traffic Volumes are shown on Figures No. 25, 26, and 27 for the Weekday Peak AM, Weekday Peak PM, and Saturday Peak Hours, respectively.

E. Description of Analysis Procedures

(Appendix C)

It was necessary to perform capacity analyses in order to determine existing and future traffic operating conditions at the study area intersections. The following is a brief description of the analysis method utilized in this report:

1. Signalized Intersection Capacity Analysis

The capacity analysis for a signalized intersection was performed in accordance with the procedures described in the Highway Capacity Manual, 7th Edition, dated 2023, published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service "A" represents the best condition and a Level of Service "F" represents the worst condition. A Level of Service "C" is generally used as a design standard while a Level of Service "D" is acceptable during peak periods. A Level of Service "E" represents an operation near capacity. In order to identify an intersection's Level of Service, the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

2. Unsignalized Intersection Capacity Analysis

The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the Highway Capacity Manual, 7th Edition, dated 2023. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. In order to identify the Level of Service, the average amount of vehicle delay is computed for each critical movement to the intersection.

Additional information concerning signalized and unsignalized Levels of Service can be found in Appendix C of this report. Capacity analysis was conducted utilizing the Synchro Version 12 analysis software and the Highway Capacity Manual 7th Edition capacity analysis results. Note that for all intersections the Highway Capacity Manual 7th Edition analysis results were utilized with the exception of the NYS Route 17K/NYS Route 211 intersection for which the Highway Capacity Manual methodology is not permitted to be used due to the lack of a separate westbound left turn lane with the westbound protected left turn phase. Therefore, the Synchro analysis methodology results were utilized for the NYS Route 17K/NYS Route 211 intersection.

F. Results of Analysis

(Table No. 2, 3 and 4, Appendix D & G)

Capacity analyses which take into consideration appropriate truck percentages, pedestrian activity, roadway grades and other factors were performed at the study area intersections utilizing the procedures described above to determine the Levels of Service and average vehicle delays. Summarized below are a description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service as well as any recommended improvements.

Tables No. 2 and 3, contained in Appendix B, summarize the Level of Service and queueing analysis results of the capacity analysis for the 2023 Existing, 2026 No-Build and 2026 Build Conditions. Appendix D contains copies of the capacity analysis which also indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied. Appendix G contains the available traffic signal timing data for each of the study area signalized intersections as obtained from the NYSDOT.

1. NYS Route 17K and NYS Route 208 (NYSDOT Signal No. O-18)

NYS Route 17K and NYS Route 208 intersection a full movement signalized intersection. The eastbound Route 17K approach consists of a single through lane with separate left and right turn lanes each having a storage length of approximately 300-ft. The westbound Route 17K approach consists of a 200-ft. long separate left turn lane, a through lane and a 160-ft. long separate right turn lane. The northbound approach consists of an approximately 400-ft. long separate left turn lane, a through lane and a 150-ft. long separate right turn lane. The southbound approach consists of an approximately 145-ft. long separate left turn lane, a through lane and an approximately 200-ft. long separate right turn lane. No sidewalks or crosswalks are present at the intersection.

Capacity analysis was conducted for this intersection utilizing the 2023 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at an overall Level of Service "C" during all peak periods.

The capacity analysis was recomputed using the 2026 No-Build and Build Traffic volumes. These results indicate that the intersection is expected to continue to experience a Level of Service "C" during the Saturday Peak Hours under future conditions, while a Level of Service "D" will be experienced during the Weekday AM and PM Peak Hours under both future No-Build and Build conditions. Minor traffic signal timing modifications, which are summarized in Section IV below, are recommended during the Weekday AM and PM Peak Hours to improve the overall operation of the intersection. The recommended traffic signal timing modifications can be coordinated with the NYSDOT as part of the Highway Work Permit process for the Project.

The queuing analysis results for the intersection, which are summarized in Table No. 3, indicate that all queues will be accommodated by the existing available storage lengths at the intersection with the exception of the of the northbound left turn queue during the Weekday PM Peak Hour under future build conditions and the westbound left turn queue during the Saturday Peak Hour. It is noted that the westbound left turn queue is estimated to exceed the available storage length by approximately one-vehicle length. The recommended traffic signal timing modifications for the intersection during the PM Peak Hour will improve the northbound left turn queuing condition.

2. NYS Route 17K and Bailey Road

NYS Route 17K and Bailey Road intersect at a "T" type intersection with Bailey Road being stop-sign controlled. All approaches to the intersection consist of one lane. There are no existing sidewalks or crosswalks in the vicinity of this intersection.

Capacity analysis was conducted for this intersection utilizing the 2023 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at a Level of Service "C" during all peak periods.

The capacity analysis was recomputed using the 2026 No-Build and Build Traffic volumes. These results indicate that the intersection is expected to continue to experience a Level of Service "C" during the Weekday AM and Saturday Peak Hours under future conditions, while a Level of Service "D" will be experienced during the Weekday PM Peak Hour under both future No-Build and Build conditions.

The queuing analysis results for the intersection indicate that minimal queues of less than one vehicle in length are currently experienced at this intersection during all time periods. Similar queues are expected to be maintained in the future both with and without the Project.

3. NYS Route 17K and Valley Central School Exit/Dollar General (NYSDOT Signal No. O-280)

NYS Route 17K and the Valley Central High School Entry and Exit Driveways and Middle School Road (Entry Only) intersect at a signalized four-way intersection. The eastbound Route 17K approach consists of an approximately 75-ft. long separate left turn lane and a through lane. The westbound Route 17K approach and the southbound Dollar General driveway approach each consist of a single lane for all movements. The Valley Central School driveway approach is an exit only driveway consisting of a shared through/left turn lane and a separate right turn lane. A signalized pedestrian crosswalk is provided on the west side of the intersection crossing NYS Route 17K.

Capacity analysis was conducted for this intersection utilizing the 2023 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at an overall Level of Service "B" during the Weekday AM and Saturday Peak Hours, while an overall Level of Service "C" is currently experienced during the Weekday PM Peak Hour.

The capacity analysis was recomputed using the 2026 No-Build and Build Traffic volumes. These results indicate that the intersection is expected to experience an overall Level of Service "B" will be maintained during the Saturday Peak Hour while an overall Level of Service "C" will be experienced during the Weekday AM Peak Hour both with and without the Project. During the Weekday PM Peak Hour it is anticipated that an overall Level of Service "D" will be experienced under No-Build conditions with an overall Level of Service "E" under future Build conditions. Minor signal timing modifications, which are summarized in Section IV below, are recommended during the Weekday PM Peak Hour to maximize the operation of the intersection which are shown to improve the intersection operation to an overall Level of Service "C" similar to existing conditions, and can be coordinated with the NYSDOT as part of the Highway Work Permit process for the Project.

The queuing analysis results for the intersection indicate that all queues at the intersection currently and will continue to be accommodated by the available storage lengths. It is noted that the westbound approach does experience longer queues, especially during the Weekday PM Peak Hour, but that the queues can be accommodated without significant impact to nearby intersections.

4. NYS Route 17K and Valley Central School Entrance (NYSDOT Signal No. O-279)

NYS Route 17K and the Valley Central School Entrance intersect at a signalized intersection. The eastbound Route 17K approach consists of an approximately 75-ft. long separate left turn lane and a through lane. The westbound Route 17K approach consists of an approximately 350-ft. long separate left turn lane and a through lane. The Valley Central School driveway provides a single lane for entering only movements. The Valley Central School driveway also aligns opposite a residential driveway that provides access to a single residence. No sidewalks or crosswalks are provided at the intersection.

Capacity analysis was conducted for this intersection utilizing the 2023 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at an overall Level of Service "B" during the Weekday AM Peak Hour, while a Level of Service "A" is currently experienced during the Weekday PM, and Saturday Peak Hours.

The capacity analysis was recomputed using the 2026 No-Build and Build Traffic volumes. These results indicate that the intersection is expected to continue to experience a Level of Service "B" or during the Weekday AM Peak Hour under future conditions both with and without the Project. During the Weekday PM and Saturday Peak Hours a Level of Service "A" is expected to be maintained regardless of the Project.

The queuing analysis results for the intersection indicate that all queues will be accommodated by the existing available storage lengths.

5. NYS Route 17K and NYS Route 211 (NYSDOT Signal No. O-159)

NYS Route 17K and NYS Route 211 intersect at a four-way signalized intersection. All approaches consist of one lane. The northbound NYS Route 211 approach has sidewalks on either side as well as available on-street parking and aligns opposite a commercial driveway that forms the southbound approach as the fourth leg to the intersection. NYS Route 17K also has sidewalks on either side of the roadway at this intersection. Crosswalks are present on the westbound NYS Route 17K approach and the southbound commercial driveway approach.

Capacity analysis was conducted for this intersection utilizing the 2023 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at an overall Level of Service "C" during the Weekday AM and PM Peak Hours while an overall Level of Service "B" is experienced during the Saturday Peak Hour.

The capacity analysis was recomputed using the 2026 No-Build Traffic volumes. These results indicate that the intersection is expected to continue to operate at an overall Level of Service "C" during the Weekday AM Peak Hour and at an overall Level of Service "B" during the Saturday Peak Hour under future conditions both with and without the Project. During the Weekday PM Peak Hour an overall Level of Service "D" will be experienced maintained during the Saturday Peak Hours under future conditions both with and without the Project. It is noted that the westbound approach is projected to experience longer delays in the future regardless of the Project.

As part of the Project traffic signal timing modifications are recommended during the Weekday AM Peak Hour in order to maintain similar operating conditions at the intersection to project No-Build traffic operating conditions. The recommended traffic signal timing modifications, which are summarized in Section IV below, can be coordinated with the NYSDOT as part of the Highway Work Permit process for the Project.

The queuing analysis results for the intersection indicate that northbound Route 211 and westbound Route 17K queues currently exceed available storage lengths measured to the nearest intersecting roadway during the Weekday AM and PM Peak Hours. The recommended signal timing modifications may help to alleviate some of these queues, but these existing and future queuing conditions are a result of the lack of turning lanes at the intersection. This intersection is currently constrained from further improvements due to the lack of available right-of-way on each of the intersection approaches.

6. NYS Route 17K and Proposed Site Driveway

NYS Route 17K and the Proposed Site Driveway will intersect a "T" type intersection to be located approximately 450-ft. east of Bailey Road. The driveway will consist of one entry lane and one exit lane.

The capacity analysis was computed utilizing 2026 Build Traffic volumes. These results indicate that the intersection is expected to experience Levels of Service "C" during the Weekday AM Peak Hour, a Level of Service "F" during the Weekday PM Peak Hour and a Level of Service "D" for vehicles turning left out of the site access driveway.

The intersection was also reviewed for the need for a left turn lane along NYS Route 17K. The projected traffic volumes for the intersection were compared against AASHTO left turn lane warrant criteria. This analysis is summarized in Table No. 4 contained in Appendix B. Based on this analysis a left turn lane is warranted at the intersection. Capacity analysis for the intersection was recomputed with the addition of a left turn lane along Route 17K. This analysis indicates that the intersection will operate at a Level of Service "D" during the Weekday AM Peak Hour, a Level of Service "E" during the Weekday PM Peak Hour and a Level of Service "D" during the Saturday Peak Hour with a left turn lane installed along Route 17K.

Sight distance was also reviewed for the proposed site access location based on the AASHTO and NYSDOT sight distance criteria. NYSDOT data for the Route 17K corridor in the vicinity of the site indicates that the 85th Percentile operating speed along the roadway is 47 MPH. For the purposes of the sight distance analysis a conservative 50 MPH design speed was assumed. The available and required sight distances based on this design speed are identified in Exhibit No. 3. The roadway is generally straight with a slight upgrade going from east to west in the area of the site. These conditions provide good sight distance for the site access location as indicated in the table below, which identifies that the available sight distances will exceed the required intersections sight distances for the intersection. It is anticipated that some vegetative clearing will be required along the site frontage to obtain and maintain the sight distances noted in the table below.

Exhibit No. 3 – Sight Distances – NYS Route 1K at Site Access

Sight Line		Available Sight Distance (Feet)	AASHTO Sight Distances	
			Stopping Sight Distance (Feet)	Intersection Sight Distance (Feet)
Passenger Cars				
Left Turn from Site Access	Looking Left (West)	1,000+	425	588
	Looking Right (East)	1,000+	425	588
Left Turn from Major Road	Left Turn Entry (Ahead)	1,000+	425	405
	Left Turn Entry (Rear End)	1,000+	425	---

Notes:

1. AASHTO Sight Distances are based on a 50 MPH design speed along Route 17K. Left Turn from Site Access Intersection Sight Distance have been adjusted to account for additional roadway width to be crossed resulting from the proposed widening of Route 17K to provide a left turn lane at the site access location.
2. Available Sight Distance assumes some clearing of vegetation along the site frontage.

It should be noted that Town of Montgomery Code §235-12.7 requires that *“Access driveways and new roads onto existing public roads shall have a clear sight distance after improvements to the right-of-way as required by the Planning Board or controlling highway agency of 600 feet for state highways...”* As indicated in the table above, in excess of 1,000 ft. of site distance will be available at the site access location, which will satisfy this requirement of the Town Code.

The construction of the site access driveway as well as the associated sight distance improvements and the proposed addition of a left turn lane along NYS Route 17K will require review and approval by the NYSDOT as part of the Highway Work Permit Process. Also note that sidewalks are proposed to be installed within the site and along the access road out to the Route 17K intersection.

IV. Summary and Conclusion

Based on the above analysis, similar Levels of Service and delays will be experienced at the area intersections under the future No-Build and future Build Conditions. Thus, the Project development traffic is not expected to cause any significant impact in overall traffic operations.

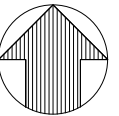
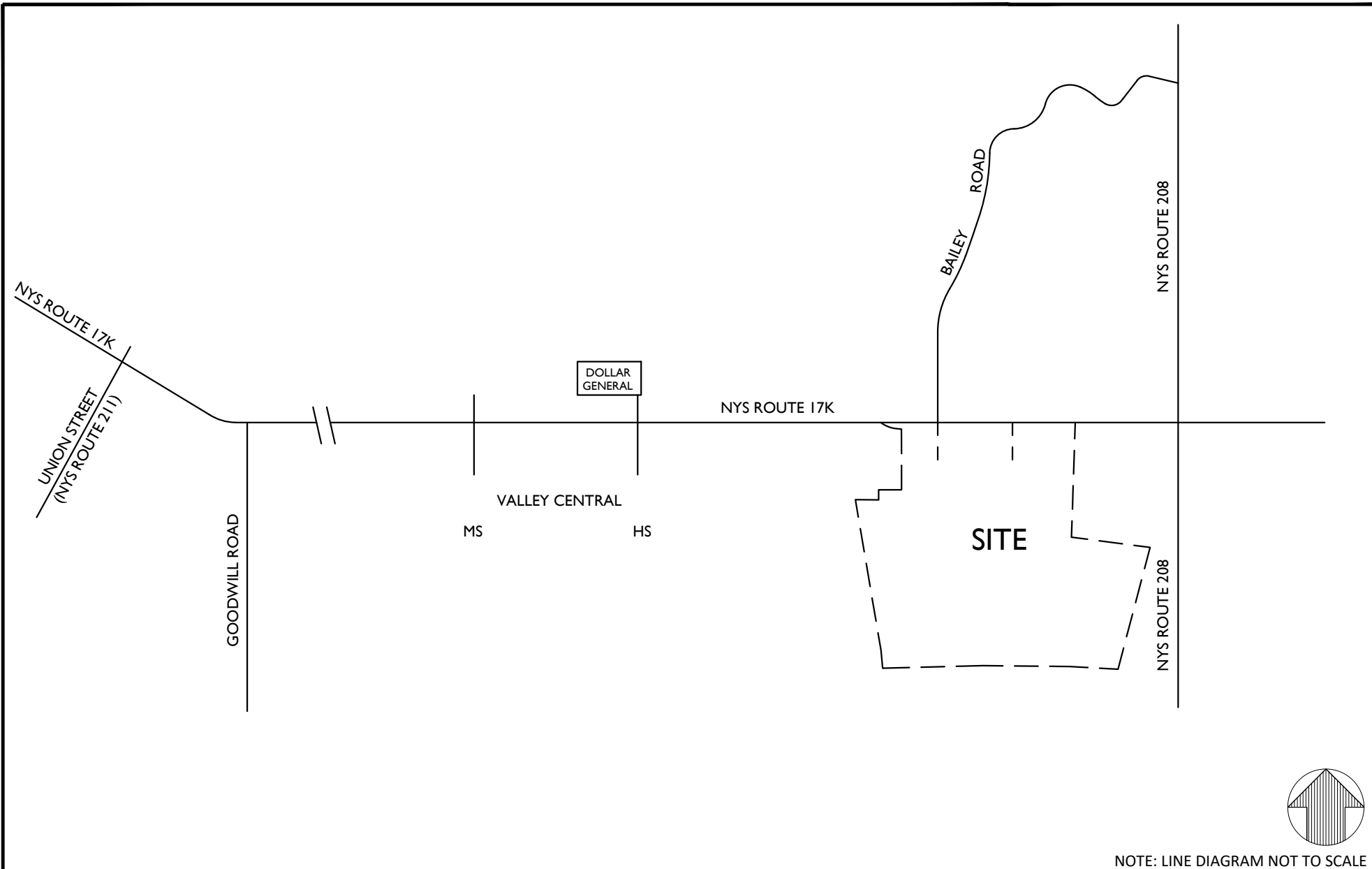
The installation of a left turn lane along Route 17K at the site access intersection is recommended and will require review and approval by the NYSDOT for issuance of a Highway Work Permit. Vegetative clearing along the site frontage for sight distance will also be completed under the NYSDOT Highway Work Permit.

In addition, signal timing modifications have been recommended for several intersection locations, which will be coordinated with NYSDOT as part of the Highway Work Permit review process. These signal timing modifications are detailed below:





- **NYS Route 17K and NYS Route 208**
 - Weekday AM Peak Hour – Shift 1 second of green time from the EB/WB through phase and 2 seconds of green time from the NB/SB protected left turn phase to provide 3 seconds additional green time on the NB/SB through phase.
 - Weekday PM Peak Hour – Shift 2 second of green time from the EB/WB protected left turn phase to the NB/SB through phase and 1 second of green time from the EB/WB through phase to the NB/SB protected left turn phase.
- **NYS Route 17K and Valley Central School Exit/Dollar General**
 - Weekday PM Peak Hour – Shift 9 second of green time from the EB protected left turn phase and 6 second of green time from the NB phase to the EB/WB through phase
- **NYS Route 17K and NYS Route 211**
 - Weekday AM Peak Hour – Shift 4 second of green time from the NB phase to the EB/WB through phase

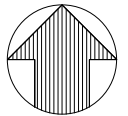
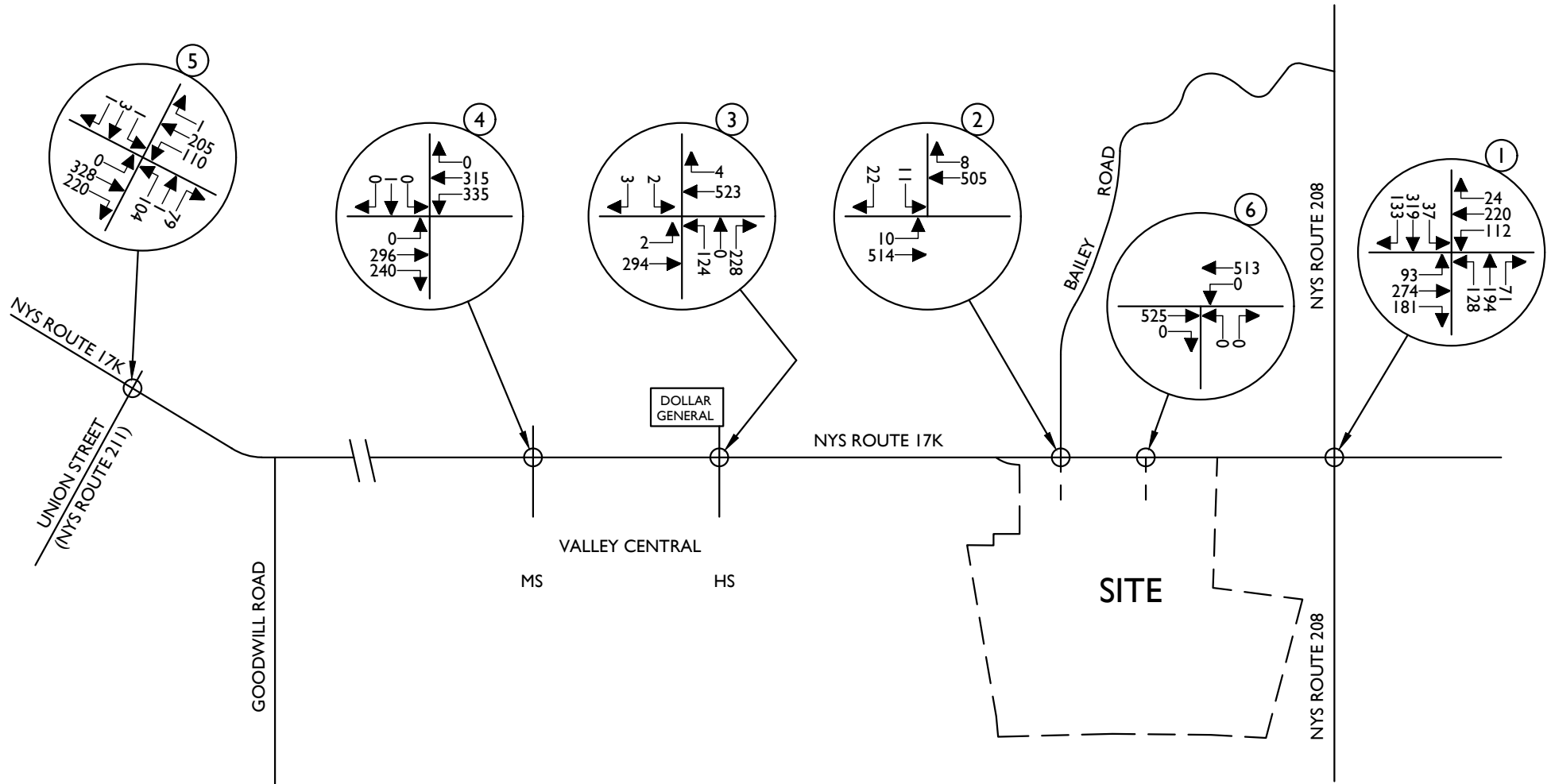
Traffic Impact Study

Appendix A | Traffic Figures



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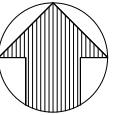
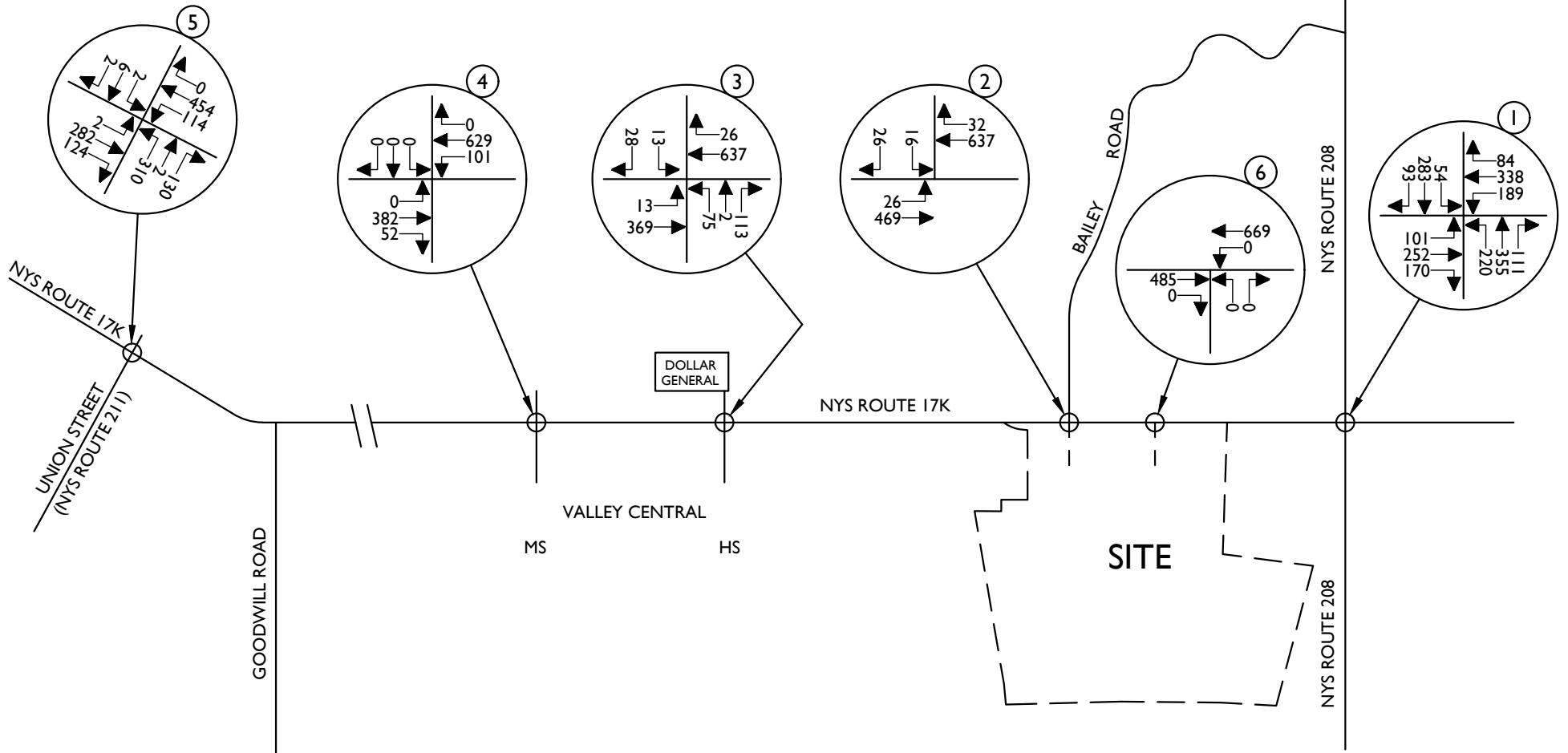
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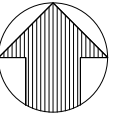
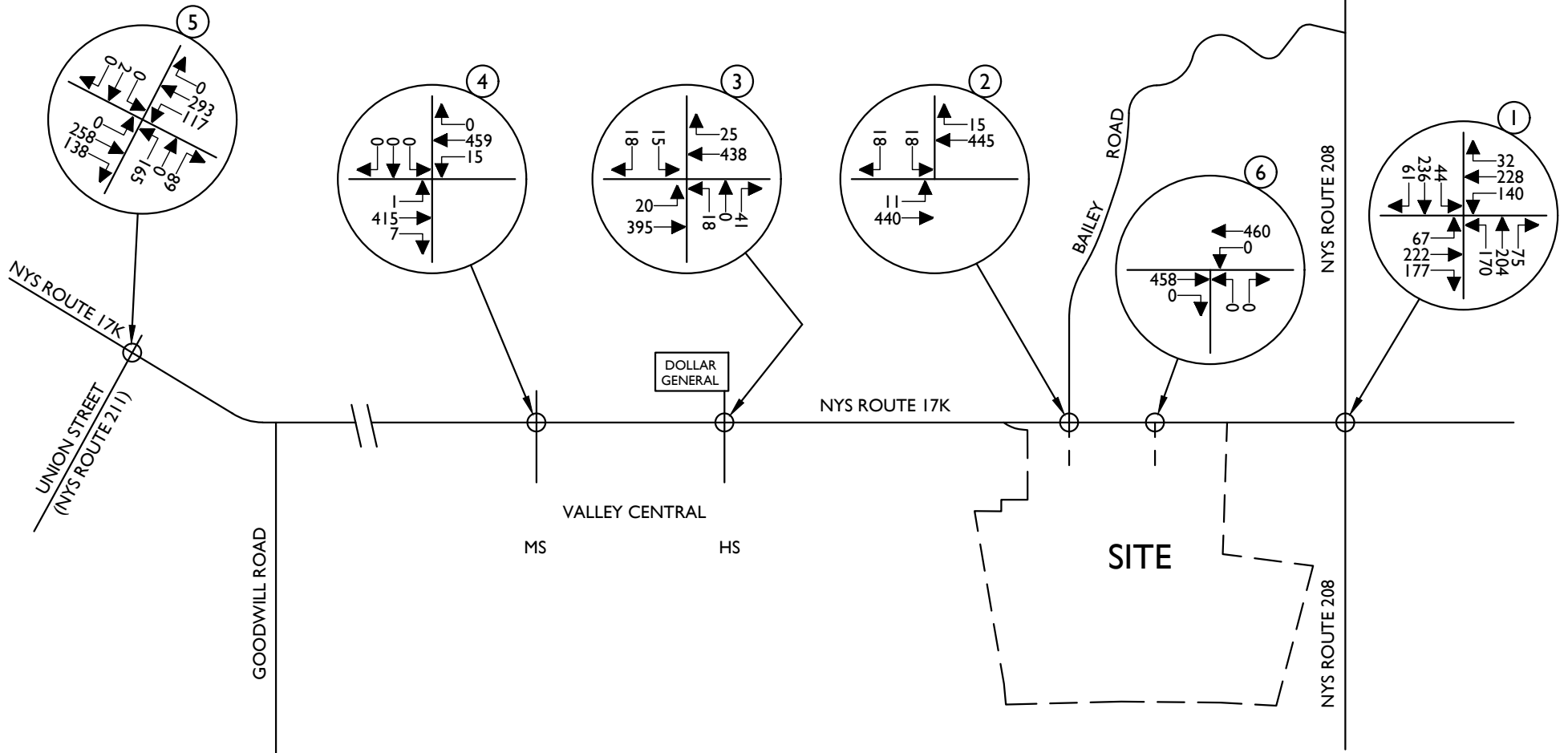
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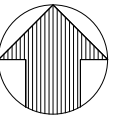
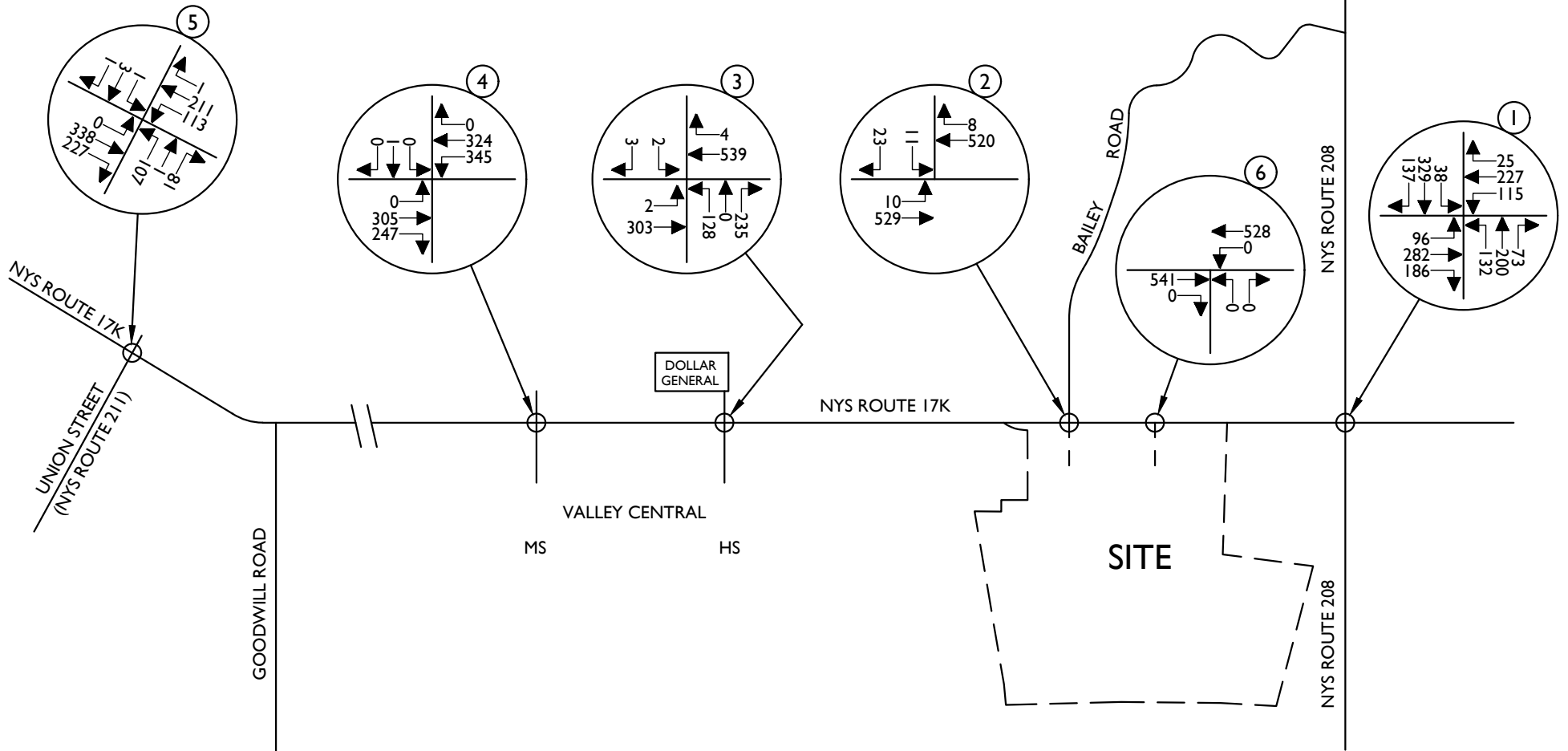
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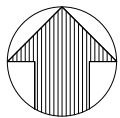
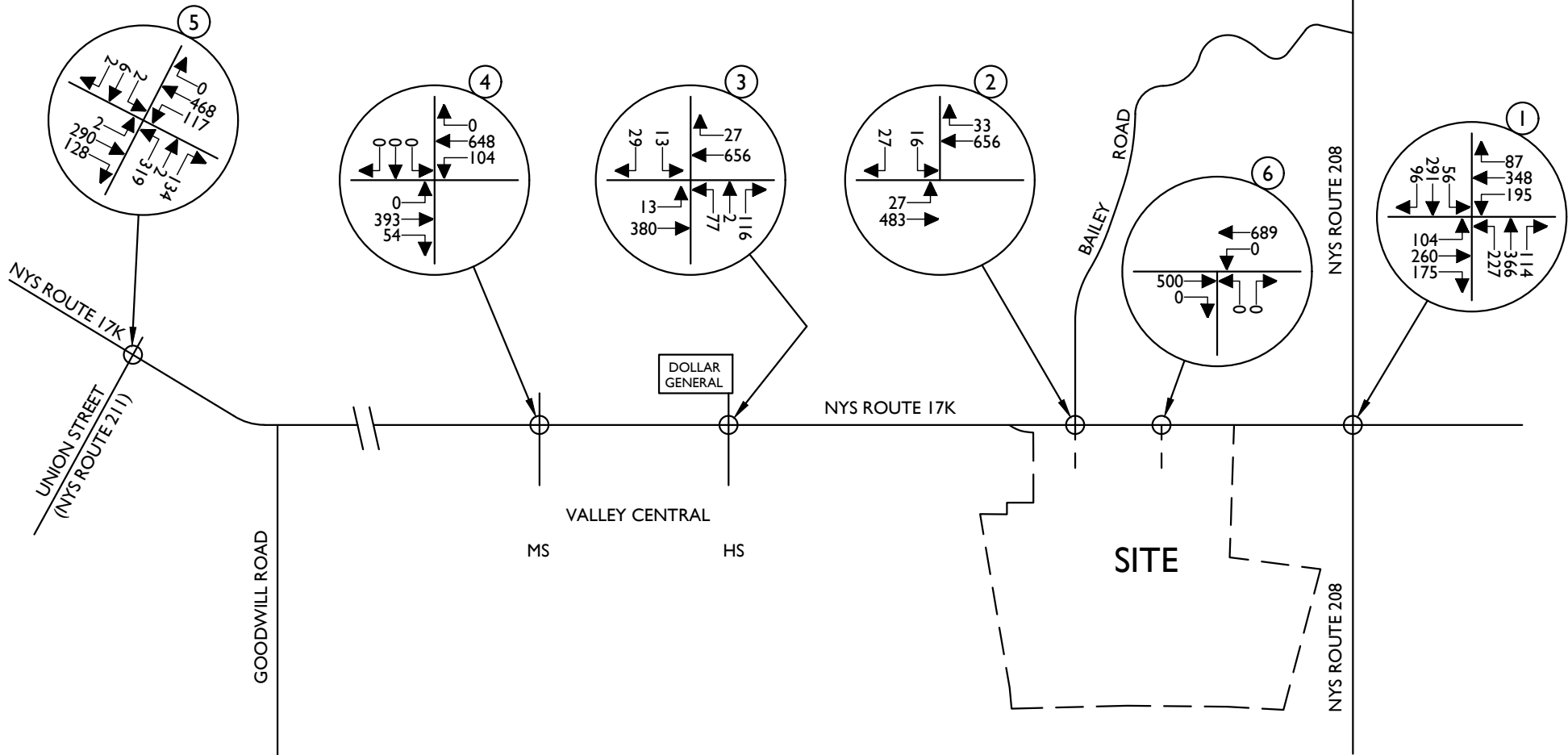
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2026 PROJECTED TRAFFIC VOLUMES
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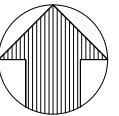
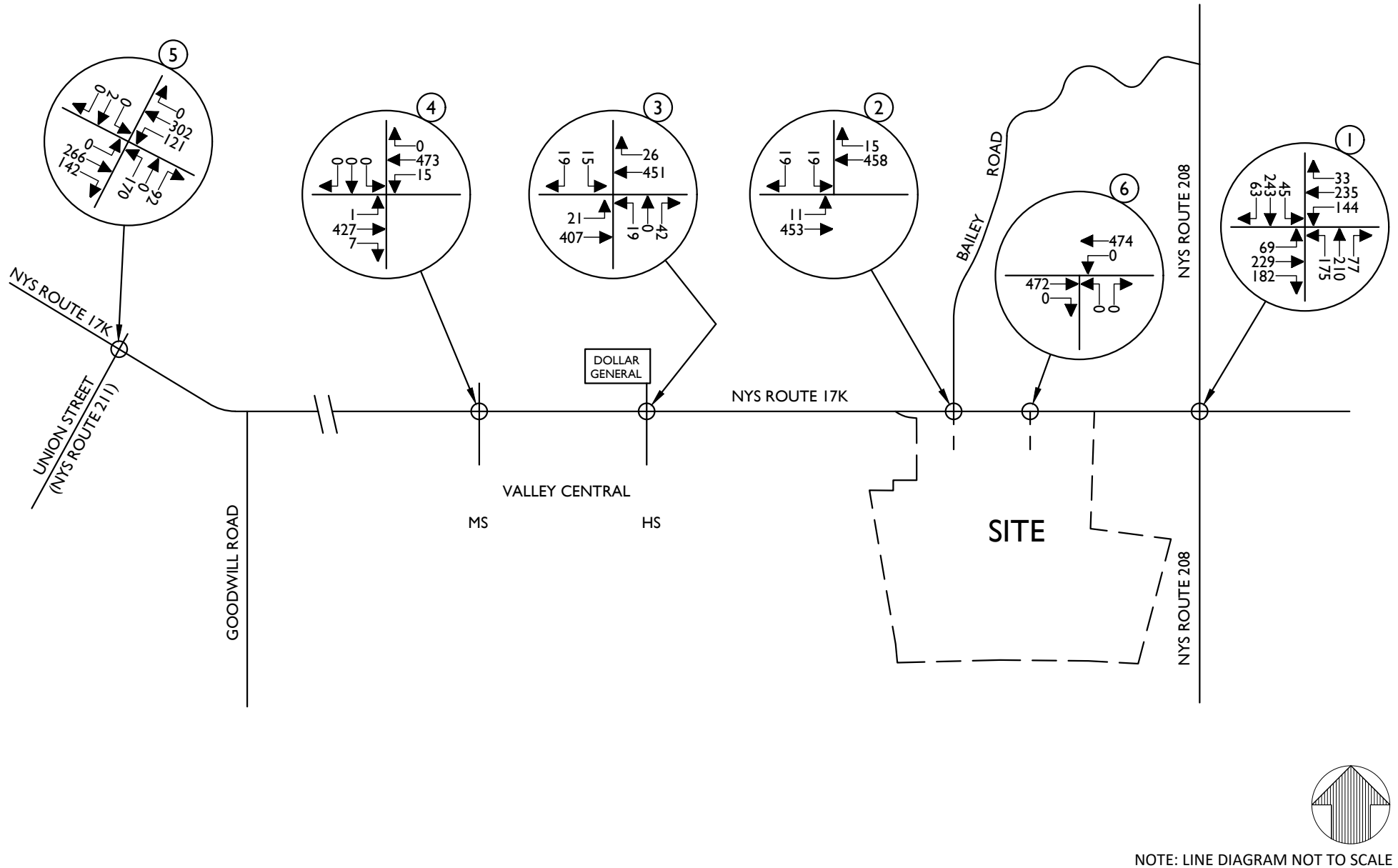
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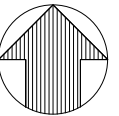
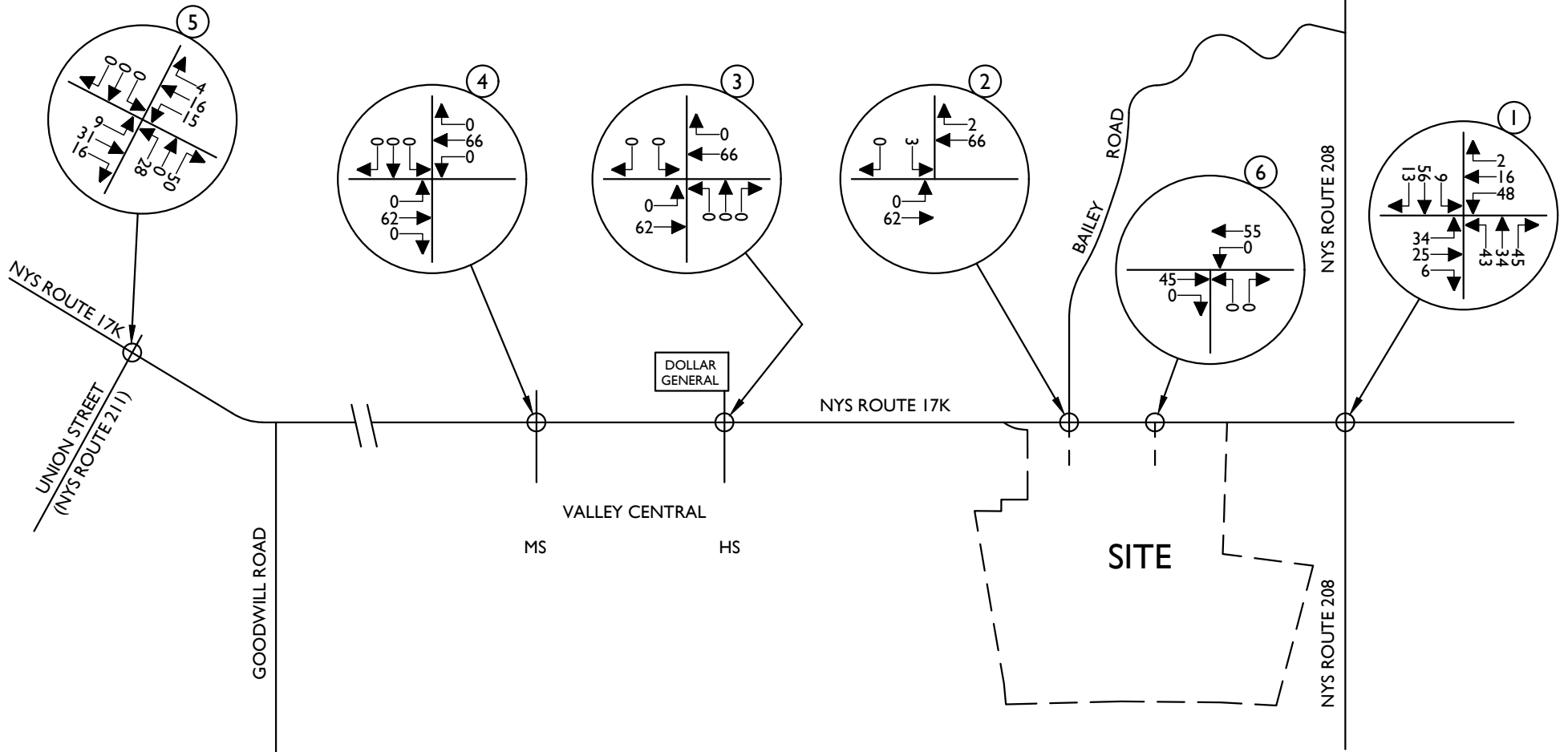
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PROJECT NUMBER:	DRAWING NAME:
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SHEET TITLE: FIELD BOOK: XX PAGE: XX

**2026 PROJECTED TRAFFIC VOLUMES
WEEKEND PEAK SAT HOUR**

SHEET NUMBER: **7**



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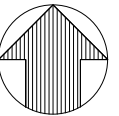
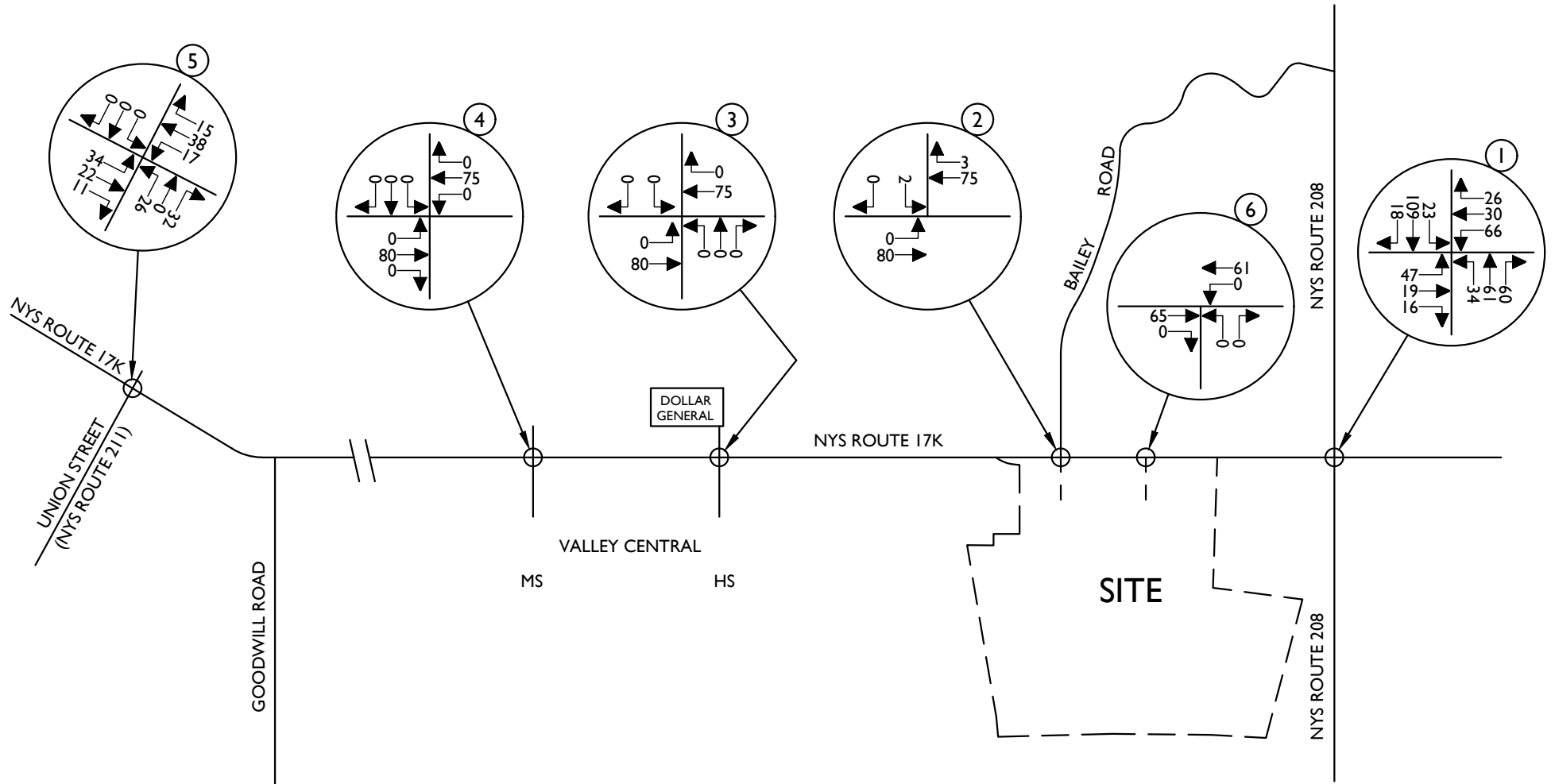
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OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER: 8



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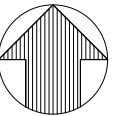
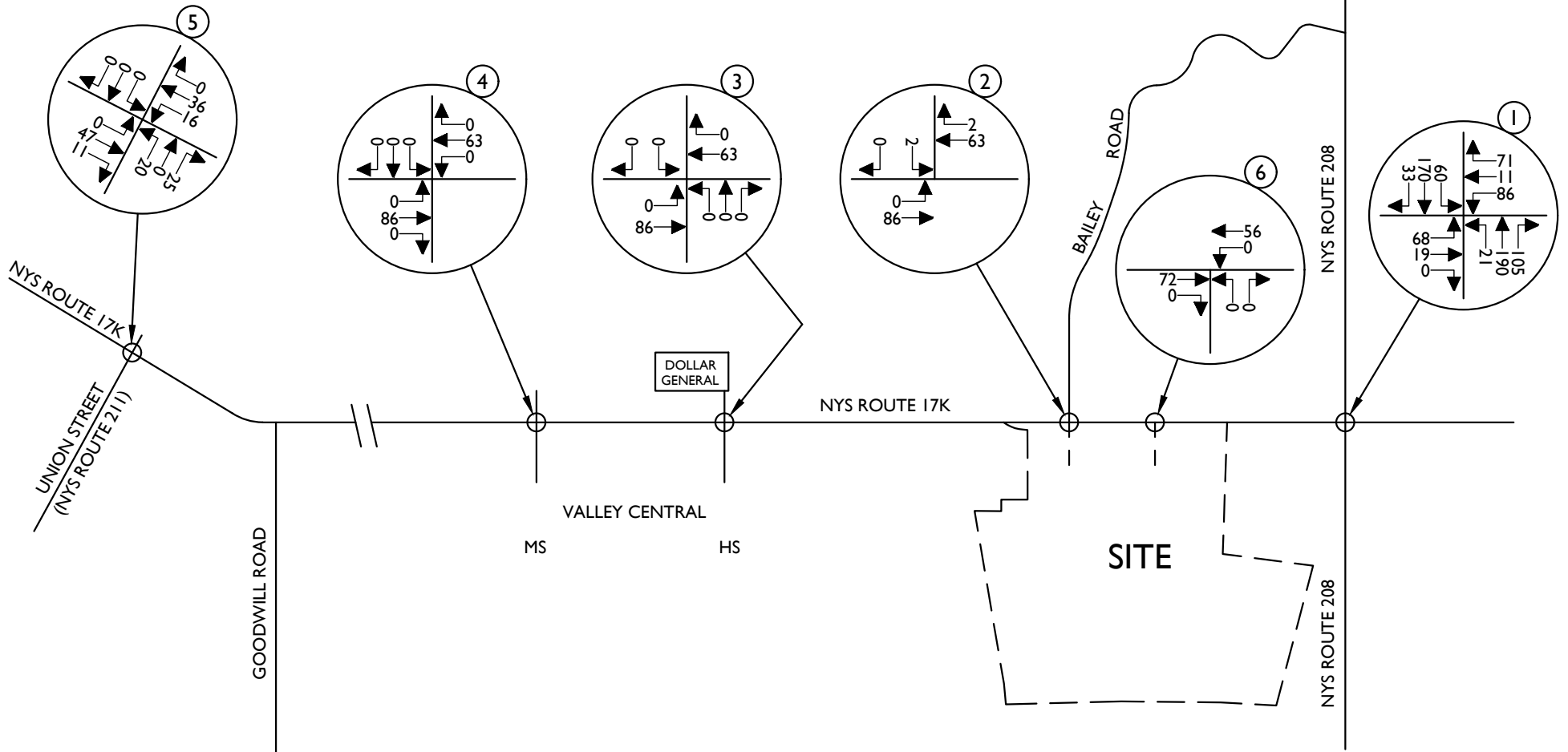
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SHEET TITLE: FIELD BOOK: XX PAGE: XX
OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

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1	8/6/24	RHILARIO	TRAFFIC VOLUMES
2	8/6/24	RHILARIO	TRAFFIC VOLUMES
3	8/6/24	RHILARIO	TRAFFIC VOLUMES
4	8/6/24	RHILARIO	TRAFFIC VOLUMES
5	8/6/24	RHILARIO	TRAFFIC VOLUMES
6	8/6/24	RHILARIO	TRAFFIC VOLUMES
7	8/6/24	RHILARIO	TRAFFIC VOLUMES
8	8/6/24	RHILARIO	TRAFFIC VOLUMES
9	8/6/24	RHILARIO	TRAFFIC VOLUMES
10	8/6/24	RHILARIO	TRAFFIC VOLUMES

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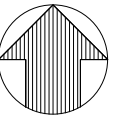
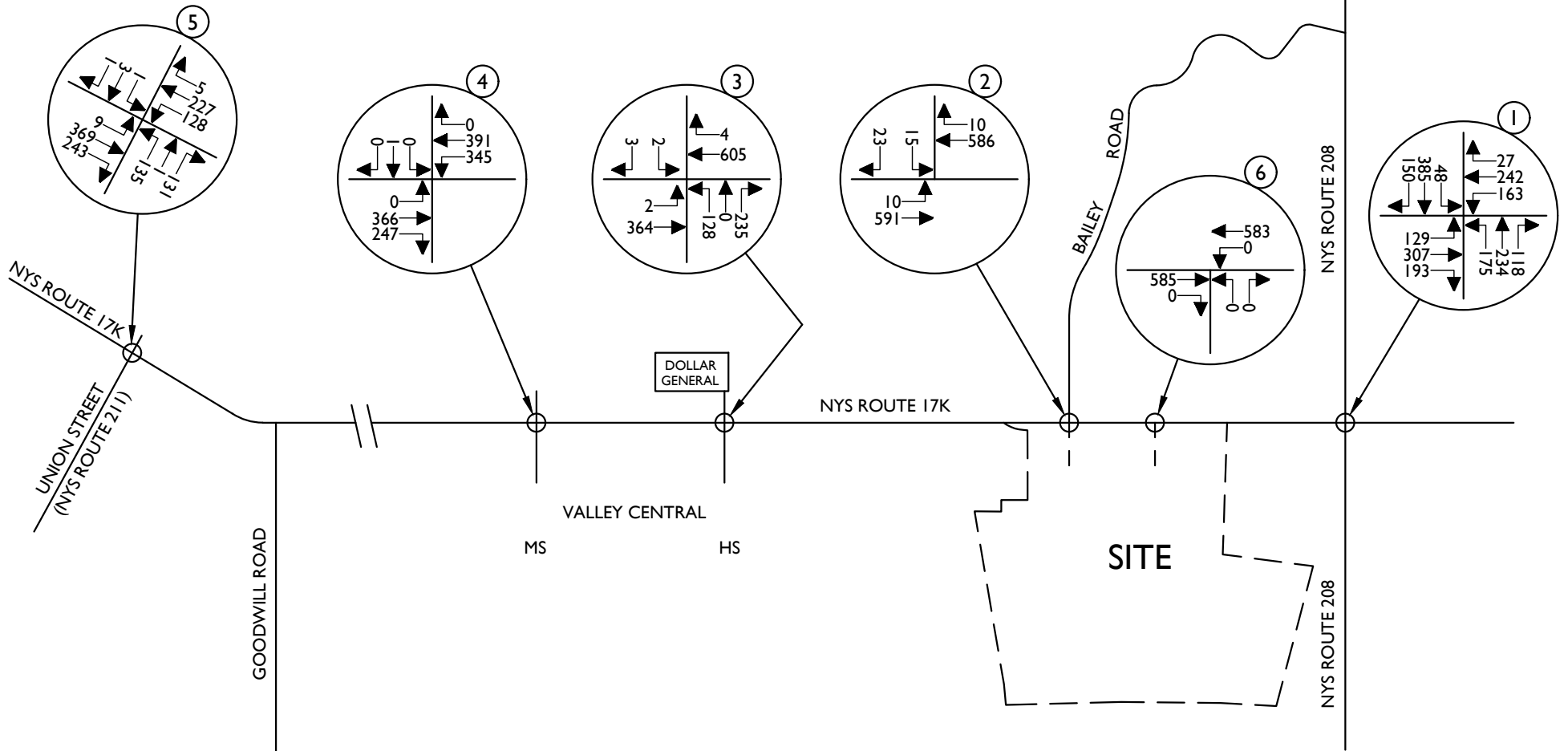
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OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKEND PEAK SAT HOUR

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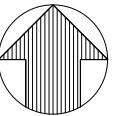
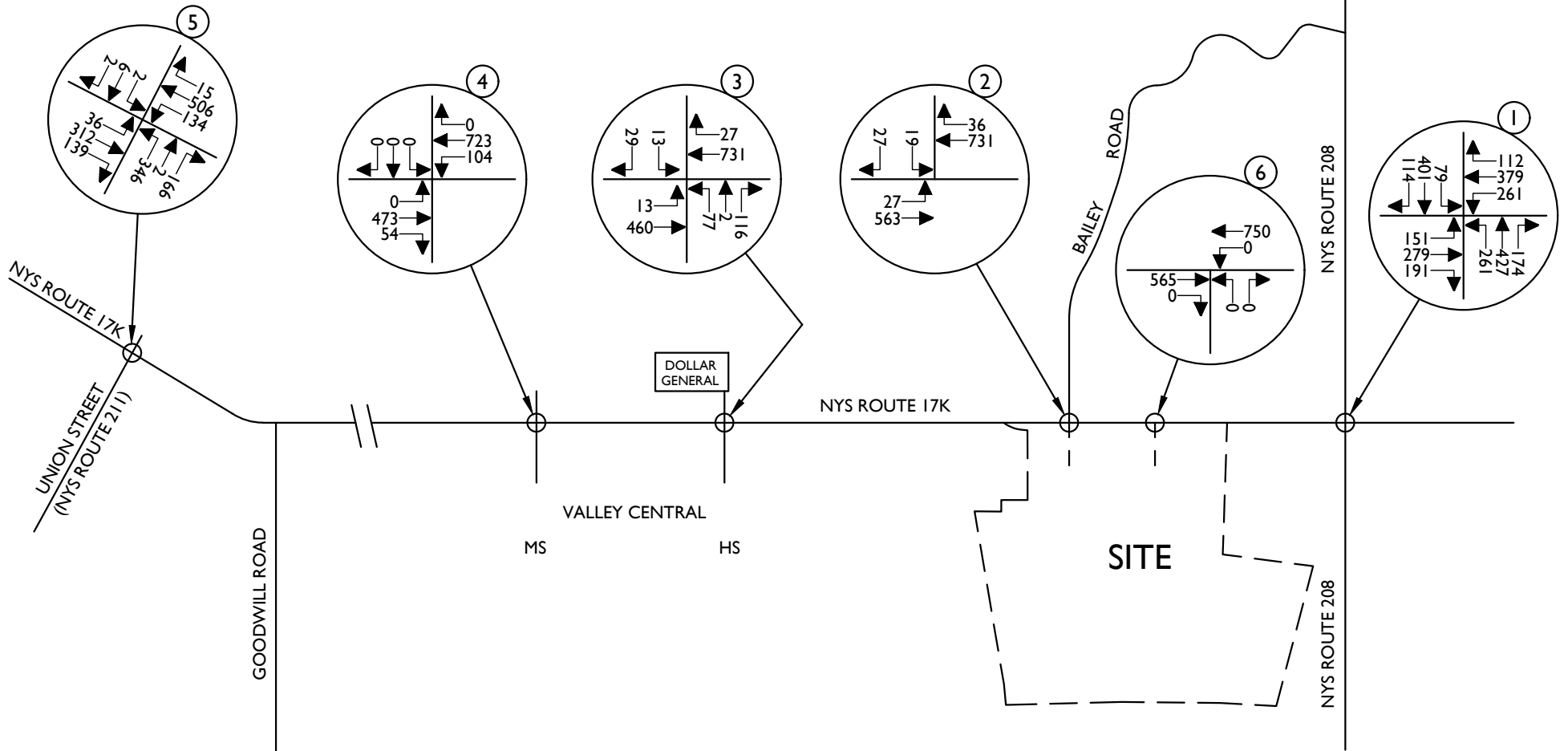
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**2026 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR**

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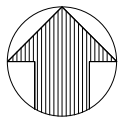
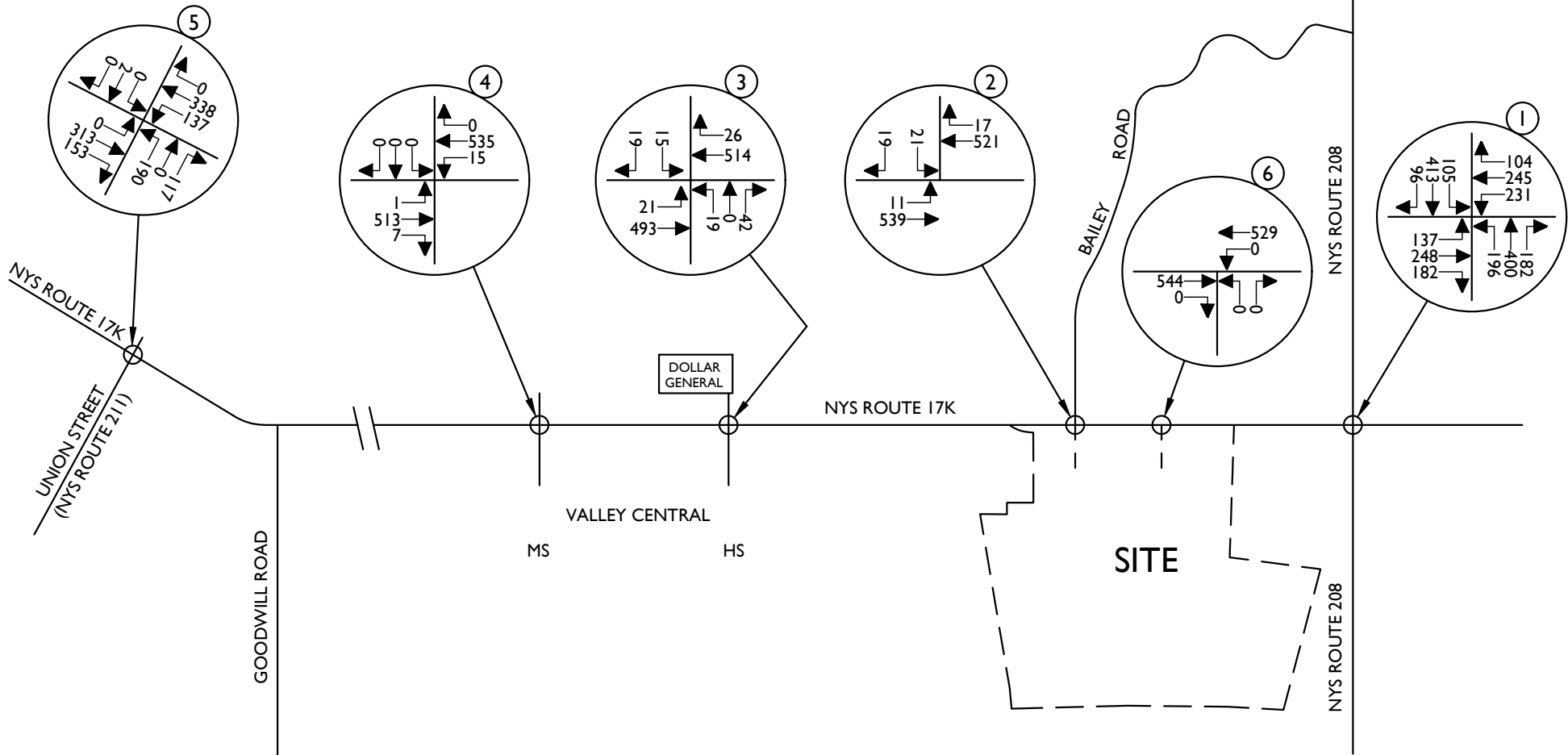
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2026 NO-BUILD TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR		

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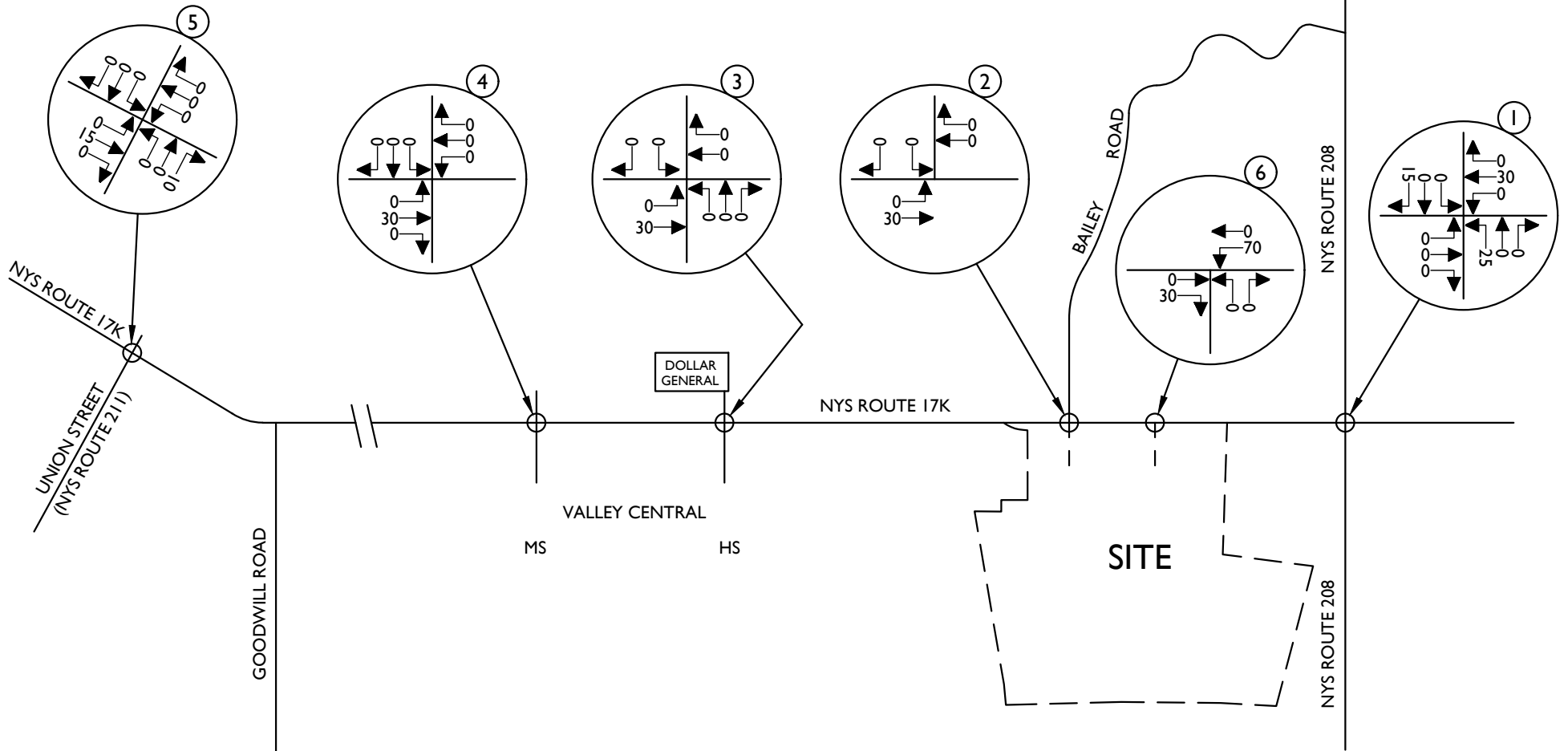
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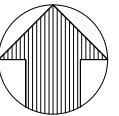
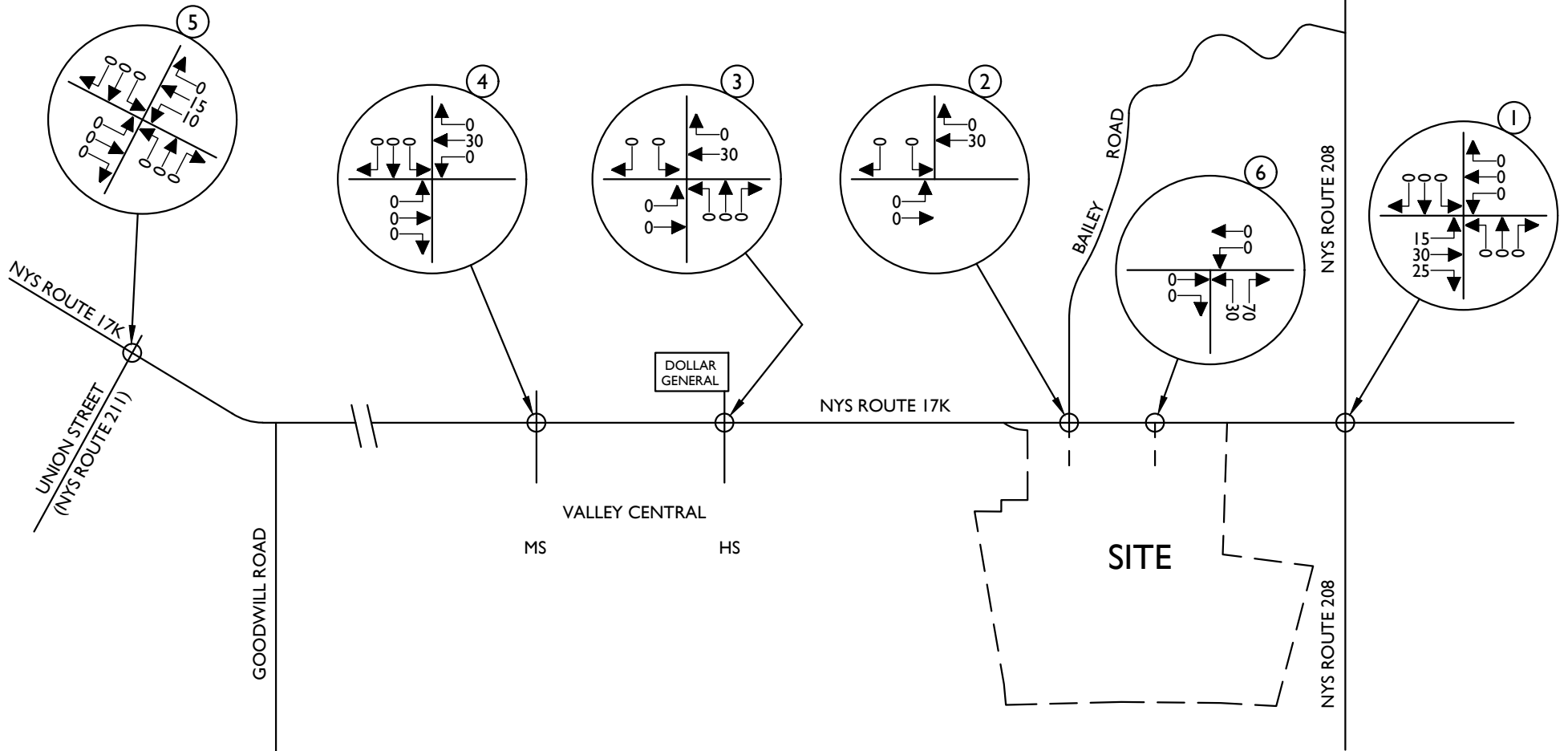
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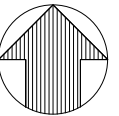
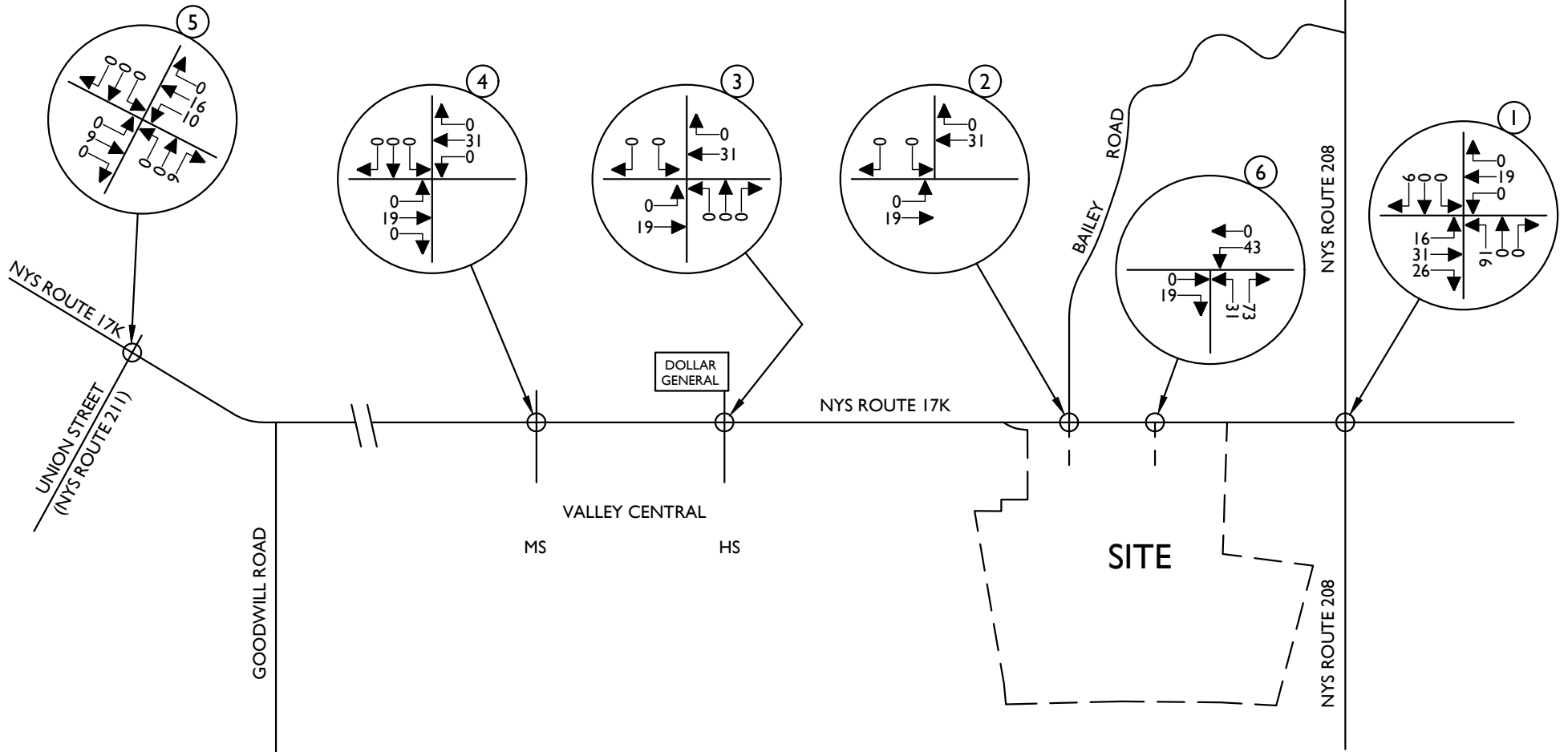
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3	8/6/24	P.J.G.	REVISION
4	8/6/24	P.J.G.	REVISION
5	8/6/24	P.J.G.	REVISION
6	8/6/24	P.J.G.	REVISION
7	8/6/24	P.J.G.	REVISION
8	8/6/24	P.J.G.	REVISION
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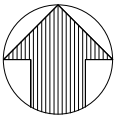
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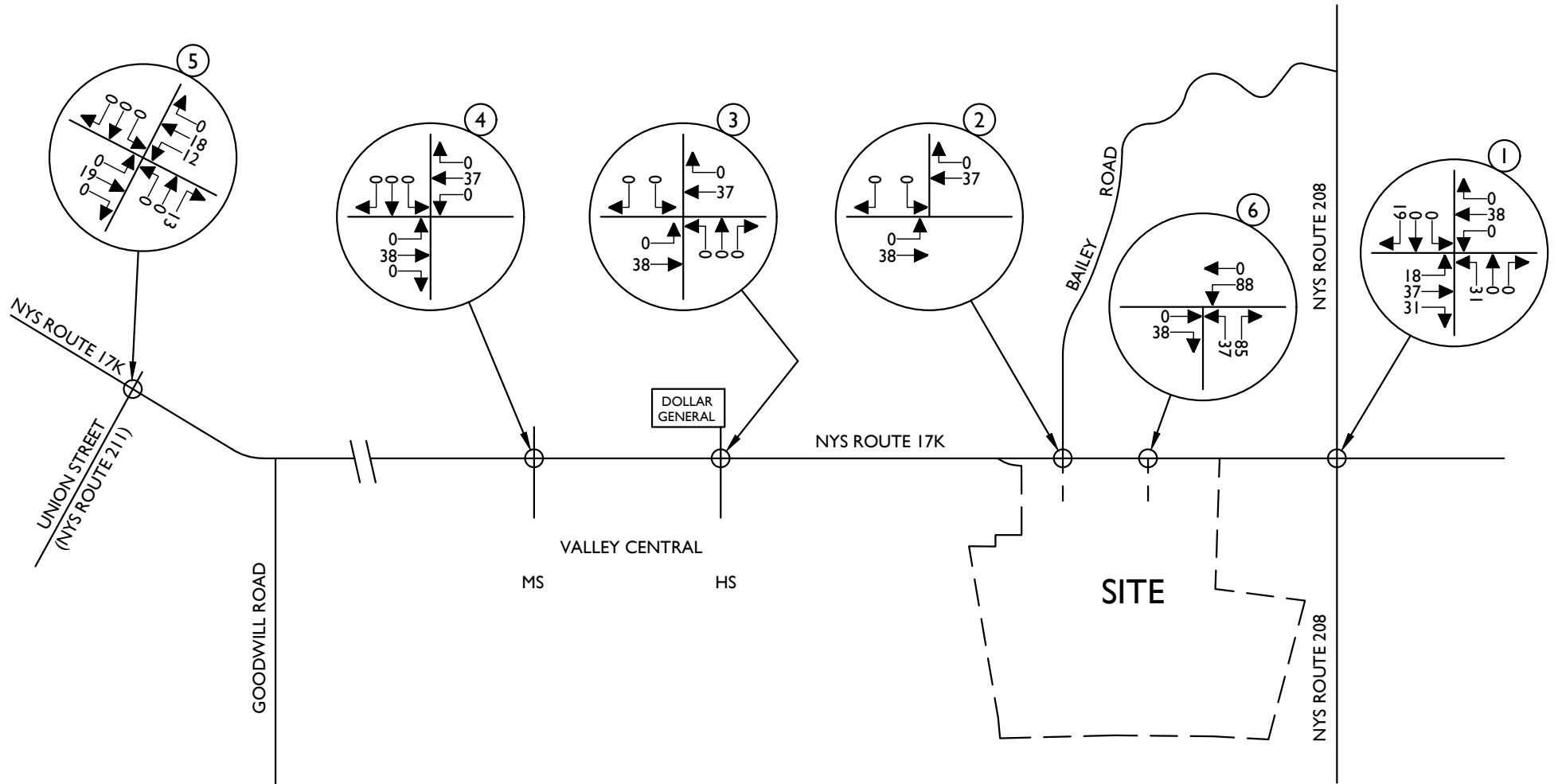
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SITE GENERATED TRAFFIC VOLUMES		
WEEKDAY PEAK AM HOUR		

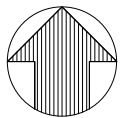
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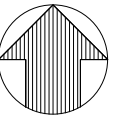
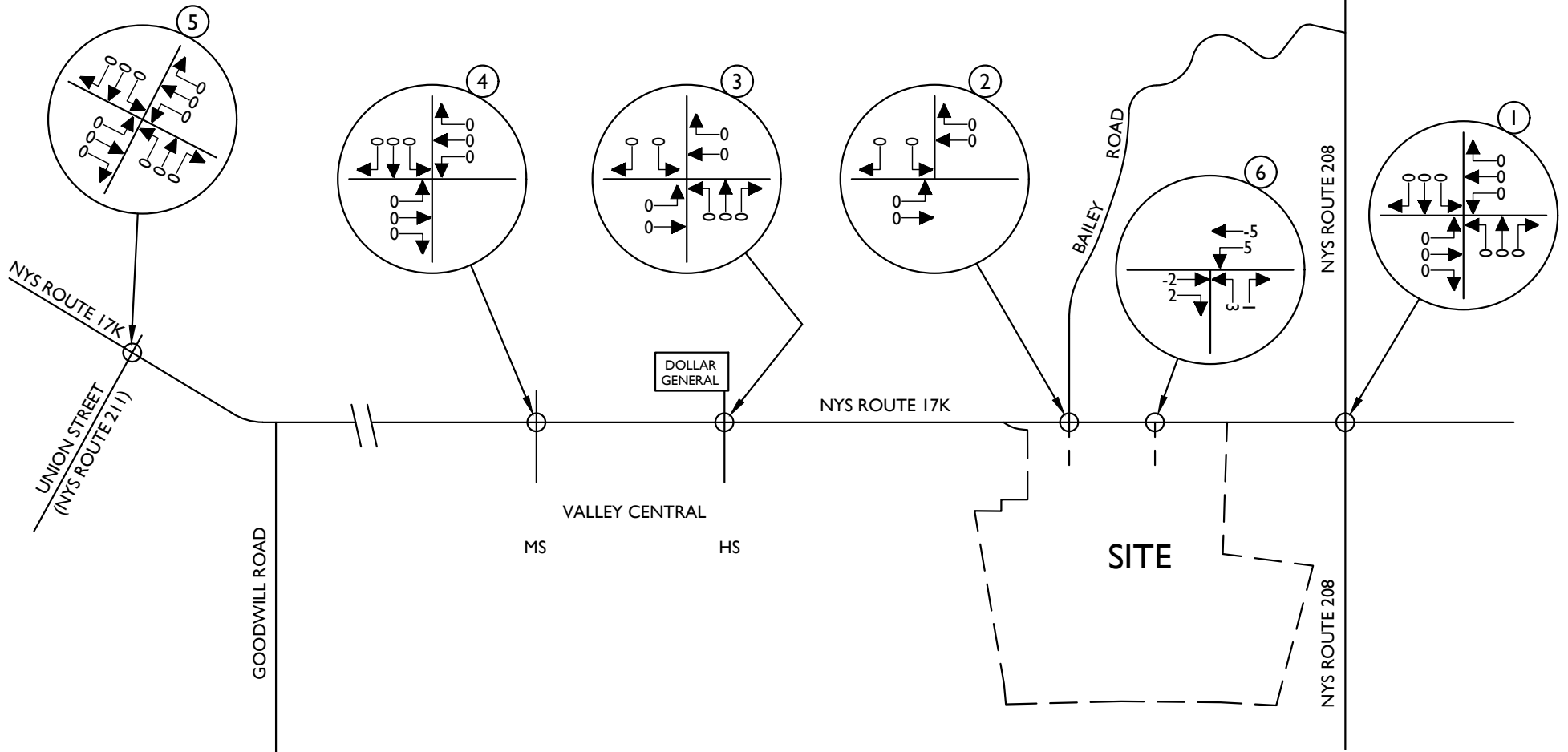
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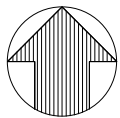
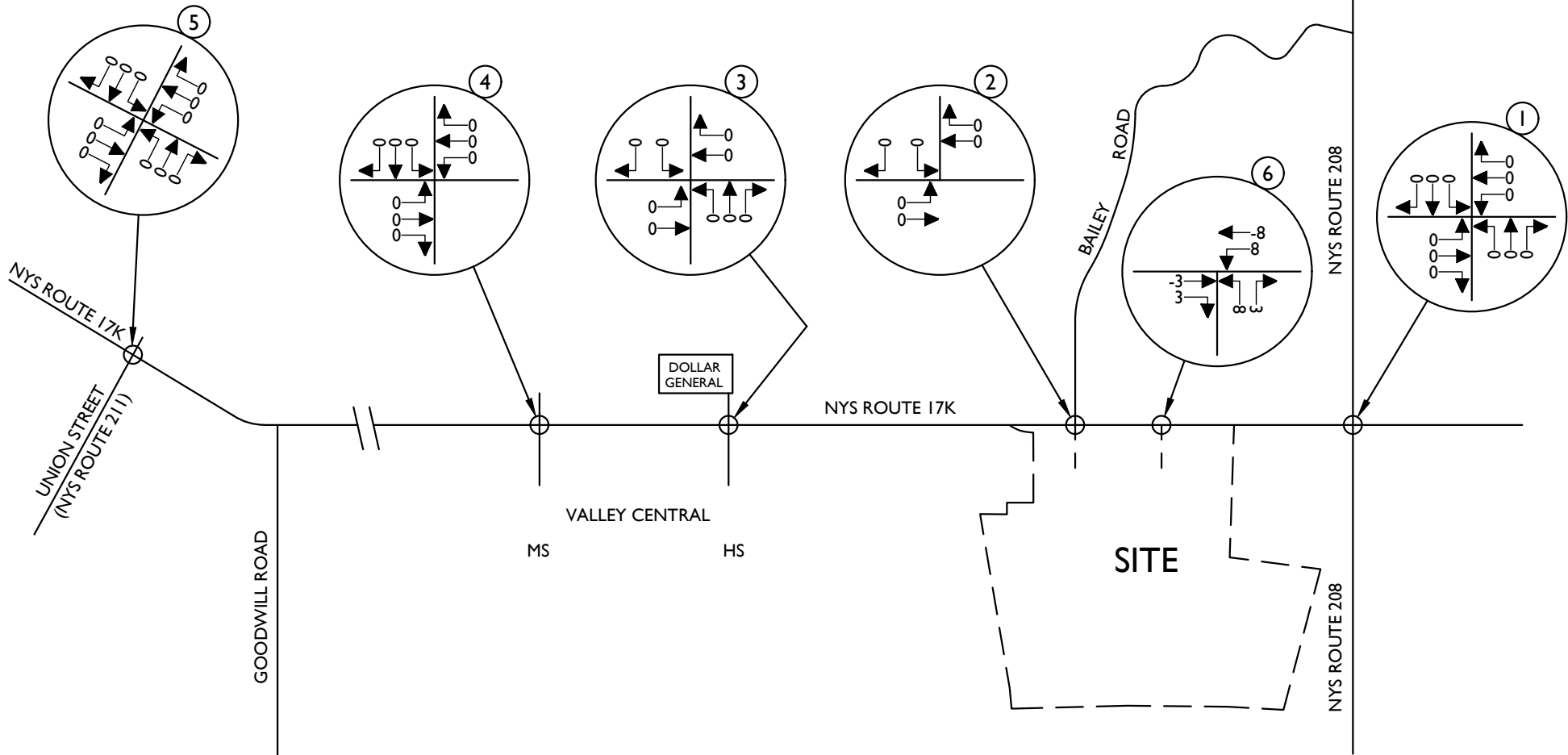
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SITE GENERATED TRAFFIC VOLUMES
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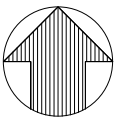
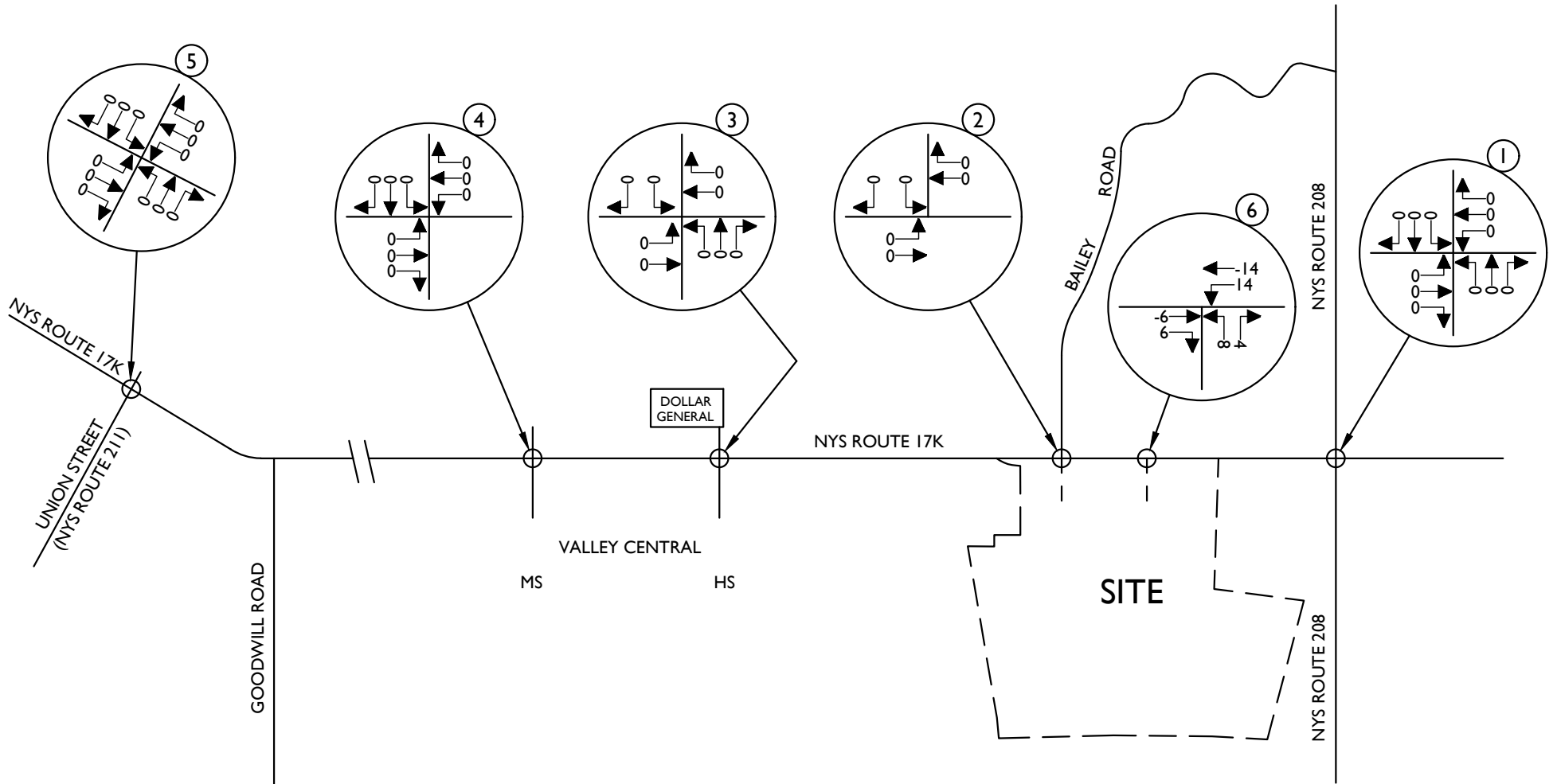
TRAFFIC IMPACT STUDY

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SHEET TITLE: FIELD BOOK: XX PAGE: XX
PASS-BY
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER: 20



NOTE: LINE DIAGRAM NOT TO SCALE



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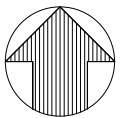
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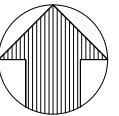
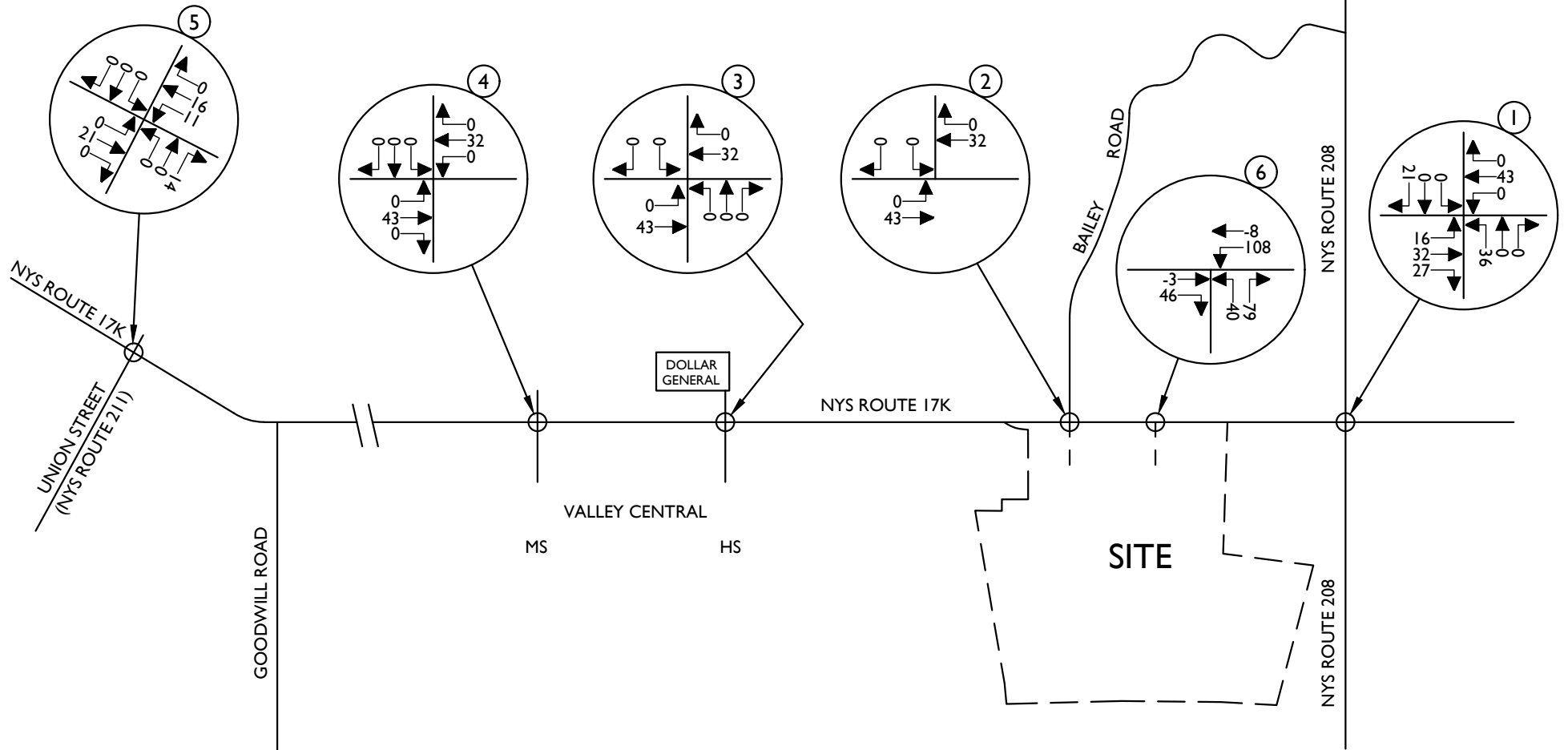
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PASS-BY		
SITE GENERATED TRAFFIC VOLUMES		
WEEKEND PEAK SAT HOUR		

SHEET NUMBER:	21
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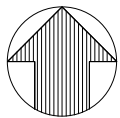
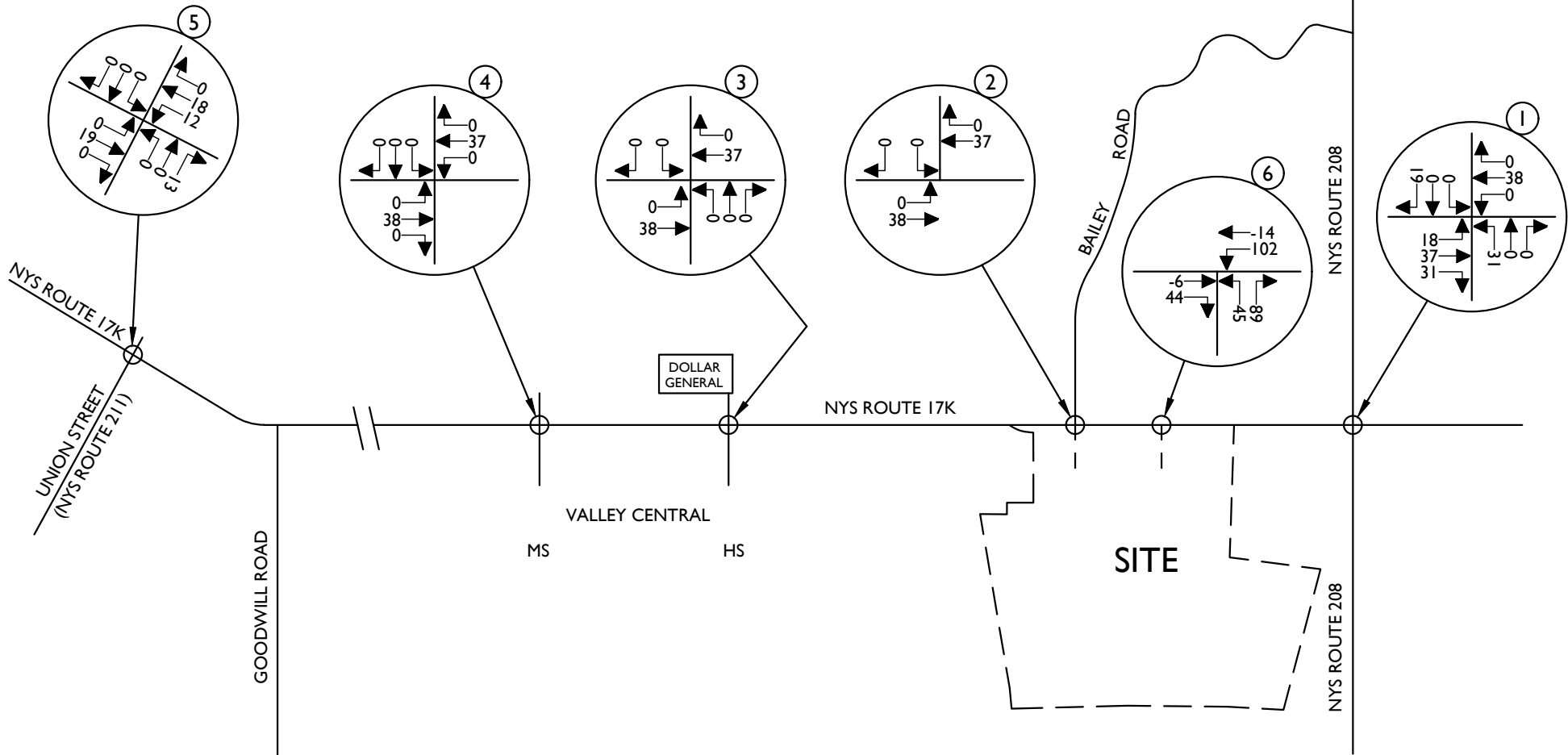
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SHEET TITLE:	FIELD BOOK: XX	PAGE: XX
TOTAL SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR		

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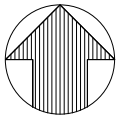
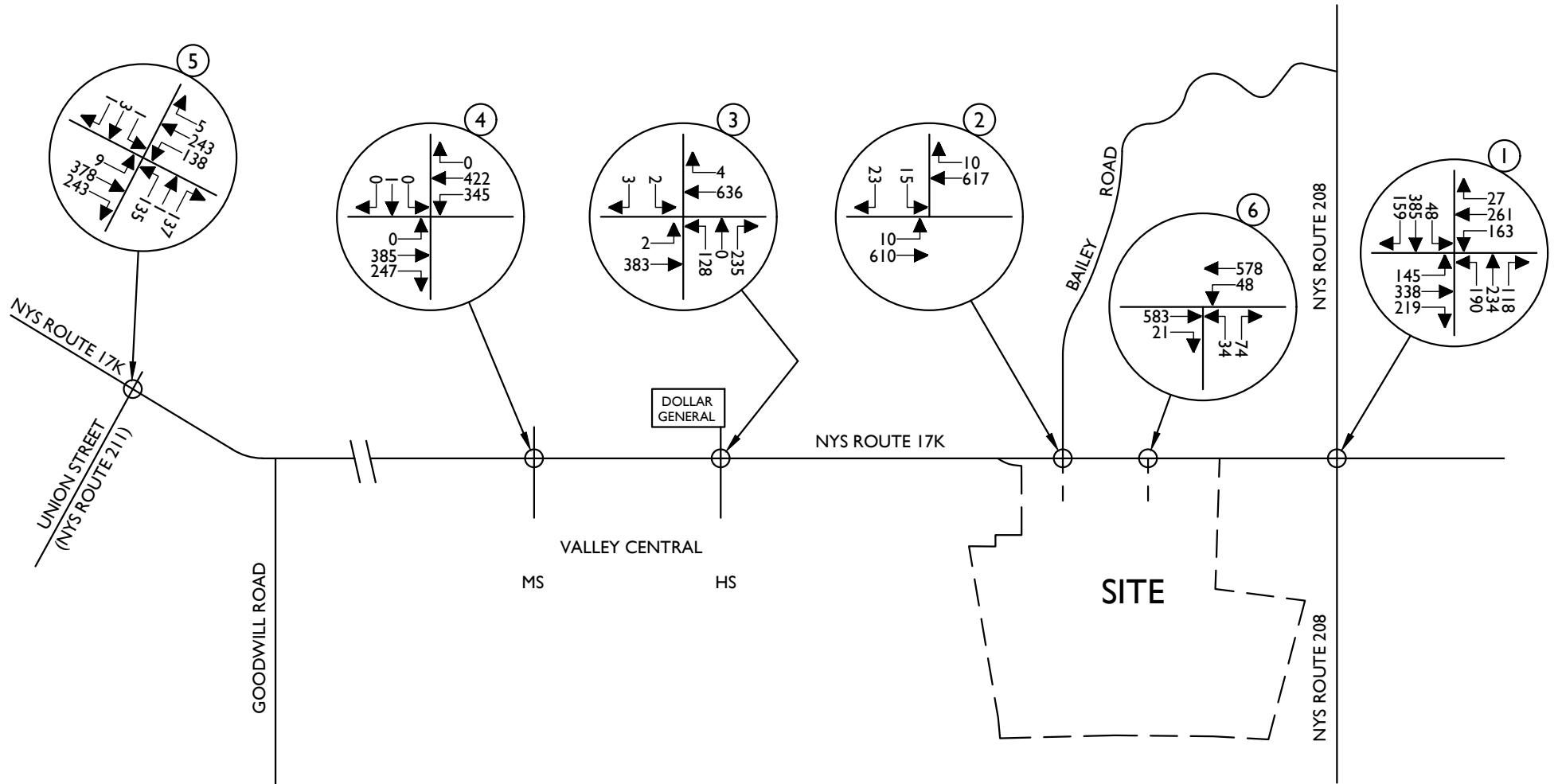
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TOTAL SITE GENERATED TRAFFIC VOLUMES WEEKEND PEAK SAT HOUR		

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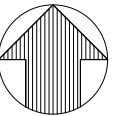
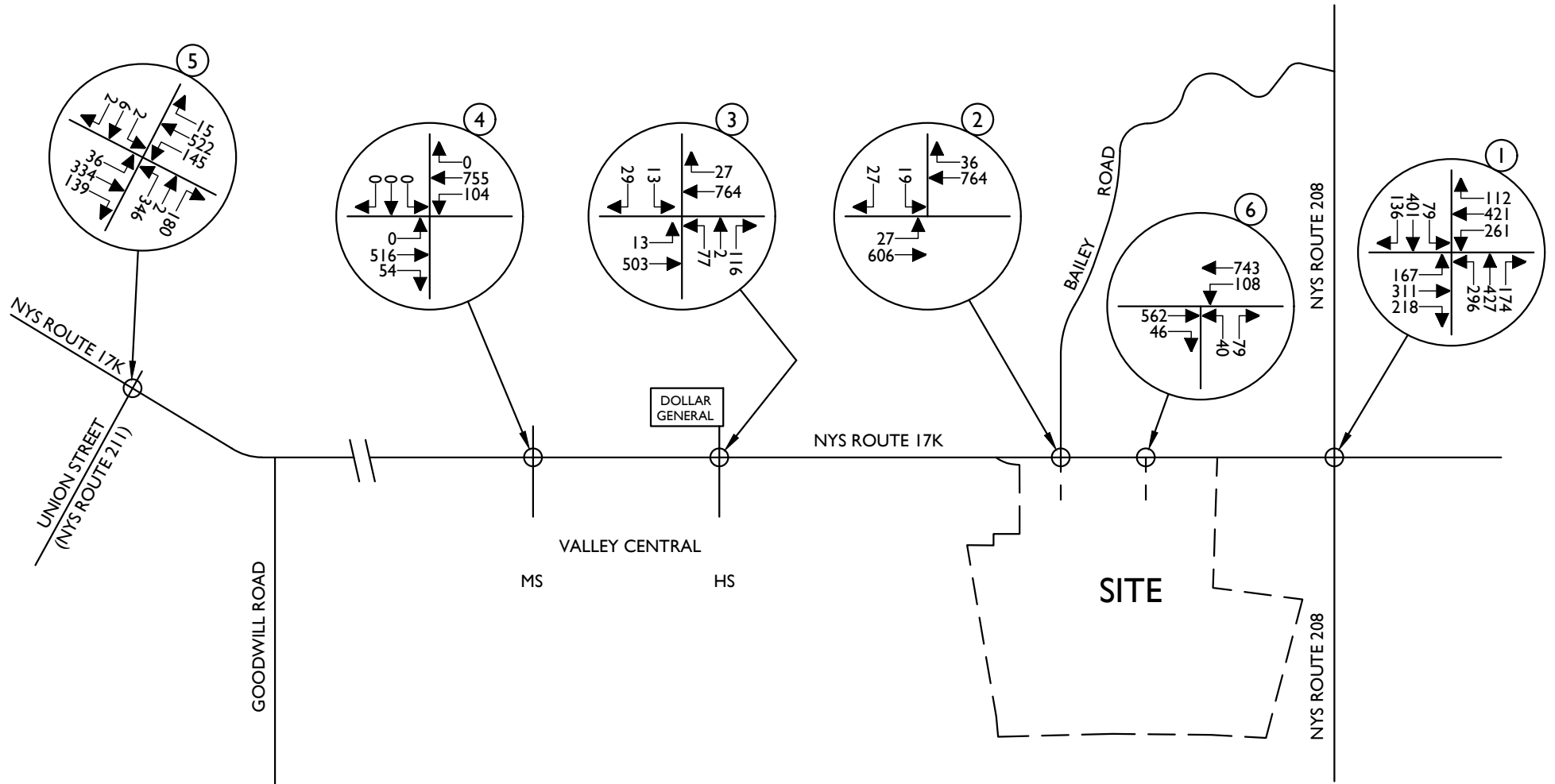
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2026 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

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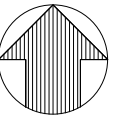
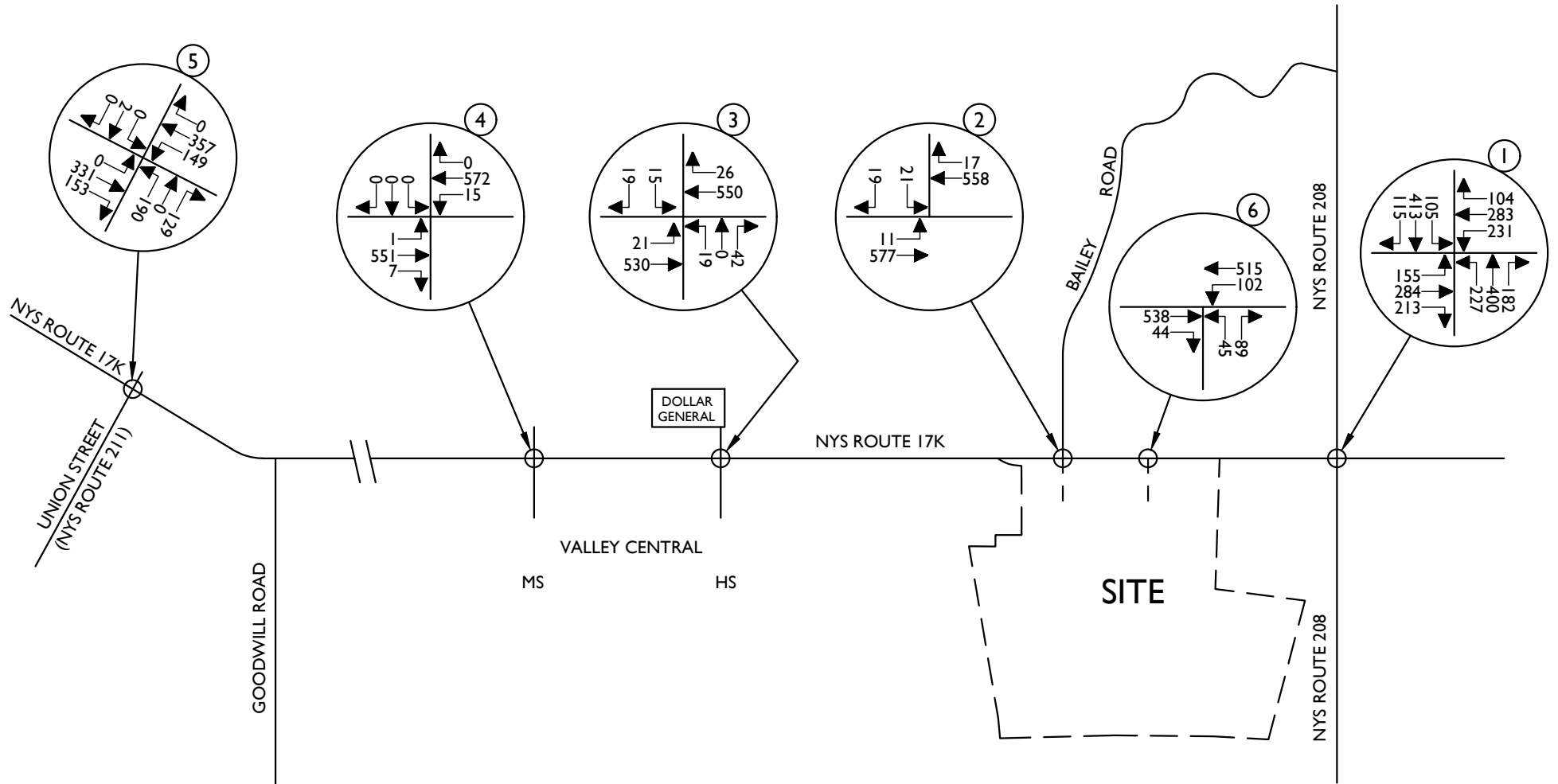
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3	8/6/24	P.J.G.	2026 BUILD TRAFFIC VOLUMES WEEKEND PEAK SAT HOUR
4	8/6/24	P.J.G.	2026 BUILD TRAFFIC VOLUMES WEEKEND PEAK SAT HOUR
5	8/6/24	P.J.G.	2026 BUILD TRAFFIC VOLUMES WEEKEND PEAK SAT HOUR
6	8/6/24	P.J.G.	2026 BUILD TRAFFIC VOLUMES WEEKEND PEAK SAT HOUR
7	8/6/24	P.J.G.	2026 BUILD TRAFFIC VOLUMES WEEKEND PEAK SAT HOUR
8	8/6/24	P.J.G.	2026 BUILD TRAFFIC VOLUMES WEEKEND PEAK SAT HOUR
9	8/6/24	P.J.G.	2026 BUILD TRAFFIC VOLUMES WEEKEND PEAK SAT HOUR
10	8/6/24	P.J.G.	2026 BUILD TRAFFIC VOLUMES WEEKEND PEAK SAT HOUR

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2026 BUILD TRAFFIC VOLUMES
WEEKEND PEAK SAT HOUR

SHEET NUMBER:

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Traffic Impact Study

Appendix B | Tables

Table No. 1
Hourly Trip Generation Rates (HTGR) and
Anticipated Site Generated Traffic Volumes

Sheffield Gardens Town of Montgomery	Entry					Exit				
	HTGR ¹	Volume	Internal Trips	Pass-By Trips	Total New Trips ²	HTGR1	Volume	Internal Trips	Pass-By Trips	Total New Trips ²
Residential (261 Units)										
Peak AM Hour	0.10	25	0	0	25	0.30	79	0	0	79
Peak PM Hour	0.32	84	0	0	84	0.19	49	0	0	49
Saturday Peak Hour	0.21	54	0	0	54	0.21	54	0	0	54
Retail (31,000 Sq. Ft.)										
Peak AM Hour	1.42	44	0	7	37	0.94	29	0	4	25
Peak PM Hour	2.81	87	17	11	59	2.81	87	17	11	59
Saturday Peak Hour	3.35	104	21	12	71	3.23	100	20	12	68
Total										
Peak AM Hour	-	69	0	7	62	-	108	0	4	104
Peak PM Hour	-	171	17	11	143	-	136	17	11	108
Saturday Peak Hour	-	158	21	12	125	-	154	20	12	122

NOTES:

- 1) THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 11TH EDITION, 2021. ITE LAND USE CODE - 220 - MULTIFAMILY HOUSING AND ITE LAND USE CODE - 822 - STRIP RETAIL PLAZA.
- 2) "NEW TRIPS" INCLUDE INTERNAL TRIP CREDIT FOR THE RETAIL LAND USE OF 20% DURING THE PM PEAK HOUR AND SATURDAY PEAK HOURS TO ACCOUNT FOR TRIPS BETWEEN THE RESIDENTIAL AND RETAIL PORTIONS OF THE PROJECT. NOTE, NO INTERNAL CREDIT HAS BEEN TAKEN FOR THE AM PEAK HOUR. INTERNAL CREDITS ARE BASED ON NCHRP INTERNAL CREDIT GUIDELINES.
- 3) A 15% PASS-BY CREDIT HAS BEEN TAKEN FOR THE RETAIL USE TO ACCOUNT FOR TRIPS ATTRACTED FROM THE EXISTING TRAFFIC VOLUMES PASSING THE SITE ALONG ROUTE 17K.

TABLE NO. 1-I
WEEKDAY AM PEAK HOUR

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	SHEFFIELD GARDENS	Organization:	Colliers Engineering & Design
Project Location:	TOWN OF MONTGOMERY	Performed By:	RICHARD H.
Scenario Description:	BUILD	Date:	7/5/2023
Analysis Year:	2026	Checked By:	RGD
Analysis Period:	AM Street Peak Hour	Date:	7/5/2023

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822/912	31,000		236	118	118
Restaurant				0		
Cinema/Entertainment				0		
Residential	220		271	119	29	90
Hotel				0		
All Other Land Uses ²				0		
				355	147	208

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	1	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	355	147	208
Internal Capture Percentage	1%	1%	1%
External Vehicle-Trips ⁵	351	145	206
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	1%	1%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	3%	1%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

TABLE NO. 1-I
WEEKDAY AM PEAK HOUR

Project Name:	SHEFFIELD GARDENS
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	118	118	1.00	118	118
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	29	29	1.00	90	90
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	34		15	0	17	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	1	18	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		38	0	0	0	0
Retail	0		0	0	1	0
Restaurant	0	9		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	20	0	0		0
Hotel	0	5	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	1	117	118	117	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	28	29	28	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	1	117	118	117	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	89	90	89	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

**TABLE NO. 1-I
WEEKDAY PM PEAK HOUR**

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	SHEFFIELD GARDENS			Organization:	Colliers Engineering & Design
Project Location:	TOWN OF MONTGOMERY			Performed By:	RICHARD H.
Scenario Description:	BUILD			Date:	7/5/2023
Analysis Year:	2026			Checked By:	RGD
Analysis Period:	PM Street Peak Hour			Date:	7/5/2023

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822/912	31,000		410	222	188
Restaurant				0		
Cinema/Entertainment				0		
Residential	220		271	144	90	54
Hotel				0		
All Other Land Uses ²				0		
				554	312	242

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	41	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	22	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	554	312	242
Internal Capture Percentage	23%	20%	26%
External Vehicle-Trips ⁵	428	249	179
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	10%	22%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	46%	41%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

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TABLE NO. 1-I
WEEKDAY PM PEAK HOUR

Project Name:	SHEFFIELD GARDENS
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	222	222	1.00	188	188
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	90	90	1.00	54	54
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	4		55	8	49	9
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	23	11	0		2
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		18	0	0	4	0
Retail	0		0	0	41	0
Restaurant	0	111		0	14	0
Cinema/Entertainment	0	9	0		4	0
Residential	0	22	0	0		0
Hotel	0	4	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	22	200	222	200	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	41	49	90	49	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	41	147	188	147	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	22	32	54	32	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

TABLE NO. 1-I
SATURDAY PEAK HOUR

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	SHEFFIELD GARDENS			Organization:	Colliers Engineering & Design
Project Location:	TOWN OF MONTGOMERY			Performed By:	RICHARD H.
Scenario Description:	BUILD			Date:	7/5/2023
Analysis Year:	2026			Checked By:	RGD
Analysis Period:	SAT Street Peak Hour			Date:	7/5/2023

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822/912	31,000		204	104	100
Restaurant				0		
Cinema/Entertainment				0		
Residential	220		271	108	54	54
Hotel				0		
All Other Land Uses ²				0		
				312	158	154

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	25	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	10	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	312	158	154
Internal Capture Percentage	22%	22%	23%
External Vehicle-Trips ⁵	242	123	119
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	10%	25%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	46%	19%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

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TABLE NO. 1-I
SATURDAY PEAK HOUR

Project Name:	SHEFFIELD GARDENS
Analysis Period:	SAT Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	104	104	1.00	100	100
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	54	54	1.00	54	54
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	2		29	4	26	5
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	23	11	0		2
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		8	0	0	2	0
Retail	0		0	0	25	0
Restaurant	0	52		0	9	0
Cinema/Entertainment	0	4	0		2	0
Residential	0	10	0	0		0
Hotel	0	2	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	10	94	104	94	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	25	29	54	29	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	25	75	100	75	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	10	44	54	44	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Table No. 2
Level of Service Summary Table
Weekday Peak AM Hour

					2023 Existing			2026 No-Build			2026 Build			Change in Delay	
					v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build	
1	NYS Route 17K & NYS Route 208				Signalized										
	NYS Route 17K	EB	L	0.34	C	22.0	0.47	C	27.6	0.52	C	28.7	1.1		
			T	0.82	C	34.1	0.87	D	44.8	0.88	D	50.0	5.2		
			R	0.47	C	22.7	0.46	C	27.6	0.48	C	28.0	0.4		
	NYS Route 17K	WB	L	0.48	C	23.2	0.69	C	31.0	0.72	C	34.6	3.6		
			T	0.55	C	28.5	0.57	D	36.5	0.59	D	38.7	2.2		
			R	0.08	C	22.6	0.09	C	28.1	0.08	C	29.4	1.3		
	NYS Route 208	NB	L	0.55	C	22.2	0.78	C	34.9	0.84	D	46.1	11.2		
			T	0.41	C	22.6	0.43	C	27.1	0.43	C	29.1	2.0		
			R	0.14	B	16.3	0.20	B	18.2	0.20	B	19.8	1.6		
	NYS Route 208	SB	L	0.13	C	21.9	0.17	C	26.0	0.18	C	28.5	2.5		
			T	0.83	C	33.4	0.90	D	51.2	0.91	E	57.6	6.4		
			R	0.33	C	21.5	0.32	C	24.4	0.34	C	26.5	2.1		
	Overall				-	C	26.6	-	D	35.2	-	D	39.1	3.9	
	With Signal Timing Modifications														-
	NYS Route 17K	EB	L	-	-	-	-	-	-	0.52	C	28.6	1.0		
			T	-	-	-	-	-	-	0.88	D	50.4	5.6		
			R	-	-	-	-	-	-	0.49	C	28.3	0.7		
	NYS Route 17K	WB	L	-	-	-	-	-	-	0.72	C	34.5	3.5		
			T	-	-	-	-	-	-	0.59	D	38.6	2.1		
			R	-	-	-	-	-	-	0.08	C	29.3	1.2		
	NYS Route 208	NB	L	-	-	-	-	-	-	0.85	D	50.0	15.1		
			T	-	-	-	-	-	-	0.43	C	29.1	2.0		
			R	-	-	-	-	-	-	0.20	B	19.7	1.5		
	NYS Route 208	SB	L	-	-	-	-	-	-	0.18	C	28.3	2.3		
			T	-	-	-	-	-	-	0.90	D	54.5	3.3		
			R	-	-	-	-	-	-	0.34	C	26.2	1.8		
	Overall				-	-	-	-	-	-	D	38.9	3.7		
2	NYS Route 17K & Bailey Road				Unsignalized										
	NYS Route 17K	EB	LT	0.01	A	8.7	0.01	A	9.1	0.01	A	9.2	0.1		
		Bailey Road	SB	LR	0.11	C	16.9	0.17	C	21.6	0.18	C	23.0	1.4	
3	NYS Route 17K & Valley Central School Exit Driveway/ Dollar General Driveway				Signalized										
	NYS Route 17K	EB	L	0.01	B	15.1	0.02	B	17.0	0.02	B	17.9	0.9		
			T	0.39	B	10.8	0.45	B	11.4	0.46	B	11.5	0.1		
	NYS Route 17K	WB	TR	0.91	C	20.9	0.94	C	29.8	0.94	C	33.2	3.4		
			Valley Central School Exit Driveway	NB	LT	0.35	C	20.6	0.37	C	23.8	0.37	C	25.2	1.4
	Dollar General Driveway	SB	R	0.84	C	25.6	0.86	C	29.7	0.87	C	31.4	1.7		
			LTR	0.74	E	70.1	0.75	E	76.1	0.75	E	78.5	2.4		
			Overall				-	B	19.4	-	C	24.4	-	C	26.3

Table No. 2
Level of Service Summary Table
Weekday Peak AM Hour

				2023 Existing			2026 No-Build			2026 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
4	NYS Route 17K & Valley Central School Entry Driveway			Signalized									
	NYS Route 17K	EB	L	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.0
			TR	0.90	B	14.0	0.93	C	20.2	0.94	C	22.5	2.3
	NYS Route 17K	WB	L	0.87	B	19.5	0.89	C	23.4	0.89	C	24.5	1.1
			TR	0.29	A	2.0	0.34	A	1.8	0.36	A	1.7	-0.1
	Driveway	SB	LTR	0.27	D	37.3	0.32	D	49.3	0.33	D	52.8	3.5
			Overall	-	B	12.4	-	B	15.7	-	B	16.7	1.0
5	NYS Route 17K & Union Street (NYS Route 211)			Signalized									
	NYS Route 17K	EB	LTR	0.68	B	12.9	0.76	B	15.0	0.76	B	15.1	0.1
	NYS Route 17K	WB	LTR	0.82	C	29.6	0.76	C	20.4	0.77	C	21.1	0.7
	Union Street (NYS Route 211)	NB	LTR	0.58	C	27.0	0.84	D	46.7	0.86	D	49.5	2.8
	Driveway	SB	LTR	0.03	C	23.6	0.03	C	26.4	0.03	C	26.8	0.4
			Overall	-	C	20.4	-	C	23.4	-	C	24.2	0.8
	<u>With Signal Timing Modifications</u>												
	NYS Route 17K	EB	LTR	-	-	-	-	-	-	0.78	B	17.6	2.6
	NYS Route 17K	WB	LTR	-	-	-	-	-	-	0.82	C	27.5	7.1
	Union Street (NYS Route 211)	NB	LTR	-	-	-	-	-	-	0.7	C	32.5	-14.2
	Driveway	SB	LTR	-	-	-	-	-	-	0.04	C	31.2	4.8
			Overall	-	-	-	-	-	-	-	C	23.7	0.3
	6	NYS Route 17K & Site Access			Unsignalized								
NYS Route 17K		WB	LT	-	-	-	-	-	-	0.06	A	9.2	-
Site Access		NB	LR	-	-	-	-	-	-	0.46	E	29.6	-
<u>With Separate Left Turn Lane WB</u>													
NYS Route 17K		WB	LT	-	-	-	-	-	-	0.06	A	9.2	-
Site Access		NB	LR	-	-	-	-	-	-	0.45	D	28.7	-

NOTES:

- 1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

Table No. 2
Level of Service Summary Table
Weekday Peak PM Hour

					2023 Existing			2026 No-Build			2026 Build			Change in Delay
					v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	NYS Route 17K & NYS Route 208				Signalized									
	NYS Route 17K	EB	L	0.41	C	23.8	0.61	C	32.0	0.70	D	35.4	3.4	
			T	0.79	C	34.6	0.85	D	47.5	0.86	D	48.3	0.8	
			R	0.39	C	21.0	0.42	C	28.3	0.46	C	28.9	0.6	
	NYS Route 17K	WB	L	0.59	C	23.1	0.80	D	40.7	0.82	D	44.4	3.7	
			T	0.76	C	30.8	0.83	D	42.7	0.88	D	47.2	4.5	
			R	0.20	C	22.3	0.25	C	29.3	0.24	C	29.7	0.4	
	NYS Route 208	NB	L	0.67	C	22.1	0.87	D	47.1	1.02	F	85.3	38.2	
			T	0.70	C	26.7	0.72	D	35.1	0.73	D	37.7	2.6	
			R	0.20	B	15.5	0.27	B	17.2	0.27	B	18.6	1.4	
	NYS Route 208	SB	L	0.24	C	24.3	0.35	C	28.5	0.36	C	30.1	1.6	
			T	0.81	C	34.6	0.89	D	50.5	0.90	D	54.0	3.5	
			R	0.24	C	22.7	0.22	C	24.6	0.26	C	25.9	1.3	
	Overall				-	C	27.0	-	D	38.6	-	D	44.7	6.1
	<u>With Signal Timing Modifications</u>													
	NYS Route 17K	EB	L	-	-	-	-	-	-	0.71	D	37.8	5.8	
			T	-	-	-	-	-	-	0.81	D	45.5	-2.0	
			R	-	-	-	-	-	-	0.44	C	27.3	-1.0	
	NYS Route 17K	WB	L	-	-	-	-	-	-	0.87	D	52.7	12.0	
			T	-	-	-	-	-	-	0.88	D	48.8	6.1	
			R	-	-	-	-	-	-	0.24	C	30.3	1.0	
	NYS Route 208	NB	L	-	-	-	-	-	-	0.99	E	74.7	27.6	
			T	-	-	-	-	-	-	0.72	D	36.8	1.7	
			R	-	-	-	-	-	-	0.28	B	19.7	2.5	
	NYS Route 208	SB	L	-	-	-	-	-	-	0.35	C	30.3	1.8	
			T	-	-	-	-	-	-	0.89	D	53.6	3.1	
			R	-	-	-	-	-	-	0.26	C	26.4	1.8	
	Overall				-	-	-	-	-	-	D	44.2	5.6	
2	NYS Route 17K & Bailey Road				Unsignalized									
	NYS Route 17K	EB	LT	0.03	A	9.2	0.04	A	9.6	0.04	A	9.8	0.2	
		Bailey Road	SB	LR	0.15	C	18.7	0.20	C	24.0	0.22	D	26.3	2.3

Table No. 2
Level of Service Summary Table
Weekday Peak PM Hour

				2023 Existing			2026 No-Build			2026 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
3	NYS Route 17K & Valley Central School Exit Driveway/ Dollar General Driveway			Signalized									
	NYS Route 17K	EB	L	0.10	B	16.5	0.11	B	17.2	0.11	B	17.2	0.0
			T	0.44	A	10.0	0.55	B	11.0	0.60	B	11.5	0.5
	NYS Route 17K	WB	TR	0.97	D	44.0	1.11	F	87.4	1.16	F	105.7	18.3
	Valley Central School Exit Driveway	NB	LT	0.30	C	25.6	0.30	C	25.6	0.30	C	25.6	0.0
			R	0.57	C	27.6	0.58	C	27.6	0.58	C	27.6	0.0
	Dollar General Driveway	SB	LTR	0.93	E	55.9	0.93	E	55.3	0.93	E	55.3	0.0
		Overall		-	C	31.7	-	D	53.9	-	E	62.9	9.0
	<u>With Signal Timing Modifications</u>												
	NYS Route 17K	EB	L	-	-	-	-	-	-	0.12	C	20.7	3.5
			T	-	-	-	-	-	-	0.54	B	10.7	-0.3
	NYS Route 17K	WB	TR	-	-	-	-	-	-	0.98	D	44.5	-42.9
	Valley Central School Exit Driveway	NB	LT	-	-	-	-	-	-	0.32	C	33.1	7.5
			R	-	-	-	-	-	-	0.63	D	35.8	8.2
	Dollar General Driveway	SB	LTR	-	-	-	-	-	-	0.90	E	59.5	4.2
		Overall		-	-	-	-	-	-	-	C	32.5	-21.4
4	NYS Route 17K & Valley Central School Entry Driveway			Signalized									
	NYS Route 17K	EB	L	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.0
			TR	0.72	A	7.8	0.81	A	8.5	0.83	A	8.5	0.0
	NYS Route 17K	WB	L	0.16	A	8.4	0.18	A	9.4	0.18	A	9.9	0.5
			TR	0.44	A	1.1	0.50	A	1.1	0.51	A	1.1	0.0
	Driveway	SB	LTR	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.0
		Overall		-	A	4.2	-	A	4.6	-	A	4.7	0.1
5	NYS Route 17K & Union Street (NYS Route 211)			Signalized									
	NYS Route 17K	EB	LTR	0.46	B	15.9	0.62	C	21.5	0.66	C	22.6	1.1
	NYS Route 17K	WB	LTR	0.70	C	23.3	0.95	D	48.8	1.03	E	68.9	20.1
	Union Street (NYS Route 211)	NB	LTR	0.88	D	48.6	0.91	D	51.3	0.93	D	54.3	3.0
	Driveway	SB	LTR	0.13	D	46.2	0.14	D	47.0	0.14	D	47.0	0.0
	Overall		-	C	29.2	-	D	41.6	-	D	50.7	9.1	
6	NYS Route 17K & Site Access			Unsignalized									
	NYS Route 17K	WB	LT	-	-	-	-	-	-	0.12	A	9.3	-
	Site Access	NB	LR	-	-	-	-	-	-	0.65	F	52.1	-
	<u>With Separate Left Turn Lane WB</u>												
	NYS Route 17K	WB	LT	-	-	-	-	-	-	0.12	A	9.3	-
Site Access	NB	LR	-	-	-	-	-	-	0.60	E	44.4	-	

NOTES:

- 1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

Table No. 2
Level of Service Summary Table
Weekday Peak SAT Hour

					2023 Existing			2026 No-Build			2026 Build			Change in Delay				
					v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build				
1	NYS Route 17K & NYS Route 208				Signalized													
					NYS Route 17K	EB	L	0.23	C	20.2	0.45	C	27.1	0.51	C	28.2	1.1	
							T	0.72	C	28.0	0.80	D	40.7	0.83	D	43.1	2.4	
							R	0.43	B	19.1	0.45	C	27.3	0.47	C	27.8	0.5	
					NYS Route 17K	WB	L	0.43	B	19.5	0.68	C	28.6	0.72	C	31.8	3.2	
							T	0.52	C	23.0	0.58	C	33.5	0.64	D	36.5	3.0	
							R	0.08	B	18.4	0.22	C	25.5	0.22	C	27.0	1.5	
					NYS Route 208	NB	L	0.50	B	19.1	0.69	C	24.8	0.77	C	31.7	6.9	
							T	0.44	C	20.7	0.72	C	30.1	0.70	C	32.0	1.9	
							R	0.15	B	14.6	0.28	B	16.7	0.28	B	17.9	1.2	
					NYS Route 208	SB	L	0.14	C	20.8	0.40	C	23.2	0.40	C	25.3	2.1	
							T	0.75	C	28.8	0.87	D	39.1	0.88	D	44.4	5.3	
							R	0.18	C	20.4	0.18	B	20.0	0.21	C	21.8	1.8	
					Overall				-	C	22.3	-	C	30.2	-	C	33.1	2.9
2	NYS Route 17K & Bailey Road				Unsignalized													
					NYS Route 17K	EB	LT	0.01	A	8.4	0.01	A	8.7	0.01	A	8.7	0.0	
							LR	0.10	C	15.4	0.14	C	18.6	0.15	C	19.7	1.1	
3	NYS Route 17K & Valley Central School Exit Driveway/ Dollar General Driveway				Signalized													
					NYS Route 17K	EB	L	0.08	A	9.9	0.09	B	10.2	0.09	B	10.4	0.2	
							T	0.47	A	7.4	0.56	A	7.6	0.58	A	7.7	0.1	
					NYS Route 17K	WB	TR	0.84	B	14.7	0.87	B	15.0	0.88	B	15.7	0.7	
							LT	0.18	B	19.0	0.19	C	20.5	0.19	C	21.2	0.7	
					Valley Central School Exit Driveway	NB	R	0.46	C	20.3	0.47	C	21.8	0.47	C	22.6	0.8	
							LTR	0.85	D	36.3	0.87	D	39.6	0.87	D	40.5	0.9	
					Dollar General Driveway	SB												
					Overall				-	B	12.7	-	B	12.8	-	B	13.2	0.4
4	NYS Route 17K & Valley Central School Entry Driveway				Signalized													
					NYS Route 17K	EB	L	0.00	A	8.3	0.00	A	8.2	0.00	A	8.1	-0.1	
							TR	0.67	A	7.5	0.80	A	8.4	0.82	A	8.5	0.1	
					NYS Route 17K	WB	L	0.03	A	9.0	0.03	A	9.3	0.03	A	9.5	0.2	
							TR	0.56	A	5.7	0.63	A	6.0	0.65	A	6.0	0.0	
					Driveway	SB	LTR	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.0	
							Overall				-	A	6.6	-	A	7.2	-	A

Table No. 2
Level of Service Summary Table
Weekday Peak SAT Hour

				2023 Existing			2026 No-Build			2026 Build			Change in Delay No-Build to Build
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	
5	NYS Route 17K & Union Street (NYS Route 211)	Signalized											
	NYS Route 17K	EB	LTR	0.48	B	10.1	0.48	B	10.8	0.50	B	11.3	0.5
	NYS Route 17K	WB	LTR	0.62	B	14.3	0.69	B	18.3	0.79	C	24.1	5.8
	Union Street (NYS Route 211)	NB	LTR	0.62	B	17.2	0.75	C	25.5	0.76	C	26.2	0.7
	Driveway	SB	LTR	0.01	C	31.5	0.01	C	35.0	0.02	C	35.0	0.0
		Overall		-	B	13.4	-	B	17.3	-	B	19.9	2.6
6	NYS Route 17K & Site Access	Unsignalized											
	NYS Route 17K	WB	LT	-	-	-	-	-	-	0.12	A	9.3	-
	Site Access	NB	LR	-	-	-	-	-	-	0.55	D	34.7	-
	<u>With Separate Left Turn Lane WB</u>												
	NYS Route 17K	WB	LT	-	-	-	-	-	-	0.12	A	9.3	-
	Site Access	NB	LR	-	-	-	-	-	-	0.53	D	32.5	-

NOTES:

- 1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

Table No. 3
Queue Summary Table

				Storage Length	Weekday AM Peak Hour						Weekday PM Peak Hour						Weekend SAT Peak Hour					
					2023 Existing		2026 No-Build		2026 Build		2023 Existing		2026 No-Build		2026 Build		2023 Existing		2026 No-Build		2026 Build	
					50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%
1)	NYS Route 17K & NYS Route 208																					
	NYS Route 17K	EB	L	300	47	91	82	122	93	134	43	91	83	136	96	150	23	58	72	127	84	142
			T	430	208	336	292	378	331	421	164	285	223	329	259	369	117	231	187	292	221	334
			R	300	-	37	32	74	51	100	-	42	26	76	43	101	-	40	15	66	35	94
	NYS Route 17K	WB	L	200	57	107	105	149	105	148	85	160	156	245	160	251	51	108	129	208	131	212
			T	800	156	261	212	288	234	311	216	379	315	459	372	520	114	220	176	285	213	328
			R	160	-	-	-	-	-	-	1	34	9	46	14	51	-	-	-	38	-	37
	NYS Route 208	NB	L	400	61	122	103	200	120	271	98	203	146	413	248	524	60	129	87	156	109	251
			T	1000+	119	218	173	281	182	297	216	405	329	604	353	628	94	192	263	432	275	454
			R	150	-	24	-	32	-	34	9	48	27	90	30	93	-	24	20	69	22	73
	NYS Route 208	SB	L	145	16	44	25	56	27	59	21	57	38	86	42	88	14	42	44	88	46	93
			T	870	242	394	359	563	372	590	184	333	328	570	349	587	125	243	300	466	312	507
			R	200	-	34	14	54	15	58	-	34	7	48	9	54	-	20	6	37	7	43
	With Signal Timing Modifications																					
	NYS Route 17K	EB	L	300	-	-	-	-	93	136	-	-	-	-	96	161	-	-	-	-	-	-
			T	430	-	-	-	-	329	426	-	-	-	-	253	373	-	-	-	-	-	-
			R	300	-	-	-	-	44	94	-	-	-	-	39	98	-	-	-	-	-	-
	NYS Route 17K	WB	L	200	-	-	-	-	105	150	-	-	-	-	160	287	-	-	-	-	-	-
			T	800	-	-	-	-	233	314	-	-	-	-	370	525	-	-	-	-	-	-
			R	160	-	-	-	-	-	-	-	-	-	-	14	52	-	-	-	-	-	-
	NYS Route 208	NB	L	400	-	-	-	-	120	283	-	-	-	-	236	501	-	-	-	-	-	-
			T	1000+	-	-	-	-	182	294	-	-	-	-	351	588	-	-	-	-	-	-
			R	150	-	-	-	-	-	33	-	-	-	-	31	92	-	-	-	-	-	-
	NYS Route 208	SB	L	145	-	-	-	-	27	58	-	-	-	-	42	85	-	-	-	-	-	-
			T	870	-	-	-	-	365	556	-	-	-	-	351	563	-	-	-	-	-	-
			R	200	-	-	-	-	12	53	-	-	-	-	9	54	-	-	-	-	-	-
2)	NYS Route 17K & Bailey Road																					
	NYS Route 17K	EB	LT	200	-	-	-	-	-	-	3	-	3	-	3	-	-	-	-	-	-	
			SB	LR	580	-	10	-	15	-	18	-	13	-	18	-	20	-	8	-	13	-
3)	NYS Route 17K & Valley Central School Exit Driveway/ Dollar General Driveway																					
	NYS Route 17K	EB	L	100	-	3	-	3	-	3	14	3	14	3	14	2	11	2	12	2	12	
			T	610	50	141	66	181	71	192	89	216	123	288	140	327	43	140	59	186	66	208
	NYS Route 17K	WB	TR	1000+	113	402	146	555	159	602	213	691	277	821	318	865	53	256	66	315	74	390
			Valley Central School Exit Driveway	NB	LT	270	57	133	59	137	59	137	29	72	30	74	30	74	5	27	6	28
	Valley Central School Exit Driveway	R	L	270	-	54	-	54	-	54	-	31	-	33	-	33	-	-	-	-	-	
			Dollar General Driveway	SB	LTR	80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	With Signal Timing Modifications																					
	NYS Route 17K	EB	L	100	-	-	-	-	-	-	-	-	-	3	13	-	-	-	-	-	-	
			T	610	-	-	-	-	-	-	-	-	-	-	144	314	-	-	-	-	-	-
	NYS Route 17K	WB	TR	1000+	-	-	-	-	-	-	-	-	-	310	876	-	-	-	-	-	-	
			Valley Central School Exit Driveway	NB	LT	270	-	-	-	-	-	-	-	-	40	90	-	-	-	-	-	-
	Valley Central School Exit Driveway	R	L	270	-	-	-	-	-	-	-	-	-	-	38	-	-	-	-	-	-	
			Dollar General Driveway	SB	LTR	80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Table No. 3
Queue Summary Table

				Storage Length	Weekday AM Peak Hour						Weekday PM Peak Hour						Weekend SAT Peak Hour					
					2023 Existing		2026 No-Build		2026 Build		2023 Existing		2026 No-Build		2026 Build		2023 Existing		2026 No-Build		2026 Build	
					50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%
4)	NYS Route 17K & Valley Central School Entry Driveway/Driveway																					
	NYS Route 17K	EB	L	600	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-	1	
			TR	975	201	476	264	632	280	660	46	89	61	119	68	134	-	82	-	105	-	113
	NYS Route 17K	WB	L	1,000	-	62	41	128	52	143	-	-	-	-	-	1	5	1	5	1	4	
			TR	1,000	-	45	-	59	-	65	-	-	-	-	-	-	79	-	95	-	102	
	Driveway	SB	LTR	151	1	6	1	6	1	6	-	-	-	-	-	-	-	-	-	-	-	
5)	NYS Route 17K & Union Street (NYS Route 211)																					
	NYS Route 17K	EB	LTR	530	81	239	102	289	105	295	135	282	201	377	216	404	57	201	87	269	98	285
			WB	LTR	530	60	248	65	213	70	225	240	512	371	729	431	788	72	258	116	422	144
	Union Street (NYS Route 211)	NB	LTR	230	33	176	59	304	61	313	235	455	292	572	303	592	29	127	65	170	70	182
			Driveway	SB	LTR	60	1	11	1	12	1	12	5	23	5	23	5	23	1	8	1	8
	<u>With Signal Timing Modifications</u>																					
	NYS Route 17K	EB	LTR	530	-	-	-	-	135	331	-	-	-	-	-	-	-	-	-	-	-	-
			WB	LTR	530	-	-	-	-	91	261	-	-	-	-	-	-	-	-	-	-	-
	Union Street (NYS Route 211)	NB	LTR	230	-	-	-	-	66	318	-	-	-	-	-	-	-	-	-	-	-	-
			Driveway	SB	LTR	60	-	-	-	-	1	13	-	-	-	-	-	-	-	-	-	-
6)	NYS Route 17K & Site Access																					
	NYS Route 17K	WB	LT	1000+	-	-	-	-	-	5	-	-	-	-	-	10	-	-	-	-	-	10
			Site Access	NB	LR	-	-	-	-	-	55	-	-	-	-	-	95	-	-	-	-	-
	<u>With Separate Left Turn Lane WB</u>																					
	NYS Route 17K	WB	LT	-	-	-	-	-	-	5	-	-	-	-	-	10	-	-	-	-	-	10
Site Access			NB	LR	-	-	-	-	-	55	-	-	-	-	-	85	-	-	-	-	-	73

Notes:

- 1) All Queue Lengths are expressed in units of Feet. It is assumed that one (1) queued vehicle occupies 25 feet of queue storage space.
- 2) Queue Lengths highlighted in yellow exceed storage length capacity.

TABLE NO. 4
LEFT TURN LANE WARRANTS - URBAN ARTERIALS
NYS ROUTE 17K AT SITE ACCESS

AASHTO LEFT TURN LANE WARRANT CRITERIA		
LEFT-TURN LANE PEAK HOUR VOLUME (VEH/H)	THREE-LEG INTERSECTION, MAJOR-ROAD VOLUME (VEH/H/LN) THAT WARRANTS A LEFT TURN LANE	FOUR-LEG INTERSECTION, MAJOR-ROAD VOLUME (VEH/H/LN) THAT WARRANTS A LEFT-TURN LANE
5	450	450
5	450	50
10	300	50
15	250	50
20	200	50
25	200	50
30	150	50
35	150	50
40	150	50
45	150	< 50
50+	100	< 50

INTERSECTION VOLUMES THREE-LEG INTERSECTION LEFT TURN LANE WARRANTS		
TIME PERIOD	LEFT TURN VOLUME	MAJOR ROAD OPPOSING TRAFFIC VOLUME
AM PEAK HOUR	48	604
PM PEAK HOUR	108	608
SATURDAY PEAK HOUR	102	582

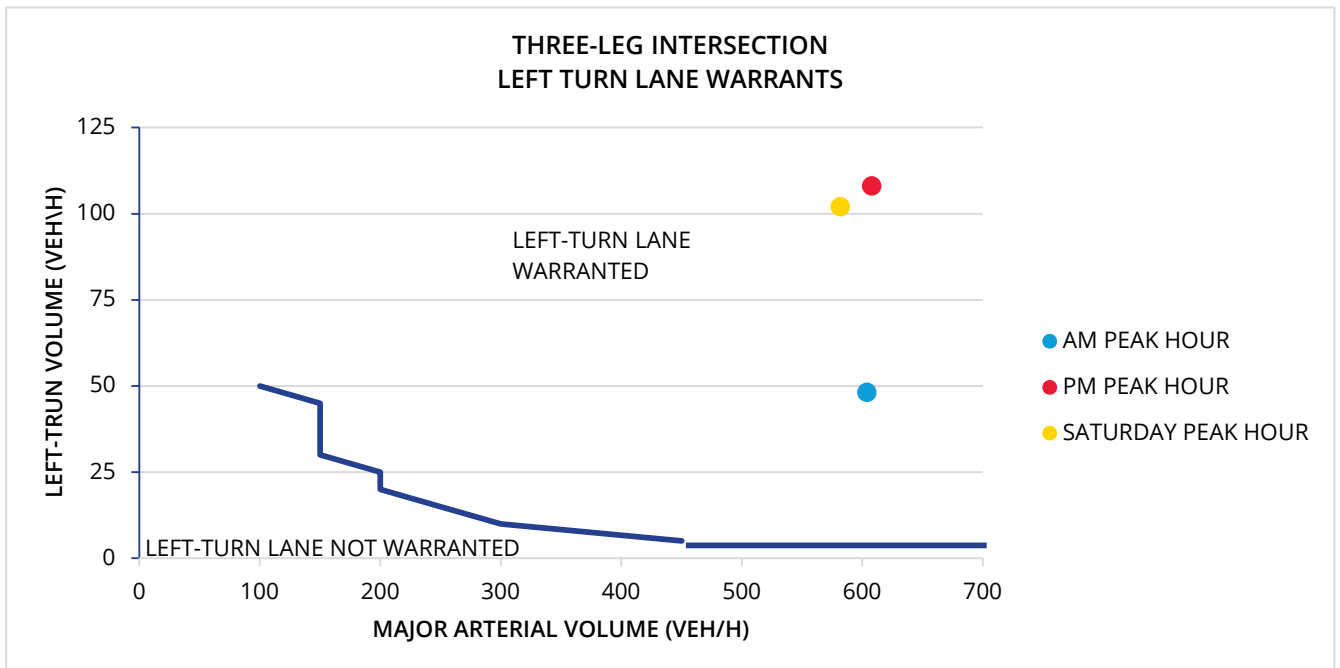


TABLE A-1

CRASH DATA SUMMARY
NYS ROUTE 17K BETWEEN NYS ROUTE 211 (UNION AVENUE) & NYS ROUTE 208
TOWN OF MONTGOMERY, ORANGE COUNTY, NEW YORK
STUDY PERIOD: JANUARY 1, 2017 THROUGH DECEMBER 31, 2022

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	Vehicles - Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
NYS ROUTE 17K (WARD STREET) WEST OF NYS ROUTE 211 (UNION STREET)												
RIVER ROAD	AT THE INTERSECTION OF STATE ROUTE 17K	17K83011106	10/4/2017	10:36 AM	STOP SIGN	I	2-2	DAYLIGHT	WET	RAIN	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ALBANY POST ROAD	AT THE INTERSECTION OF KAISERTOWN ROAD	17K83011104	2/6/2018	7:21 AM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
WARD STREET	AT INTERSECTION OF ALBANY POST ROAD	17K83011104	7/13/2019	6:00 PM	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INEXPERIENCE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	AT INTERSECTION OF ALBANY POST ROAD	17K83011104	3/10/2021	7:15 PM	STOP SIGN	PDO	2-0	DARK-ROAD UNLIGHTED	WET	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	V1:(DRIVER INATTENTION,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	AT INTERSECTION OF ALBANY POST ROAD	17K83011104	1/15/2022	5:00 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	225' WEST OF ALBANY POST ROAD	17K83011104	6/28/2022	7:55 PM	STOP SIGN	PDO	2-0	DUSK	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF RIVER RD	17K83011106	12/6/2022	2:58 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NYS ROUTE 17K (WARD STREET) AT INTERSECTION WITH NYS ROUTE 211 (UNION STREET)												
WARD STREET	AT THE INTERSECTION OF UNION STREET	17K83011104	4/21/2017	10:35 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	SNOW/ICE	SNOW	REAR END	V1:(PAVEMENT SLIPPERY,DRIVER INEXPERIENCE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
WARD STREET	AT THE INTERSECTION OF UNION STREET	17K83011104	5/16/2017	5:53 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT TURN (WITH OTHER CAR)	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(OTHER (VEHICLE),NOT APPLICABLE)
WARD STREET	AT THE INTERSECTION OF UNION STREET	17K83011104	9/18/2017	5:40 AM	TRAFFIC SIGNAL	I	2-1	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
WARD STREET	AT THE INTERSECTION OF UNION STREET	17K83011104	10/31/2017	2:15 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(BACKING UNSAFELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
UNION STREET	AT THE INTERSECTION OF WARD STREET	211 83013106	3/13/2018	11:00 AM	TRAFFIC SIGNAL	I	2-1	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	V1:(UNSAFE SPEED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
WARD STREET	AT THE INTERSECTION OF UNION STREET	17K83011104	6/25/2018	2:49 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
WARD STREET	AT THE INTERSECTION OF UNION STREET	17K83011103	9/12/2018	12:50 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 211	AT THE INTERSECTION OF WARD ST	211 83013106	8/8/2019	3:10 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
WARD STREET	AT THE INTERSECTION OF UNION STREET	17K83011104	11/19/2019	3:22 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
UNION ST	AT THE INTERSECTION OF WARD ST	211 83013106	11/20/2019	9:37 AM	TRAFFIC SIGNAL	PDO	1-0	DAYLIGHT	DRY	CLEAR	RUN OFF ROAD	V1:(DRIVER INATTENTION,NOT APPLICABLE)

TABLE A-1

**CRASH DATA SUMMARY
NYS ROUTE 17K BETWEEN NYS ROUTE 211 (UNION AVENUE) & NYS ROUTE 208
TOWN OF MONTGOMERY, ORANGE COUNTY, NEW YORK
STUDY PERIOD: JANUARY 1, 2017 THROUGH DECEMBER 31, 2022**

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	Vehicles - Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
WARD STREET	AT THE INTERSECTION OF UNION STREET	17K83011103	3/11/2020	8:37 AM	TRAFFIC SIGNAL	I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	V1:(GLARE,NOT APPLICABLE) / V2:(NOT APPLICABLE,UNKNOWN)
WARD STREET	AT THE INTERSECTION OF UNION STREET	17K83011104	3/27/2021	6:20 PM	TRAFFIC SIGNAL	I	2-4	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INEXPERIENCE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
WARD STREET	AT THE INTERSECTION OF UNION STREET	17K83011103	10/1/2021	5:15 PM	NONE	PDO	3-0	DAYLIGHT	WET	RAIN	REAR END	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
WARD STREET	AT THE INTERSECTION OF UNION STREET	17K83011104	10/29/2021	1:00 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	V1:(DRIVER INATTENTION,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
WARD STREET	AT THE INTERSECTION OF UNION STREET	17K83011104	12/17/2021	1:06 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
WARD STREET	AT THE INTERSECTION OF UNION STREET	17K83011104	2/18/2022	2:40 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
WARD STREET	AT THE INTERSECTION OF UNION STREET	17K83011104	5/5/2022	7:38 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	WET	RAIN	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF ROUTE 211	211 83013106	6/3/2022	5:34 PM	NONE	I	2-2	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(ANIMAL'S ACTION,NOT APPLICABLE)
NYS ROUTE 17K (WARD STREET) BETWEEN NYS ROUTE 211 (UNION STREET) & WALLKILL AVENUE												
WARD STREET	125' WEST OF WALLKILL AVE	17K83011104	12/1/2022	4:50 PM	NONE	I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NYS ROUTE 17K (WARD STREET) AT INTERSECTION WITH WALLKILL AVENUE												
WARD STREET	AT THE INTERSECTION OF WALLKILL AVE	17K83011105	2/18/2017	6:03 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
WARD STREET	AT THE INTERSECTION OF WALLKILL AVE	17K83011105	9/1/2018	8:48 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
WARD STREET	AT THE INTERSECTION OF WALLKILL AVE	17K83011105	6/21/2019	8:00 PM	STOP SIGN	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
WARD STREET	AT THE INTERSECTION OF WALLKILL AVE	17K83011105	2/10/2022	6:00 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NYS ROUTE 17K (WARD STREET) AT INTERSECTION WITH SPRING STREET												
WARD STREET	AT THE INTERSECTION OF RAILROAD CROSSING	17K83011106	10/5/2017	8:30 AM	RR CROSSING SIGN	I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FOLLOWING TOO CLOSELY,UNSAFE SPEED)
WARD STREET	AT THE INTERSECTION OF SPRING ST	17K83011106	12/2/2017	3:00 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(DRIVER INATTENTION,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
WARD STREET	AT THE INTERSECTION OF SPRING ST	17K83011106	3/26/2019	8:00 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(GLARE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
WARD STREET	AT THE INTERSECTION OF SPRING ST	17K83011106	6/2/2021	11:44 AM	NONE	I	2-2	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
WARD STREET	AT THE INTERSECTION OF RAILROAD CROSSING/SPRING ST	17K83011106	3/12/2022	2:31 PM	RR CROSSING SIGN	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)

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CRASH DATA SUMMARY
NYS ROUTE 17K BETWEEN NYS ROUTE 211 (UNION AVENUE) & NYS ROUTE 208
TOWN OF MONTGOMERY, ORANGE COUNTY, NEW YORK
STUDY PERIOD: JANUARY 1, 2017 THROUGH DECEMBER 31, 2022

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	Vehicles - Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
NYS ROUTE 17K (WARD STREET) AT INTERSECTION WITH GOODWILL ROAD												
WARD STREET	AT THE INTERSECTION OF GOODWILL RD	17K83011106	3/20/2017	7:00 PM	NONE	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
GOODWILL RD	AT THE INTERSECTION OF WARD ST	---	5/17/2018	7:38 AM	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
WARD STREET	AT THE INTERSECTION OF GOODWILL RD	17K83011106	5/29/2018	6:00 PM	STOP SIGN	I	2-2	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INATTENTION)
WARD STREET	AT THE INTERSECTION OF GOODWILL RD	17K83011106	11/20/2019	7:20 PM	NONE	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
WARD STREET	AT THE INTERSECTION OF GOODWILL RD	17K83011106	3/2/2021	4:50 PM	NONE	I	2-1	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
WARD STREET	AT THE INTERSECTION OF GOODWILL RD	17K83011106	6/20/2021	1:14 AM	NONE	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	V1:(FELL ASLEEP,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NYS ROUTE 17K (WARD STREET) BETWEEN GOODWILL ROAD & SUMMER SET DRIVE												
WARD STREET	AT THE INTERSECTION OF SUNOCO GAS STATION DRIVEWAY	17K83011107	1/2/2017	3:40 PM	NONE	I	2-3	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	20' WEST OF SUMMER SET DR	17K83011107	6/9/2017	3:38 AM	NONE	PDO	1-0	DARK-ROAD LIGHTED	WET	CLEAR	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
WARD STREET	AT THE INTERSECTION OF SUNOCO GAS STATION DRIVEWAY	17K83011107	4/22/2018	12:43 PM	NONE	PDO	4-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE) / V4:(NOT APPLICABLE,NOT APPLICABLE)
WARD STREET	AT THE INTERSECTION OF SUNOCO GAS STATION DRIVEWAY	17K83011107	10/21/2019	12:50 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	V1:(PASSING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
WARD STREET	50' EAST OF GOODWILL RD	17K83011107	2/29/2020	12:55 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FOLLOWING TOO CLOSELY,DRIVER INEXPERIENCE)
WARD STREET	80' WEST OF SUMMER SET DR	17K83011106	5/5/2021	11:02 AM	NONE	I	2-1	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(DRIVER INATTENTION,NOT APPLICABLE)
WARD STREET	AT THE INTERSECTION OF SUNOCO GAS STATION DRIVEWAY	17K83011107	10/15/2021	6:21 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	HEAD ON	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NYS ROUTE 17K (WARD STREET) AT INTERSECTION WITH SUMMER SET DRIVE												
WARD STREET	AT THE INTERSECTION OF SUMMER SET DR	17K83011107	5/16/2019	8:13 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NYS ROUTE 17K (WARD STREET) BETWEEN SUMMER SET DRIVE & CROSSING LANE												
WARD STREET	85' WEST OF CROSSING LN	17K83011107	7/1/2018	6:40 PM	NONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLEAR	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
WARD STREET	33' EAST OF SUMMER SET DR	17K83011107	4/22/2021	12:30 AM	NONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLEAR	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
NYS ROUTE 17K (WARD STREET) BETWEEN CROSSING LANE & WATER WHEEL DRIVE												
WARD STREET	30' EAST OF CROSSING LN	17K83011108	5/25/2017	10:45 PM	NONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLEAR	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
WARD STREET	10' EAST OF CROSSING LN	17K83011108	11/2/2018	6:12 AM	NONE	PDO	1-0	DAWN	DRY	CLEAR	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)

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**CRASH DATA SUMMARY
NYS ROUTE 17K BETWEEN NYS ROUTE 211 (UNION AVENUE) & NYS ROUTE 208
TOWN OF MONTGOMERY, ORANGE COUNTY, NEW YORK
STUDY PERIOD: JANUARY 1, 2017 THROUGH DECEMBER 31, 2022**

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	Vehicles - Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
NYS ROUTE 17K (WARD STREET) AT INTERSECTION WITH WATER WHEEL DRIVE												
STATE ROUTE 17K	AT THE INTERSECTION OF WATER WHEEL DR	17K83011108	9/17/2018	9:00 PM	UNKNOWN	PDO	1-0	UNKNOWN	UNKNOWN	UNKNOWN	ANIMAL	V1:(NOT APPLICABLE,NOT APPLICABLE)
NYS ROUTE 17K (WARD STREET) BETWEEN WATER WHEEL DRIVE & SPRINGHOUSE LANE												
STATE ROUTE 17K	2640' NORTHWEST OF MIDDLE SCHOOL LN	17K83011118	10/5/2017	8:30 PM	NONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLEAR	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
NYS ROUTE 17K (WARD STREET) AT INTERSECTION WITH SPRINGHOUSE LANE												
WARD STREET	AT THE INTERSECTION OF SPRINGHOUSE LANE	17K83011108	12/2/2021	7:15 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
WARD STREET	AT THE INTERSECTION OF SPRINGHOUSE LANE	17K83011109	10/18/2022	3:50 PM	NONE	I	3-3	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FAILURE TO KEEP RIGHT,DRIVER INATTENTION) / V2:(UNKNOWN,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
NYS ROUTE 17K (WARD STREET) BETWEEN SPRINGHOUSE LANE & FACTORY STREET												
WARD STREET	IN VICINITY OF FACTORY ST	17K83011109	7/30/2017	11:58 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
WARD STREET	240' WEST OF BRESCIA WAY	17K83011110	3/14/2018	5:45 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
WARD STREET	50' WEST OF FACTORY ST	17K83011109	10/29/2022	5:18 PM	NONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLEAR	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
NYS ROUTE 17K (WARD STREET) AT INTERSECTION WITH FACTORY STREET												
WARD STREET	AT THE INTERSECTION OF FACTORY ST	17K83011109	4/28/2017	2:39 PM	NONE	I	2-2	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
WARD STREET	AT THE INTERSECTION OF FACTORY ST	17K83011109	9/27/2019	6:06 PM	NONE	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF FACTORY ST	17K83011109	12/21/2020	12:00 AM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	WET	FOG/SMOG/SM OKE	ANIMAL	V1:(NOT ENTERED,NOT ENTERED)
NYS ROUTE 17K (WARD STREET) AT INTERSECTION WITH BRESCIA WAY												
WARD STREET	AT THE INTERSECTION OF BRESCIA WAY	17K83011109	4/26/2019	4:40 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
WARD STREET	AT THE INTERSECTION OF BRESCIA WAY	17K83011110	11/21/2019	5:42 PM	NONE	I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NYS ROUTE 17K (WARD STREET) BETWEEN BRESCIA WAY & WILSON LANE												
STATE ROUTE 17K	50' WEST OF WILSON LN	17K83011111	12/16/2017	4:40 AM	NONE	PDO	1-0	DARK-ROAD LIGHTED	WET	FOG/SMOG/SM OKE	RUN OFF ROAD	V1:(FATIGUED/DROWSY,NOT APPLICABLE)
STATE ROUTE 17K	200' WEST OF WILSON LN	17K83011118	12/21/2017	7:43 AM	NONE	I	1-1	DAYLIGHT	DRY	CLEAR	BICYCLE	V1:(VIEW OBSTRUCTED/LIMITED,NOT APPLICABLE)
WARD STREET	500' EAST OF FACTORY ST	17K83011110	2/9/2018	10:50 AM	NONE	PDO	1-0	DAYLIGHT	DRY	CLOUDY	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
WARD STREET	20' EAST OF BRESCIA WAY	17K83011109	6/10/2018	9:48 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	RUN OFF ROAD	V1:(DRIVER INEXPERIENCE,DRIVER INATTENTION)
STATE ROUTE 17K	500' EAST OF BRESCIA WAY	17K83011110	10/23/2018	6:21 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
WARD STREET	50' EAST OF BRESCIA WAY	17K83011109	12/11/2018	4:18 PM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
STATE ROUTE 17K	300' EAST OF FACTORY ST	17K83011115	7/15/2019	12:00 PM	NONE	PDO	2-0	DAYLIGHT	SNOW/ICE	SLEET/HAIL/FREEZING RAIN	REAR END	V1:(DRIVER INATTENTION,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)

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**CRASH DATA SUMMARY
NYS ROUTE 17K BETWEEN NYS ROUTE 211 (UNION AVENUE) & NYS ROUTE 208
TOWN OF MONTGOMERY, ORANGE COUNTY, NEW YORK
STUDY PERIOD: JANUARY 1, 2017 THROUGH DECEMBER 31, 2022**

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	Vehicles - Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
STATE ROUTE 17K	500' EAST OF FACTORY ST	17K83011110	8/29/2019	9:07 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
WARD STREET	1000' EAST OF FACTORY	17K83011110	5/25/2020	5:20 PM	NONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLEAR	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
STATE ROUTE 17K	65' NORTHWEST OF WILSON LN	17K83011112	3/1/2021	5:35 PM	NO PASSING ZONE	PDO	1-0	DUSK	DRY	CLOUDY	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
WARD STREET	50' EAST OF FACTORY ST	17K83011110	5/26/2021	8:53 AM	NONE	PDO	1-0	DAYLIGHT	SLUSH	SNOW	RUN OFF ROAD	V1:(DRIVER INEXPERIENCE,PAVEMENT SLIPPERY)
NYS ROUTE 17K AT INTERSECTION WITH WILSON LANE												
STATE ROUTE 17K	AT THE INTERSECTION OF WILSON LN	17K83011112	1/29/2017	8:10 AM	NONE	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF WILSON LN	17K83011112	1/10/2022	11:48 AM	NONE	I	2-1	DAYLIGHT	DRY	CLEAR	U-TURN	V1:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NYS ROUTE 17K (WARD STREET) BETWEEN WILSON LANE & MIDDLE SCHOOL LANE												
STATE ROUTE 17K	100' NORTHWEST OF MIDDLE SCHOOL LN	17K83011112	6/7/2019	8:48 AM	NONE	PDO	1-0	DAYLIGHT	DRY	CLOUDY	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
STATE ROUTE 17K	100' EAST OF WILSON LN	17K83011112	11/5/2019	6:28 PM	NONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLEAR	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
STATE ROUTE 17K	500' EAST OF WILSON LN	17K83011113	10/3/2020	5:20 PM	NONE	PDO	1-0	DUSK	SNOW/ICE	SNOW	RUN OFF ROAD	V1:(PAVEMENT SLIPPERY,NOT APPLICABLE)
STATE ROUTE 17K	500' WEST OF MIDDLE SCHOOL LN	17K83011118	7/17/2021	6:45 PM	NONE	PDO	2-0	DARK-ROAD LIGHTED	WET	RAIN	REAR END	V1:(DRIVER INATTENTION,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	100' EAST OF WILSON LN	17K83011112	8/12/2021	10:49 PM	NONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLEAR	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
NYS ROUTE 17K AT INTERSECTION WITH MIDDLE SCHOOL LANE (ENTRY ONLY DRIVEWAY)												
STATE ROUTE 17K	AT THE INTERSECTION OF MIDDLE SCHOOL LN	17K83011117	12/9/2018	2:35 PM	NONE	I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF MIDDLE SCHOOL LN	17K83011113	8/22/2019	6:50 AM	NONE	I	2-2	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF MIDDLE SCHOOL LN	17K83011113	6/11/2021	12:00 AM	UNKNOWN	PDO	1-0	DAWN	DRY	CLEAR	OTHER	V1:(NOT ENTERED,NOT ENTERED)
STATE ROUTE 17K	AT THE INTERSECTION OF MIDDLE SCHOOL LN	17K83011113	12/10/2021	2:41 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(UNKNOWN,UNKNOWN)
NYS ROUTE 17K BETWEEN MIDDLE SCHOOL LANE (ENTRY ONLY DRIVEWAY) AND SCHOOL EXIT DRIVEWAY/DOLLAR GENERAL												
STATE ROUTE 17K	190' EAST OF MIDDLE SCHOOL LN	17K83011114	11/25/2017	3:19 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,UNKNOWN)
STATE ROUTE 17K	1320' WEST OF BAILEY RD	17K83011114	7/8/2018	9:50 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	ANIMAL	V1:(ANIMAL'S ACTION,NOT ENTERED)
STATE ROUTE 17K	50' EAST OF MIDDLE SCHOOL LN	17K83011118	8/25/2022	11:42 PM	NONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLEAR	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
STATE ROUTE 17K	1000' WEST OF BAILEY RD	17K83011114	11/4/2022	7:00 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)

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**CRASH DATA SUMMARY
NYS ROUTE 17K BETWEEN NYS ROUTE 211 (UNION AVENUE) & NYS ROUTE 208
TOWN OF MONTGOMERY, ORANGE COUNTY, NEW YORK
STUDY PERIOD: JANUARY 1, 2017 THROUGH DECEMBER 31, 2022**

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	Vehicles - Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
NYS ROUTE 17K AT INTERSECTION WITH SCHOOL EXIT DRIVEWAY/DOLLAR GENERAL												
STATE ROUTE 17K	AT THE INTERSECTION OF SCHOOL EXIT DRIVEWAY	17K83011115	1/19/2017	5:57 PM	NONE	PDO	2-0	DARK-ROAD UNLIGHTED	WET	CLOUDY	REAR END	V1:(OUTSIDE CAR DISTRACTION,NOT APPLICABLE) / V2:(OUTSIDE CAR DISTRACTION,NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF SCHOOL EXIT DRIVEWAY	17K83011118	10/3/2017	9:50 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	WET	RAIN	LEFT TURN (AGAINST OTHER CAR)	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF SCHOOL EXIT DRIVEWAY	17K83011111	12/13/2018	8:32 AM	TRAFFIC SIGNAL	I	2-3	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,USING ON BOARD NAVIGATION DEVICE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF SCHOOL EXIT DRIVEWAY	17K83011112	1/7/2019	4:08 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF SCHOOL EXIT DRIVEWAY	17K83011114	2/3/2019	2:40 PM	NO PASSING ZONE	I	2-2	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF 1175 ROUTE 17K DRIVEWAY	---	6/10/2019	1:59 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF SCHOOL EXIT DRIVEWAY	17K83011114	12/20/2020	7:20 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF SCHOOL EXIT DRIVEWAY	17K83011118	5/24/2022	7:23 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INEXPERIENCE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF SCHOOL EXIT DRIVEWAY	17K83011113	8/12/2022	2:25 PM	YIELD SIGN	I	2-2	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NYS ROUTE 17K BETWEEN SCHOOL EXIT DRIVEWAY/DOLLAR GENERAL & MCGOWAN DRIVE												
STATE ROUTE 17K	500' WEST OF BAILEY RD	17K83011121	9/14/2017	1:24 AM	NONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLEAR	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
STATE ROUTE 17K	633' WEST OF BAILEY RD	17K83011118	10/30/2017	10:34 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(PASSENGER DISTRACTION,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	300' WEST OF MONTGOMERY HEIGHTS RD	17K83011118	7/10/2019	3:20 PM	NONE	I	2-1	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	500' WEST OF MONTGOMERY HEIGHTS RD	17K83011115	12/25/2019	2:10 PM	NONE	I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	1056' NORTHWEST OF BAILEY RD	17K83011118	2/12/2020	7:11 AM	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	FOG/SMOG/SM OKE	REAR END	V1:(VIEW OBSTRUCTED/LIMITED,GLARE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	600' WEST OF BAILEY RD	---	6/16/2020	8:50 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	200' NORTHWEST OF BAILEY ROAD	17K83011121	11/28/2020	12:03 AM	NONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLEAR	RUN OFF ROAD	V1:(ALCOHOL INVOLVEMENT,NOT APPLICABLE)
STATE ROUTE 17K	200' EAST OF MIDDLE SCHOOL LN	17K83011118	10/4/2021	3:50 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	525' WEST OF MONTGOMERY HEIGHTS DR	17K83011115	5/8/2022	1:14 PM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)

TABLE A-1

**CRASH DATA SUMMARY
NYS ROUTE 17K BETWEEN NYS ROUTE 211 (UNION AVENUE) & NYS ROUTE 208
TOWN OF MONTGOMERY, ORANGE COUNTY, NEW YORK
STUDY PERIOD: JANUARY 1, 2017 THROUGH DECEMBER 31, 2022**

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	Vehicles - Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
NYS ROUTE 17K AT INTERSECTION WITH MCGOWAN DRIVE												
STATE ROUTE 17K	AT THE INTERSECTION OF MCGOWAN DR	17K83011116	3/1/2018	5:25 PM	NONE	PDO	3-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,UNSAFE SPEED) / V2:(OTHER (VEHICLE),NOT APPLICABLE) / V3:(OTHER (VEHICLE),NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF MCGOWAN DR	17K83011115	6/24/2018	3:00 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE)
NYS ROUTE 17K BETWEEN MCGOWAN DRIVEY & MONTGOMERY HEIGHTS												
STATE ROUTE 17K	100' WEST OF MONTGOMERY HEIGHTS ROAD	17K83011116	1/12/2017	4:15 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	CLOUDY	REAR END	V1:(BRAKES DEFECTIVE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	150' WEST OF MONTGOMERY HEIGHTS RD	17K83011121	6/18/2019	7:18 AM	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NYS ROUTE 17K AT INTERSECTION WITH MONTGOMERY HEIGHTS												
STATE ROUTE 17K	AT THE INTERSECTION OF MONTGOMEY HEIGHTS	17K83011116	10/4/2019	2:04 PM	NONE	I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,DRIVER INEXPERIENCE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NYS ROUTE 17K BETWEEN MONTGOMERY HEIGHTS & BAILEY ROAD												
STATE ROUTE 17K	200' WEST OF BAILEY RD	17K83011115	11/9/2017	1:20 AM	NO PASSING ZONE	I	1-1	DARK-ROAD LIGHTED	DRY	CLOUDY	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
STATE ROUTE 17K	100' NORTHWEST OF BAILEY RD	17K83011116	1/31/2022	5:45 PM	NONE	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NYS ROUTE 17K AT INTERSECTION WITH BAILEY ROAD												
STATE ROUTE 17K	AT THE INTERSECTION OF BAILEY RD	17K83011121	5/12/2017	7:45 AM	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF BAILEY RD	17K83011116	1/15/2019	3:10 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF BAILEY RD	17K83011117	3/4/2019	7:35 AM	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	V1:(UNSAFE LANE CHANGE,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
BAILEY RD	AT THE INTERSECTION OF STATE ROUTE 17K	---	6/22/2021	6:03 PM	STOP SIGN	I	2-1	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
NYS ROUTE 17K BETWEEN BAILEY ROAD & WALNUT STREET												
STATE ROUTE 17K	500' EAST OF BAILEY RD	17K83011118	10/23/2017	6:30 AM	NONE	PDO	1-0	DAWN	DRY	CLEAR	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
STATE ROUTE 17K	1000' NORTHWEST OF WALNUT STREET	17K83011118	11/2/2017	6:08 PM	NONE	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	390' WEST OF WALNUT ST	17K83011121	5/15/2018	3:01 PM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
STATE ROUTE 17K	825' WEST OF WALNUT ST	17K83011120	10/25/2018	6:00 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	SNOW/ICE	SNOW	RUN OFF ROAD	V1:(UNSAFE SPEED,NOT APPLICABLE)
STATE ROUTE 17K	500' NORTHWEST OF ROUTE 208	17K83011122	7/19/2019	9:15 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)

TABLE A-1

**CRASH DATA SUMMARY
NYS ROUTE 17K BETWEEN NYS ROUTE 211 (UNION AVENUE) & NYS ROUTE 208
TOWN OF MONTGOMERY, ORANGE COUNTY, NEW YORK
STUDY PERIOD: JANUARY 1, 2017 THROUGH DECEMBER 31, 2022**

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	Vehicles - Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
STATE ROUTE 17K	100' EAST OF BAILEY RD	17K83011121	11/21/2019	3:45 PM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	RUN OFF ROAD	V1:(FELL ASLEEP,NOT APPLICABLE)
STATE ROUTE 17K	500' WEST OF WALNUT ST	17K83011121	10/8/2020	8:15 AM	NONE	PDO	1-0	DAWN	WET	RAIN	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
STATE ROUTE 17K	500' WEST OF ROUTE 208	17K83011120	2/22/2021	12:24 AM	NONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLEAR	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
STATE ROUTE 17K	1000' NORTHWEST OF ROUTE 208	17K83011121	12/12/2021	7:30 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
STATE ROUTE 17K	633' WEST OF WALNUT ST	17K83011118	7/11/2022	6:00 PM	NONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLOUDY	ANIMAL	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
NYS ROUTE 17K AT INTERSECTION WITH WALNUT STREET												
STATE ROUTE 17K	AT THE INTERSECTION OF WALNUT ST	17K83011122	2/12/2018	2:45 PM	NONE	I	2-2	DAYLIGHT	WET	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NYS ROUTE 17K AT INTERSECTION WITH NYS ROUTE 208												
STATE ROUTE 17K	AT THE INTERSECTION OF ROUTE 208	208 83011170	1/24/2017	7:15 AM	TRAFFIC SIGNAL	PDO	3-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(GLARE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 17K	208 83011170	5/10/2017	3:50 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(DRIVER INATTENTION,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 17K	208 83011170	5/30/2017	10:00 PM	UNKNOWN	PDO	1-0	UNKNOWN	UNKNOWN	UNKNOWN	RUN OFF ROAD	V1:(NOT ENTERED,NOT ENTERED)
STATE ROUTE 17K	AT THE INTERSECTION OF STATE ROUTE 208	17K83011123	7/22/2017	2:45 PM	HIGHWAY WORK AREA	PDO	3-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 17K	208 83011170	8/1/2017	4:15 PM	TRAFFIC SIGNAL	I	3-1	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF STATE ROUTE 208	17K83011123	9/1/2017	1:05 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF ROUTE 208	208 83011170	9/23/2017	6:40 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF ROUTE 208	208 83011170	10/4/2017	6:15 PM	TRAFFIC SIGNAL	I	2-1	DARK-ROAD LIGHTED	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 17K	208 83011170	10/20/2017	3:42 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(PASSING OR LANE USAGE IMPROPERLY,UNSAFE LANE CHANGE)
STATE ROUTE 17K	AT THE INTERSECTION OF STATE ROUTE 208	17K83011123	12/11/2017	4:09 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF ROUTE 208	208 83011170	1/10/2018	7:43 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF ROUTE 208	208 83011170	2/5/2018	2:06 PM	TRAFFIC SIGNAL	I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 17K	208 83011170	5/11/2018	10:00 AM	FLASHING LIGHT	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
STATE ROUTE 17K	100' EAST OF STATE ROUTE 208	17K83011123	5/16/2018	9:30 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	RAIN	OVERTAKING	V1:(TURNING IMPROPER,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 17K	208 83011170	6/12/2018	8:32 AM	TRAFFIC SIGNAL	I	2-1	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)

TABLE A-1

CRASH DATA SUMMARY
NYS ROUTE 17K BETWEEN NYS ROUTE 211 (UNION AVENUE) & NYS ROUTE 208
TOWN OF MONTGOMERY, ORANGE COUNTY, NEW YORK
STUDY PERIOD: JANUARY 1, 2017 THROUGH DECEMBER 31, 2022

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	Vehicles - Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
STATE ROUTE 17K	AT THE INTERSECTION OF ROUTE 208	208 83011170	7/5/2018	5:15 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY, DRIVER INATTENTION) / V2:(NOT APPLICABLE, NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF ROUTE 208	208 83011170	11/29/2018	7:11 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(GLARE, DRIVER INATTENTION) / V2:(NOT APPLICABLE, NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF ROUTE 208	208 83011170	12/6/2018	3:00 PM	TRAFFIC SIGNAL	I	2-2	DAYLIGHT	WET	RAIN	REAR END	V1:(DRIVER INATTENTION, FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE, NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF ROUTE 208	208 83011170	2/7/2019	9:15 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	RAIN	HEAD ON	V1:(FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE) / V2:(NOT APPLICABLE, NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF STATE ROUTE 208	17K83011123	5/17/2019	11:30 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION, NOT APPLICABLE) / V2:(NOT APPLICABLE, NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 17K	208 83011170	5/23/2019	8:36 AM	TRAFFIC SIGNAL	PDO	1-0	DAYLIGHT	DRY	CLEAR	RUN OFF ROAD	V1:(UNSAFE SPEED, NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 17K	208 83011170	6/14/2019	12:05 PM	TRAFFIC SIGNAL	I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION, GLARE) / V2:(NOT APPLICABLE, NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 17K	208 83011170	8/9/2019	4:20 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION, NOT APPLICABLE) / V2:(NOT APPLICABLE, NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 17K	208 83011170	9/2/2019	2:20 PM	TRAFFIC SIGNAL	I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION, NOT APPLICABLE) / V2:(NOT APPLICABLE, NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF ROUTE 208	208 83011170	10/12/2019	10:20 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(NOT APPLICABLE, NOT APPLICABLE) / V2:(DRIVER INATTENTION, NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 17K	208 83011170	10/26/2019	1:25 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(NOT APPLICABLE, NOT APPLICABLE) / V2:(FOLLOWING TOO CLOSELY, NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 17K	208 83011170	11/1/2019	8:50 PM	TRAFFIC SIGNAL	I	2-1	DARK-ROAD UNLIGHTED	DRY	CLEAR	RIGHT TURN (WITH OTHER CAR)	V1:(DRIVER INATTENTION, FAILURE TO KEEP RIGHT) / V2:(NOT ENTERED, NOT ENTERED)
STATE ROUTE 17K	AT THE INTERSECTION OF ROUTE 208	208 83011170	12/17/2019	4:35 PM	TRAFFIC SIGNAL	I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	V1:(UNKNOWN, UNKNOWN) / V2:(DRIVER INATTENTION, DRIVER INATTENTION)
ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 17K	208 83011170	1/8/2020	1:13 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(VIEW OBSTRUCTED/LIMITED, NOT APPLICABLE) / V2:(NOT APPLICABLE, NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 17K	208 83011170	1/10/2020	9:09 PM	TRAFFIC SIGNAL	I	2-1	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	V1:(ALCOHOL INVOLVEMENT, PRESCRIPTION MEDICATION) / V2:(NOT ENTERED, NOT ENTERED)
STATE ROUTE 17K	AT THE INTERSECTION OF STATE ROUTE 208	17K83011123	1/23/2020	3:32 PM	TRAFFIC SIGNAL	PDO	1-0	DAYLIGHT	DRY	CLOUDY	PEDESTRIAN	V1:(NOT APPLICABLE, NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 17K	208 83011170	3/29/2020	12:10 AM	TRAFFIC SIGNAL	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLEAR	RUN OFF ROAD	V1:(ALCOHOL INVOLVEMENT, UNKNOWN)
ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 17K	208 83011170	11/21/2020	11:20 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	V1:(DRIVER INATTENTION, NOT APPLICABLE) / V2:(NOT APPLICABLE, NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 17K	208 83011170	3/21/2021	2:09 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION, NOT APPLICABLE) / V2:(NOT APPLICABLE, NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 17K	208 83011170	4/7/2021	7:25 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	RIGHT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE) / V2:(NOT APPLICABLE, NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 17K	208 83011170	5/5/2021	3:50 PM	TRAFFIC SIGNAL	I	3-2	DAYLIGHT	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	V1:(DRIVER INEXPERIENCE, TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(VIEW OBSTRUCTED/LIMITED, NOT APPLICABLE) / V3:(NOT APPLICABLE, NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 17K	208 83011170	6/18/2021	8:52 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	V1:(FAILURE TO YIELD RIGHT OF WAY, DRIVER INATTENTION) / V2:(NOT APPLICABLE, NOT APPLICABLE)

TABLE A-1

**CRASH DATA SUMMARY
NYS ROUTE 17K BETWEEN NYS ROUTE 211 (UNION AVENUE) & NYS ROUTE 208
TOWN OF MONTGOMERY, ORANGE COUNTY, NEW YORK
STUDY PERIOD: JANUARY 1, 2017 THROUGH DECEMBER 31, 2022**

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	Vehicles - Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
STATE ROUTE 17K	AT THE INTERSECTION OF STATE ROUTE 208	208 83011170	7/17/2021	6:15 AM	OTHER	PDO	0-0	DARK-ROAD LIGHTED	WET	RAIN	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY, DRIVER INATTENTION) / V2:(NOT APPLICABLE, NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF STATE ROUTE 208	17K83011123	9/3/2021	7:08 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	V1:(NOT APPLICABLE, NOT APPLICABLE) / V2:(FOLLOWING TOO CLOSELY, PAVEMENT SLIPPERY)
STATE ROUTE 17K	AT THE INTERSECTION OF STATE ROUTE 208	17K83011123	9/10/2021	6:55 PM	TRAFFIC SIGNAL	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	RIGHT TURN (WITH OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF ROUTE 208	208 83011170	9/21/2021	10:59 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY, DRIVER INATTENTION) / V2:(NOT APPLICABLE, NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF ROUTE 208	208 83011170	9/23/2021	7:40 PM	TRAFFIC SIGNAL	I	2-2	DARK-ROAD LIGHTED	DRY	CLEAR	HEAD ON	V1:(FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE) / V2:(NOT APPLICABLE, NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF ROUTE 208	208 83011170	9/30/2021	7:32 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY, DRIVER INATTENTION) / V2:(NOT APPLICABLE, NOT APPLICABLE)
STATE ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 17K	208 83011170	10/22/2021	3:15 PM	TRAFFIC SIGNAL	I	2-3	DAYLIGHT	WET	RAIN	RIGHT ANGLE	V1:(NOT APPLICABLE, NOT APPLICABLE) / V2:(FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF STATE ROUTE 208	17K83011123	1/24/2022	7:36 PM	TRAFFIC SIGNAL	I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY, NOT APPLICABLE) / V2:(NOT APPLICABLE, NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 17K	208 83011170	2/10/2022	11:25 AM	TRAFFIC SIGNAL	I	2-1	DAYLIGHT	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY, FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE, NOT APPLICABLE)
STATE ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 17K	208 83011170	3/22/2022	11:20 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(TRAFFIC CONTROL DEVICES DISREGARDED, FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE, NOT APPLICABLE)
STATE ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 17K	208 83011170	6/4/2022	5:50 PM	TRAFFIC SIGNAL	I	2-1	DARK-ROAD UNLIGHTED	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(NOT APPLICABLE, NOT APPLICABLE) / V2:(FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 17K	208 83011170	10/10/2022	9:54 PM	TRAFFIC SIGNAL	I	2-1	DARK-ROAD LIGHTED	WET	CLOUDY	REAR END	V1:(DRIVER INATTENTION, DRIVER INATTENTION) / V2:(NOT APPLICABLE, NOT APPLICABLE)
NYS ROUTE 17K EAST OF NYS ROUTE 208												
STATE ROUTE 17K	AT THE INTERSECTION OF SCOTTS CORNERS DRIVEWAY	17K83011123	2/13/2018	6:17 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	V1:(DRIVER INATTENTION, FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE, NOT APPLICABLE)
STATE ROUTE 17K	100' EAST OF STATE ROUTE 208	17K83011123	10/24/2020	8:15 AM	STOPPED SCHOOL BUS W/RED LIGHT FLSH	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY, OUTSIDE CAR DISTRACTION) / V2:(NOT APPLICABLE, NOT APPLICABLE)
STATE ROUTE 17K	AT THE INTERSECTION OF CITGO STATION DRIVEWAY	17K83011123	12/21/2021	3:48 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE) / V2:(NOT APPLICABLE, NOT APPLICABLE)

TABLE A-1

**CRASH DATA SUMMARY
NYS ROUTE 17K BETWEEN NYS ROUTE 211 (UNION AVENUE) & NYS ROUTE 208
TOWN OF MONTGOMERY, ORANGE COUNTY, NEW YORK
STUDY PERIOD: JANUARY 1, 2017 THROUGH DECEMBER 31, 2022**

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	Vehicles - Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
NYS ROUTE 208 SOUTH OF NYS ROUTE 17K												
ROUTE 208	AT THE INTERSECTION OF CITGO STATION DRIVEWAY	208 83011170	8/21/2017	9:50 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY, DRIVER INATTENTION) / V2:(NOT APPLICABLE, NOT APPLICABLE)
STATE ROUTE 208	AT THE INTERSECTION OF CITGO GAS STATION DRIVEWAY	208 83011170	10/29/2019	12:30 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY, DRIVER INATTENTION) / V2:(NOT APPLICABLE, NOT APPLICABLE)
STATE ROUTE 208	AT THE INTERSECTION OF SHOPPING CENTER DRIVEWAY	208 83011170	6/27/2020	7:00 AM	NONE	PDO	3-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY, DRIVER INEXPERIENCE) / V2:(NOT APPLICABLE, NOT APPLICABLE) / V3:(NOT APPLICABLE, NOT APPLICABLE)
STATE ROUTE 208	AT THE INTERSECTION OF CITGO STATION DRIVEWAY	208 83011170	12/4/2022	6:32 PM	NONE	PDO	2-0	DARK-ROAD LIGHTED	WET	SNOW	LEFT TURN (WITH OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE) / V2:(NOT APPLICABLE, NOT APPLICABLE)
MISCELLANEOUS LOCATIONS & NON-ROADWAY ACCIDENTS PROXIMATE TO ROUTE 17K												
SUNOCO GAS STATION	PARKING LOT	17K83011107	1/19/2017	3:05 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	BACKING	V1:(BACKING UNSAFELY, NOT APPLICABLE) / V2:(NOT APPLICABLE, NOT APPLICABLE)
STATE ROUTE 17K	SCHOOL PARKING LOT	17K83011114	4/4/2017	7:15 AM	SCHOOL ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	PARKING	V1:(BACKING UNSAFELY, NOT APPLICABLE) / V2:(NOT APPLICABLE, NOT APPLICABLE)
FIRE HOUSE	PARKING LOT	17K83011105	5/9/2017	10:10 PM	NONE	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	PARKING	V1:(BACKING UNSAFELY, NOT APPLICABLE) / V2:(NOT APPLICABLE, NOT APPLICABLE)
BRESCIA WAY	PARKING LOT	17K83011109	11/16/2017	10:40 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	PARKING	V1:(BACKING UNSAFELY, VIEW OBSTRUCTED/LIMITED) / V2:(NOT APPLICABLE, NOT APPLICABLE)
10 FACTORY ST	PARKING LOT	17K83011109	2/26/2018	2:05 PM	NONE	PDO	3-0	DAYLIGHT	DRY	CLEAR	PARKING	V1:(DRIVERLESS/RUNAWAY VEHICLE, NOT APPLICABLE) / V2:(NOT APPLICABLE, NOT APPLICABLE) / V3:(NOT APPLICABLE, NOT APPLICABLE)
ROUTE 211	50' SOUTH OF WARD ST	211 83013106	4/3/2018	12:00 AM	NONE	PDO	2-0	DUSK	DRY	CLEAR	PARKED VEHICLE	V1:(NOT ENTERED, NOT ENTERED) / V2:(NOT ENTERED, NOT ENTERED)
159 WARD STREET	PARKING LOT	17K83011105	5/17/2019	12:37 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	SIDESWIPE	V1:(DRIVER INATTENTION, NOT APPLICABLE) / V2:(NOT APPLICABLE, NOT APPLICABLE)
1175 ROUTE 17K	PARKING LOT	---	1/25/2020	7:36 AM	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(DRIVER INATTENTION, NOT APPLICABLE) / V2:(NOT APPLICABLE, NOT APPLICABLE)
1037 STATE ROUTE 17K	PARKING LOT	---	9/11/2020	4:55 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	PARKING	V1:(DRIVER INATTENTION, NOT APPLICABLE) / V2:(NOT APPLICABLE, NOT APPLICABLE)
STATE ROUTE 17K	SCHOOL PARKING LOT	17K83011115	12/21/2020	8:49 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	PARKING	V1:(TURNING IMPROPER, UNSAFE LANE CHANGE) / V2:(NOT APPLICABLE, NOT APPLICABLE)
1175 STATE ROUTE 17K	SCHOOL PARKING LOT	17K83011118	1/26/2021	2:30 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	BACKING	V1:(DRIVER INEXPERIENCE, NOT APPLICABLE) / V2:(DRIVER INEXPERIENCE, NOT APPLICABLE)
BAILEY RD	250' NORTH OF STATE ROUTE 17K	17K83011107	4/30/2021	6:45 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	ANIMAL	V1:(ANIMAL'S ACTION, NOT APPLICABLE)
1275 ROUTE 17K	PARKING LOT	17K83011115	8/31/2021	6:15 AM	NONE	PDO	2-0	DAYLIGHT	WET	RAIN	PARKING	V1:(VIEW OBSTRUCTED/LIMITED, NOT APPLICABLE) / V2:(NOT APPLICABLE, NOT APPLICABLE)
STATE ROUTE 208	636' NORTHWEST OF STATE ROUTE 17K	17K83011118	3/6/2022	5:28 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY, DRIVER INATTENTION) / V2:(NOT APPLICABLE, NOT APPLICABLE)
1175 STATE ROUTE 17K	PARKING LOT	17K83011114	4/9/2022	6:30 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	PARKING	V1:(UNKNOWN, UNKNOWN) / V2:(DRIVER INATTENTION, UNKNOWN)

TABLE A-2

CRASH DATA SUMMARY
STUDY AREA INTERSECTIONS
NYS ROUTE 17K BETWEEN NYS ROUTE 211 (UNION AVENUE) & NYS ROUTE 208
TOWN OF MONTGOMERY, ORANGE COUNTY, NY
STUDY PERIOD: JANUARY 1, 2017 THROUGH DECEMBER 31, 2022

SUMMARY BY INTERSECTION
NYS ROUTE 17K (WARD STREET) AT INTERSECTION WITH NYS ROUTE 211 (UNION STREET)

Crashes by Year		Accident Class Summary		Light Condition Summary		Road Condition Summary		Weather Summary		Collision Type Summary	
Year	Crashes	Accident Class	Crashes	Light Condition	Crashes	Road Condition	Crashes	Weather Condition	Crashes	Collision Type	Crashes
2017	4	N/R	-	UNKNOWN	-	UNKNOWN	-	UNKNOWN	-	ANIMAL	-
2018	3	PDO	13	NOT ENTERED	-	NOT ENTERED	-	NOT ENTERED	-	PEDESTRIAN	-
2019	3	I	5	DAYLIGHT	17	DRY	15	CLEAR	12	REAR END	11
2020	1	PDO & I	-	DAWN	-	WET	2	CLOUDY	3	RIGHT ANGLE	2
2021	4	F	-	DUSK	-	MUDDY	-	RAIN	2	LEFT TURN (AGAINST OTHER CAR)	3
2022	3			DARK-ROAD LIGHTED	1	SNOW/ICE	1	SNOW	1	LEFT TURN (WITH OTHER CAR)	-
Total Crashes	18	Total Crashes	18	DARK-ROAD UNLIGHTED	-	SLUSH	-	SLEET/HAIL/FREEZING RAIN	-	RIGHT TURN (AGAINST OTHER CAR)	-
				Total Crashes	18	FLOODED	-	FOG/SMOG/SMOKE	-	RIGHT TURN (WITH OTHER CAR)	1
						OTHER	-	OTHER	-	OVERTAKING	-
						Total Crashes	18	Total Crashes	18	SIDESWIPE	-
										HEAD ON	-
										RUN OFF ROAD	1
										Total Crashes	18

NYS ROUTE 17K AT INTERSECTION WITH MIDDLE SCHOOL LANE (ENTRY ONLY DRIVEWAY)

Crashes by Year		Accident Class Summary		Light Condition Summary		Road Condition Summary		Weather Summary		Collision Type Summary	
Year	Crashes	Accident Class	Crashes	Light Condition	Crashes	Road Condition	Crashes	Weather Condition	Crashes	Collision Type	Crashes
2017	-	N/R	-	UNKNOWN	-	UNKNOWN	-	UNKNOWN	-	ANIMAL	-
2018	1	PDO	2	NOT ENTERED	-	NOT ENTERED	-	NOT ENTERED	-	OTHER	1
2019	1	I	2	DAYLIGHT	3	DRY	4	CLEAR	4	REAR END	3
2020	-	PDO & I	-	DAWN	1	WET	-	CLOUDY	-	RIGHT ANGLE	-
2021	2	F	-	DUSK	-	MUDDY	-	RAIN	-	LEFT TURN (AGAINST OTHER CAR)	-
2022	-			DARK-ROAD LIGHTED	-	SNOW/ICE	-	SNOW	-	LEFT TURN (WITH OTHER CAR)	-
Total Crashes	4	Total Crashes	4	DARK-ROAD UNLIGHTED	-	SLUSH	-	SLEET/HAIL/FREEZING RAIN	-	RIGHT TURN (AGAINST OTHER CAR)	-
				Total Crashes	4	FLOODED	-	FOG/SMOG/SMOKE	-	RIGHT TURN (WITH OTHER CAR)	-
						OTHER	-	OTHER	-	OVERTAKING	-
						Total Crashes	4	Total Crashes	4	SIDESWIPE	-
										HEAD ON	-
										RUN OFF ROAD	-
										Total Crashes	4

TABLE A-2

CRASH DATA SUMMARY
STUDY AREA INTERSECTIONS
NYS ROUTE 17K BETWEEN NYS ROUTE 211 (UNION AVENUE) & NYS ROUTE 208
TOWN OF MONTGOMERY, ORANGE COUNTY, NY
STUDY PERIOD: JANUARY 1, 2017 THROUGH DECEMBER 31, 2022

SUMMARY BY INTERSECTION

NYS ROUTE 17K AT INTERSECTION WITH SCHOOL EXIT DRIVEWAY/DOLLAR GENERAL

Crashes by Year		Accident Class Summary		Light Condition Summary		Road Condition Summary		Weather Summary		Collision Type Summary	
Year	Crashes	Accident Class	Crashes	Light Condition	Crashes	Road Condition	Crashes	Weather Condition	Crashes	Collision Type	Crashes
2017	2	N/R	-	UNKNOWN	-	UNKNOWN	-	UNKNOWN	-	UNKNOWN	-
2018	1	PDO	6	NOT ENTERED	-	NOT ENTERED	-	NOT ENTERED	-	PEDESTRIAN	-
2019	3	I	3	DAYLIGHT	7	DRY	7	CLEAR	5	REAR END	5
2020	1	PDO & I	-	DAWN	-	WET	2	CLOUDY	3	RIGHT ANGLE	1
2021	-	F	-	DUSK	-	MUDDY	-	RAIN	1	LEFT TURN (AGAINST OTHER CAR)	3
2022	2			DARK-ROAD LIGHTED	1	SNOW/ICE	-	SNOW	-	LEFT TURN (WITH OTHER CAR)	-
Total Crashes	9	Total Crashes	9	DARK-ROAD UNLIGHTED	1	SLUSH	-	SLEET/HAIL/FREEZING RAIN	-	RIGHT TURN (AGAINST OTHER CAR)	-
				Total Crashes	9	FLOODED	-	FOG/SMOG/SMOKE	-	RIGHT TURN (WITH OTHER CAR)	-
						OTHER	-	OTHER	-	OVERTAKING	-
						Total Crashes	9	Total Crashes	9	SIDESWIPE	-
										HEAD ON	-
										RUN OFF ROAD	-
										Total Crashes	9

NYS ROUTE 17K AT INTERSECTION WITH BAILEY ROAD

Crashes by Year		Accident Class Summary		Light Condition Summary		Road Condition Summary		Weather Summary		Collision Type Summary	
Year	Crashes	Accident Class	Crashes	Light Condition	Crashes	Road Condition	Crashes	Weather Condition	Crashes	Collision Type	Crashes
2017	1	N/R	-	UNKNOWN	-	UNKNOWN	-	UNKNOWN	-	ANIMAL	-
2018	-	PDO	3	NOT ENTERED	-	NOT ENTERED	-	NOT ENTERED	-	PEDESTRIAN	-
2019	2	I	1	DAYLIGHT	3	DRY	4	CLEAR	3	REAR END	3
2020	-	PDO & I	-	DAWN	-	WET	-	CLOUDY	1	RIGHT ANGLE	-
2021	1	F	-	DUSK	-	MUDDY	-	RAIN	-	LEFT TURN (AGAINST OTHER CAR)	-
2022	-			DARK-ROAD LIGHTED	1	SNOW/ICE	-	SNOW	-	LEFT TURN (WITH OTHER CAR)	-
Total Crashes	4	Total Crashes	4	DARK-ROAD UNLIGHTED	-	SLUSH	-	SLEET/HAIL/FREEZING RAIN	-	RIGHT TURN (AGAINST OTHER CAR)	-
				Total Crashes	4	FLOODED	-	FOG/SMOG/SMOKE	-	RIGHT TURN (WITH OTHER CAR)	-
						OTHER	-	OTHER	-	OVERTAKING	1
						Total Crashes	4	Total Crashes	4	SIDESWIPE	-
										HEAD ON	-
										RUN OFF ROAD	-
										Total Crashes	4

TABLE A-2

CRASH DATA SUMMARY
STUDY AREA INTERSECTIONS
NYS ROUTE 17K BETWEEN NYS ROUTE 211 (UNION AVENUE) & NYS ROUTE 208
TOWN OF MONTGOMERY, ORANGE COUNTY, NY
STUDY PERIOD: JANUARY 1, 2017 THROUGH DECEMBER 31, 2022

SUMMARY BY INTERSECTION
NYS ROUTE 17K AT INTERSECTION WITH NYS ROUTE 208

Crashes by Year		Accident Class Summary		Light Condition Summary		Road Condition Summary		Weather Summary		Collision Type Summary	
Year	Crashes	Accident Class	Crashes	Light Condition	Crashes	Road Condition	Crashes	Weather Condition	Crashes	Collision Type	Crashes
2017	10	N/R	-	UNKNOWN	1	UNKNOWN	1	UNKNOWN	1	ANIMAL	-
2018	8	PDO	32	NOT ENTERED	-	NOT ENTERED	-	NOT ENTERED	-	PEDESTRIAN	1
2019	10	I	17	DAYLIGHT	36	DRY	41	CLEAR	30	REAR END	28
2020	5	PDO & I	-	DAWN	-	WET	7	CLOUDY	12	RIGHT ANGLE	3
2021	11	F	-	DUSK	-	MUDDY	-	RAIN	6	LEFT TURN (AGAINST OTHER CAR)	5
2022	5			DARK-ROAD LIGHTED	8	SNOW/ICE	-	SNOW	-	LEFT TURN (WITH OTHER CAR)	-
Total Crashes	49	Total Crashes	49	DARK-ROAD UNLIGHTED	4	SLUSH	-	SLEET/HAIL/FREEZING RAIN	-	RIGHT TURN (AGAINST OTHER CAR)	1
				Total Crashes	49	FLOODED	-	FOG/SMOG/SMOKE	-	RIGHT TURN (WITH OTHER CAR)	2
						OTHER	-	OTHER	-	OVERTAKING	4
						Total Crashes	49	Total Crashes	49	SIDESWIPE	-
										HEAD ON	2
										RUN OFF ROAD	3
										Total Crashes	49

SUMMARY BY SEGEMENT
NYS ROUTE 17K BETWEEN BAILEY ROAD AND WALNUT AVENUE

Crashes by Year		Accident Class Summary		Light Condition Summary		Road Condition Summary		Weather Summary		Collision Type Summary	
Year	Crashes	Accident Class	Crashes	Light Condition	Crashes	Road Condition	Crashes	Weather Condition	Crashes	Collision Type	Crashes
2017	2	N/R	-	UNKNOWN	-	UNKNOWN	-	UNKNOWN	-	ANIMAL	7
2018	2	PDO	10	NOT ENTERED	-	NOT ENTERED	-	NOT ENTERED	-	PEDESTRIAN	-
2019	2	I	-	DAYLIGHT	2	DRY	8	CLEAR	7	REAR END	-
2020	1	PDO & I	-	DAWN	2	WET	1	CLOUDY	1	RIGHT ANGLE	-
2021	2	F	-	DUSK	-	MUDDY	-	RAIN	1	LEFT TURN (AGAINST OTHER CAR)	1
2022	1			DARK-ROAD LIGHTED	2	SNOW/ICE	1	SNOW	1	LEFT TURN (WITH OTHER CAR)	-
Total Crashes	10	Total Crashes	10	DARK-ROAD UNLIGHTED	4	SLUSH	-	SLEET/HAIL/FREEZING RAIN	-	RIGHT TURN (AGAINST OTHER CAR)	-
				Total Crashes	10	FLOODED	-	FOG/SMOG/SMOKE	-	RIGHT TURN (WITH OTHER CAR)	-
						OTHER	-	OTHER	-	OVERTAKING	-
						Total Crashes	10	Total Crashes	10	SIDESWIPE	-
										HEAD ON	-
										RUN OFF ROAD	2
										Total Crashes	10

Table A-3
Summary of Accident Rates and Comparison to State Wide Averages
NYS Route 17K between NYS Route 211 (Union Street) & NYS Route 208
Town/Village of Montgomery, Orange County, New York
Study Period: January 1, 2017 through December 31, 2022

Intersection Crash Rates						
Accident Type	Analysis Period (Years)	Intersection AADT (VPD)	Segment Length (Miles)	No. of Accidents	Intersection Accident Rate (ACC/MEV)	State-Wide Average Accident Rate (ACC/MEV)
NYS Route 17K (Ward Street) at intersection with NYS Route 211 (Union Street)						
Wet Road	6	16,413	---	3	0.08	0.10
Left Turn			---	3	0.08	0.05
Rear End			---	11	0.31	0.21
Overtaking			---	-	-	0.08
Right Angle			---	2	0.06	0.09
Right Turn			---	1	0.03	0.02
Head-On			---	-	-	0.01
Sideswipe			---	-	-	0.01
All Accident Types			---	18	0.50	0.56
NYS Route 17K at intersection with Middle School Lane (Entry Only Driveway)						
Wet Road	6	12,359	---	-	-	0.04
Left Turn			---	-	-	0.02
Rear End			---	3	0.11	0.11
Overtaking			---	-	-	0.05
Right Angle			---	-	-	0.03
Right Turn			---	-	-	0.01
Head-On			---	-	-	-
Sideswipe			---	-	-	-
All Accident Types			---	4	0.15	0.26
NYS Route 17K at intersection with School Exit Driveway/Dollar General						
Wet Road	6	12,359	---	2	0.07	0.04
Left Turn			---	3	0.11	0.02
Rear End			---	5	0.18	0.11
Overtaking			---	-	-	0.05
Right Angle			---	1	0.04	0.03
Right Turn			---	-	-	0.01
Head-On			---	-	-	-
Sideswipe			---	-	-	-
All Accident Types			---	9	0.33	0.26
NYS Route 17K at intersection with Bailey Road						
Wet Road	6	12,359	---	-	-	0.06
Left Turn			---	-	-	0.02
Rear End			---	3	0.11	0.08
Overtaking			---	1	0.04	0.02
Right Angle			---	-	-	0.08
Right Turn			---	-	-	0.01
Head-On			---	-	-	-
Sideswipe			---	-	-	0.01
All Accident Types			---	4	0.15	0.31

Table A-3
Summary of Accident Rates and Comparison to State Wide Averages
NYS Route 17K between NYS Route 211 (Union Street) & NYS Route 208
Town/Village of Montgomery, Orange County, New York
Study Period: January 1, 2017 through December 31, 2022

Intersection Crash Rates						
Accident Type	Analysis Period (Years)	Intersection AADT (VPD)	Segment Length (Miles)	No. of Accidents	Intersection Accident Rate (ACC/MEV)	State-Wide Average Accident Rate (ACC/MEV)
NYS Route 17K at intersection with NYS Route 208						
Wet Road	6	24,942	---	7	0.13	0.04
Left Turn			---	5	0.09	0.02
Rear End			---	28	0.51	0.11
Overtaking			---	4	0.07	0.05
Right Angle			---	3	0.05	0.03
Right Turn			---	3	0.05	0.01
Head-On			---	2	0.04	-
Sideswipe			---	-	-	-
All Accident Types			---	49	0.90	0.26

Segment Crash Rates						
Accident Type	Analysis Period (Years)	Segment AADT (VPD)	Segment Length (Miles)	No. of Accidents	Segment Accident Rate (ACC/MVM)	State-Wide Average Accident Rate (ACC/MVM)
NYS Route 17K Between Bailey Road and Walnut Avenue						
Wet Road	6	12,359	0.51	2	0.07	0.44
Fixed Object				2	0.07	0.34
All Accident Types				10	0.37	2.38

Notes:

- 1) State-Wide Average Accident Rates based on "Average Accident Rates for State Highways By Facility Type" published by the New York State Department of Transportation for the period September 1, 2017 through August 31, 2019.